## MIAMI-DADE COUNTY PUBLIC SCHOOLS SCHOOL OPERATIONS DEPARTMENT OF TRANSPORTATION

# FEASIBILITY STUDY FOR THE IMPLEMENTATION OF A PILOT PROGRAM OF COMPRESSED NATURAL GAS (CNG) SCHOOL BUSES AND DEVELOPMENT OF A CNG FUELING DEPOT

**January 17, 2014** 

Dr. Marcos M. Moran, Assistant Superintendent School Operations

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## Feasibility of Implementing a Pilot Program of Compressed Natural Gas (CNG) School Buses and Development of a CNG Fueling Depot

#### **Executive Summary**

On April 17, 2013, School Board Item A-2 endorsed the exploration of a study to determine the feasibility of implementing a pilot program of Compressed Natural Gas (CNG) school buses and the development of a CNG fueling depot. The Superintendent also requested that other alternative fuels be considered, e.g., propane and biodiesel fuels.

To this end, the M-DCPS Department of Transportation staff has researched the implementation of alternative fuel usage in other organizations, including school districts, and state and federal agencies. The staff has contacted fuel suppliers and reviewed industry publications and data.

This study provides an analysis of anticipated costs and operational issues associated with the use of diesel, CNG, propane, and biodiesel options. As a result, below are the recommendations:

Advertise a Request For Information (RFI) in the Fall of 2014 to gauge the interest
of companies in the development of a CNG fueling depot, and/or retrofitting of an
existing transportation maintenance center. Results from the RFI will assist staff in
determining whether it is financially feasible to utilize CNG as a fuel source for the
Department of Transportation.

Following receipt and review of the response to the RFI from qualified and experienced parties interested in undertaking the project, the District may, at its sole discretion, subsequently issue a Request for Proposals (RFP). Separate advertisements and notifications will be issued to the potentially interested parties at that time.

- Initiate a CNG pilot program when type "C" buses are certified to operate utilizing CNG and are available on the State Bid. Type "C" CNG buses are expected to be available on the Florida bid in the fall of 2015.
- Initiate a propane pilot program with type C school buses certified to operate utilizing propane, simultaneously with the CNG pilot program, in the Fall of 2015.

#### **Overview of District Fleet and Fueling Operations**

The M-DCPS Department of Transportation fleet consists of 1,251 active diesel-powered school buses ranging from 29-passenger to 84-passenger capacities, 314 of which are lift equipped and all of which are air conditioned. In addition to these, 152 school buses are in storage awaiting auction.

A breakdown of the current fleet is listed below:

#### **CURRENT ACTIVE BUS FLEET = 1251**

(Average Age: 5.6 Years)

Capacity	Туре	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2013
29 PASS	CONV							0	0	0	0	0	0
29 PASS	LIFT							0	0	0	34	0	0
71/72 PASS	CONV							109	51	62	0	432	0
71/72 PASS	LIFT							44	0	0	0	157	0
77 PASS	CONV							0	0	0	0	0	255
77 PASS	LIFT							0	0	0	0	0	0
84/90 PASS	CONV							7	0	0	0	24	0
84/90 PASS	LIFT							6	0	30	0	43	0
TOTALS		0	0	0	0	0	0	166	51	92	34	656	255

## DEPARTMENT OF TRANSPORTATION FLEET SUMMARY AS OF MAY 21, 2013

YEAR	TYPE	CAP	ENG. MANUFACTURER & SIZE	ACTIVE
2006	Α	29/LIFT/AC	FORD MOTOR 6.0L	34
2007	С	71/CONV/AC	CATERPILLAR C7	432
2007	С	71/LIFT/AC	CATERPILLARC7	157
2013	С	77/CONV/AC	CUMMINS ISB10	255
2003	D	72/CONV/AC	NAVISTAR DT466E	109
2003	D	72/LIFT/AC	NAVISTAR DT466E	14
2003	D	71/LIFT/AC	NAVISTAR DT466E	30
2003	D	83/CONV/AC	NAVISTAR DT466E	4
2003	D	84/LIFT/AC	CATERPILLAR C3126E	6
2004	D	72/CONV/AC	CATERPILLAR C3126E	51
2005	D	72/CONV/AC	CATERPILLAR C7	62
2005	D	84/LIFT/AC	CATERPILLAR C7	30
2007	D	84/CONV/AC	CATERPILLAR C7	24
2007	D	84/LIFT/AC	CATERPILLAR C7	43

TOTALS 1251

The average age of our fleet is 5.6 years. The age of the M-DCPS School Bus fleet is favorable, as compared to other school districts. The Florida Department of Education ranks the M-DCPS school bus fleet as the 14<sup>th</sup> newest fleet of the 67 Florida school districts.

The District operates eight Transportation Centers located in strategic locations throughout the county. The Department of Transportation transports approximately 63,500 students twice per day to and from over 16,000 school bus stops.

District school bus operations are effective and efficient. Operating expenditures compare favorably to other Florida School Districts. According to the <u>Quality Link</u>, <u>Florida School District Transportation Profiles</u>, March, 2012, published by the Florida Department of Education, the M-DCPS transportation operating expenditures per mile is \$3.62, compared to an average \$3.74 of the 10 largest Florida districts. Similarly, the M-DCPS transportation expenditures, as a percentage of total district expenditures, is 2.67%, compared to the 3.81% average of the 10 largest Florida districts. M-DCPS transportation cost-effectiveness was cited in the January 16, 2013, *New York Times* article showing a significantly lower cost per student passenger than other comparable districts, including New York City, Los Angeles, and Chicago.

The district fleet consumes 3,100,000 gallons of ultra low sulfur diesel fuel per year. Fuel is purchased utilizing Bid # 033-NN04, which is based upon the weekly average price as published by the Oil Price Information Service (OPIS) with an additional delivery charge. There are nine current district diesel fueling sites. Fuel is dispensed using the E.J. Ward Fueling system, which exports fueling data to the T.M.T. Fleet Maintenance Software program. Tanks are monitored daily, and fuel usage is audited daily, weekly, monthly, and at year end, June 30<sup>th</sup>.

#### **Fueling Costs**

M-DCPS school diesel buses are ordered and delivered with 100 actual useable gallons capacity fuel tanks. The 255 school buses purchased in 2012 average 7.35 miles per gallon (MPG), which provides a range of 735 miles. Drivers generally fuel their buses not more than once or twice per week. Fueling generally takes approximately five minutes, which can be done at any time of the day.

CNG buses can be filled using a slow-fill or fast-fill model. Slow fill takes 12 hours; therefore, it is impractical for school bus application. Fast fill takes about 15 minutes. Coupled with this is a reduced tank capacity of 67 gallons, of which only 75% are usable, leaving 50 actual useable gallons of fuel. Additionally, with a reduced equivalent miles per gallon (5.25), CNG buses will have a range of approximately 263 miles and will need to be fueled more than twice as often as diesel buses, with 10 more minutes of driver time needed per refueling session. Twenty (20) more minutes of paid driver time per bus per week will result in approximately \$200,000 in extra driver pay per year. These increased costs are also not factored into the cost evaluations included in this report.

Similarly, not factored into the cost equation is the requirement to replace CNG school bus fuel tanks after 15 years, at a cost of approximately \$25,000 per vehicle, due to the extremely high pressures exerted upon the tanks.

Propane-powered buses also have a limited range, as compared to diesel buses. They also have a reduced tank size of 67 gallons, although it is anticipated that a 100-gallon tank will soon be available. Even at 100 gallons, and with an average of 3.66 MPG, the range will be 366 miles, which is approximately half of a comparable diesel bus.

#### **CNG Infrastructure Costs**

The initiation of either a pilot or full scale CNG program will require significant infrastructure costs to create a fueling station and retrofit existing maintenance facilities. Unlike diesel and propane, CNG will not use storage tanks. The District currently stores approximately three days of fuel under normal usage. [There is additional storage at Northeast Center.] Propane tanks can be installed on-site at a reasonable cost, or even at a no cost option, based upon anticipated future sales. CNG, however, does not utilize storage tanks and this product cannot be "trucked" in. District facilities must be connected to existing CNG pipelines. This can be accomplished at North, Schee, Northeast, and Southwest Transportation Centers. Pipelines do not exist for Central West, Northwest and South Transportation Centers, so CNG fueling sites will not be available there in the foreseeable future.

CNG fueling stations require ultra high pressure fueling pumps which cost approximately \$500,000 each. Based upon the experience in Leon County, Florida and information provided by Wise Gas (the nearest current CNG provider in Ft. Lauderdale) and other reports, each fueling site will cost approximately \$1.5 million. However, for the purposes of this study, capital fueling costs are not included in the comparative analysis of operating costs of diesel, CNG, and propane. Also not included in these fuel costs is the cost of retrofitting the maintenance CNG facilities with explosion-proof lighting, airflow systems, and other modifications as required.

#### **Emissions/Environmental Impacts**

The U.S. Environmental Protection Agency (EPA) mandated new emission standards effective 2010, for all 2010 and later heavy-duty truck engines. These standards are currently in effect for all diesel, CNG, and propane applications. Our 2012 school buses are 2010 compliant.

Attachment #1 shows the current EPA emission requirements for all school buses. Environmentally, all engine types are near zero emissions, as listed below:

PM (Particulate Matter)
NOx
NM HC
0.01 g/bhp-hr.
0.20 g/bhp-hr.
0.14 g/bhp-hr.

Research has shown that while both diesel and CNG technologies met the same EPA standards, 2010-compliant diesel buses emit lower levels of carbon monoxide (CO) and particulate matter (PM) than CNG buses. Conversely, CNG buses emit less non-methane NOx than comparable diesel buses (California Environmental Protection Agency Air Resources Board, April, 2011).

However, while non-methane hydrocarbons (NMHC) are regulated by the EPA, methane hydrocarbons (MHC) are not. These gases are considered a significant "green house" gas and contribute to global warming. During the process of drilling for CNG, a series of horizontal shafts are extended from the main drilling site. Ultra high pressure water, mixed with chemicals, is injected into the earth, which hydraulically fractures the subsurface forcing gas to escape for collection. This process known as "fracking" may result in increased seismic activity and the release of methane hydrocarbons (MHC) into the atmosphere.

#### **Revenue-Generating Opportunities for CNG Operations**

One of the attractive features in the District's review of transforming its vehicle energy source to CNG is the potential to generate substantial revenue by offering its CNG fuel to outside commercial and governmental fleets. Whether the district installs and operates its own fueling sites or contracts its fueling operation to a specified vendor, the theory is that other fleets will eventually convert to CNG and use our fuel capabilities, assuming the conversion to CNG is cost-effective for their vehicle application. This concept raises two significant concerns.

First, M-DCPS is a tax-exempt non-profit organization. There are questions as to whether the conversion of our fueling sites to "for profit" retail sales will have an effect on the District's tax-exempt status. This is currently being researched by the District Office of the Controller and Procurement Management. It also raises concerns about additional administrative costs associated with retail sales, including billing, accounts receivable, invoice tracking, collections, etc.

Secondly, the use of CNG is most cost effective with high mileage fleets, such as waste trucks or transit buses, which operate their vehicles long hours. These vehicles would be the prime target fleets for District CNG sales, including Miami-Dade County Waste Management, hauling and transit vehicles. Attachment #2 is Request for Information No. 42 **Compressed Natural Gas Infrastructure Solutions**. After discussions with County staff, the District was advised that a Request for Proposal will be issued within the next few weeks for CNG Infrastructure Solutions. It is not yet clear whether Miami-Dade will choose to convert, over time, its public works, waste management, and transit vehicles to CNG or whether its RFP will garner a cost-effective solution to CNG Fueling Sites and shop retrofitting. However, should Miami-Dade decide to convert to CNG, it seems most likely that Miami-Dade will provide its own fueling sites, which will essentially eliminate or significantly reduce the District's opportunity to gain revenue through outside sales.

#### Retrofitting M-DCPS Diesel School Buses to CNG

Miami-Dade County Schools owns and operates 1251 school buses to transport approximately 63,500 students to and from school each day. The oldest buses in operation are from 2003.

Our district fleet is divided into three basic types of school buses; A, C, & D.

A type A school bus is a conversion bus constructed utilizing the cutaway front-section of a van vehicle with a left side driver's door. Type A buses are categorized by weight. Type A-1 are units weighing less than 14,500 pounds Gross Vehicle Weight Rating (GVWR), A-2 are units that weigh more than 14,500 pounds.

Type C school buses are constructed utilizing a chassis with a hood and front fender assembly. The entrance door to the passenger compartment is mounted behind the front wheel axle assembly. These buses are also known as conventional type buses. The GVWR is greater than 21,500 pounds.

Type D school buses are built on a stripped chassis. In these units the entrance door is in front of the front wheels, and the engine can be either mounted on the front or rear of the bus. These units are also known as transit-style buses, or "flat-nose."

One hundred eighty (180) of the 1251 buses, are type D, (2003) Bluebird buses powered by a <u>Caterpillar</u> 3126, a 7.2 liter diesel engine. According to the information received from Caterpillar, there are no Original Equipment Manufacturer (OEM) retrofit kits to convert these engines to run on Compressed Natural Gas (CNG). Additionally, there are no certified aftermarket conversion kits for the 3126 engine. All OEM and aftermarket kits must meet and receive certification from the Environmental Protection Agency (EPA) as well as the California Air Resources Board (CARB).

Another 34 of the 1251 school buses are also type D (2003) Integrated Coach (IC), which are powered by a Navistar DT466 diesel engine. Although there are no OEM kits available to convert these engines, there is an aftermarket kit that has received intermediate approval from the United States EPA. Decisions to convert these engines should consider the cost of the retrofit kit and the current approval status since it is apparent that this aftermarket kit has not received full certification from the EPA. It is not financially practical to spend the enormous funds required to convert and certify tenyear-old buses to CNG so close to the end of their usable life span.

The bulk of the fleet, 748 of the 1251 school buses, are (2007) Bluebird buses powered by Caterpillar C7 engines. This group of buses is split between type C and D; 589 buses are type "C" and 159 are type "D." Based on the information gathered from the local OEM dealer as well, as from the Natural Gas Vehicles for America (NGVA), there are no conversion kits for these engines.

The newest units in service are 255 (2012) Bluebird buses powered by a Cummins ISB 6.7 liter diesel engine. According to the information provided by the dealer and from NGVA, type "C" CNG buses are not available on the State bid. In addition, type "C" CNG-retrofitted buses are not certified to operate in the State of Florida. It should be noted that type "C" CNG buses are expected to be available on the Florida bid in the fall of 2015

The smallest buses in the fleet are 34 Bluebird buses, powered by a Ford 6.0 diesel engine. These engines have no OEM or aftermarket retrofit kits available to convert them to CNG.

#### **Total Annual School Bus Cost by Type of Fuel**

	<u>Diesel</u>	CNG without Incremental Costs	<u>CNG</u>	<u>Propane</u>
Bus Cost	\$99,251(1) /12 Yrs. (2)	\$123,106/12 Years	\$149,735/12 Yrs.	\$103,525/12 Yrs
	\$8,270/Year	\$10,258/Year	\$13,477/Year	\$8,627/Year
Fuel Cost	13,133 (3) /7.35 (4)x\$3.20(5)	13,133/5.25x\$2.55	13,133/5.25x\$2.55	13,133/3.66x\$1.37
	\$5,717/Year	\$6,378/Year	\$6,378/Year	\$4,915/Year
Total Cost Per Year	<u>\$13,987</u>	<u>\$16,636</u>	<u>\$19,855</u>	<u>\$13,542</u>

- (1) Cost based upon Florida State Bid ITB#2013-01, Pricing and Ordering Guide for lowest bidder. (Attachment #3)
- (2) The State recommends a 10-year replacement cycle, but a 12-year cycle has been the recent practice.
- (3) Average miles per year for all school buses, as determined by M-DCPS District fuel records (Attachment #4), over the period of 5/8/2012 through 5/9/2013.
- (4) Average school bus miles per gallon as noted on Attachment #5.
- (5) Current cost for fuel, per equivalent gallon as noted on Attachment #6.

## **Fuel Cost Per Equivalent Gallon by Type**

<u>Diesel</u>	Attachment #6a includes a copy of the latest fuel invoice for diesel. Also provided is a diesel fuel inventory report showing the various prices by site; prices vary based upon distance from Port Everglades, which charges delivery costs. The average cost of diesel fuel between 5/16/2013 and 5/24/2013 is \$3.333 per gallon. Attachment #6b also shows that \$0.13 of the initial sale price is returned to the District as a tax rebate since the District is a tax-exempt organization. The net cost to the District is \$3.20 per gallon.
<u>CNG</u>	The actual price of CNG in Leon County, Florida is \$2.55 per gallon, as listed on Attachment #6b.
Propane	Attachment #6c lists the Florida State Bid Price for Propane in the Miami area as \$0.98 per gallon. Storage and delivery costs are \$0.39 per gallon. The net cost of propane \$1.37 per equivalent gallon.

## Miles Per Equivalent Gallon by Fuel Type

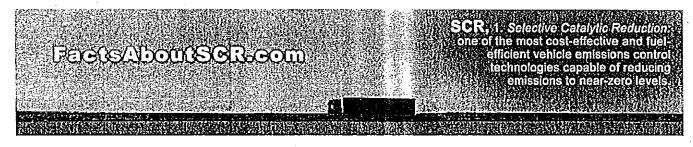
<u>Diesel</u>	Specific performance characteristics were downloaded from the electronic control module (EDM) of 20 M-DCPS school buses #32035 through 32056 since they were placed into service 12 months ago. Attachment #5 shows that the average miles per gallon of diesel consumed was 7.35.
<u>CNG</u>	Staff contacted Leon County Public Schools, which operates the largest CNG school bus fleet in Florida (40 CNG buses). Attachment
	#7 shows their actual average MPG as 5.25. Additionally, research
	has shown a consistent CNG MPG range between 5 and 6.
<u>Propane</u>	Staff contacted Indian River Public Schools, which operates the
	largest propane school bus fleet in Florida (40 Propane Bluebird
	buses). Both Indian River School District and the manufacturer
	indicated an actual experience of 3.66 MPG for their propane buses
	as indicated in Attachment #8.

#### **Analysis and Recommendations**

Advertise a Request For Information (RFI) in the Fall of 2014 to gauge the interest
of companies in the development of a CNG fueling depot, and/or retrofitting of an
existing transportation maintenance center. Results from the RFI will assist staff in
determining whether it is financially feasible to utilize CNG as a fuel source for the
Department of Transportation.

Following receipt and review of the response to the RFI from qualified and experienced parties interested in undertaking the project, the District may, at its sole discretion, subsequently issue a Request for Proposals (RFP). Separate advertisements and notifications will be issued to the potentially interested parties at that time.

- Initiate a CNG pilot program when type "C" buses are certified to operate utilizing CNG and are available on the State Bid. Type "C" CNG buses are expected to be available on the Florida bid in the fall of 2015.
- Initiate a propane pilot program with Type C school buses certified to operate utilizing propane, simultaneously with the CNG pilot program, in the Fall of 2015.

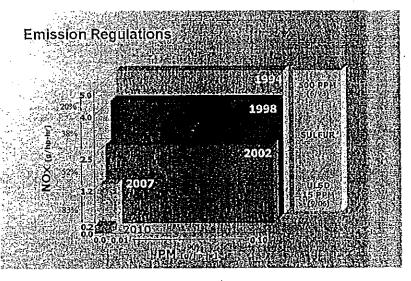


- What is SCR?
- Performance
- Environment
- Public Health Impact
- Diesel Exhaust Fluid

Home > Environmental > Meeting EPA 2010

#### **Meeting EPA 2010**

Key: g/blip-lir – Grams per Brake Horsepower-Hour PM – Particulate Matter NOx – Nitrogen Oxide NMHC – Non-Methane Hydro Carbon



When EPA 2010 standards go into effect, no heavy-duty diesel engine can be emitting levels of nitrogen oxides (NOx) higher than .2 g/bhp-hr (grams per brake horsepower-hour), a standard more stringent than any place in Europe.

Specific to heavy-duty commercial vehicles, the new regulations introduce very stringent emission standards, as follows:

- PM—0.01 g/bhp-hr
- NOx—0.20 g/bhp-hr
- NMHC—0.14 g/bhp-hr

The PM emissions standard took full effect in the 2007 heavy-duty engine model year. The NOx and NMHC standards will be phased in for diesel engines between 2007 and 2010.

For more information on EPA emissions standards, click here.

#### **Emissions Reduction History**

Progress on emissions controls have been encouraged by more than a decade of policy and oversight by the Environmental Protection Agency (EPA). Over the years, these emissions control mandates have brought vehicle emissions to near-zero levels. While the mandates were spaced out to provide time for the development and commercialization of emissions control improvements, they have created unique and complex challenges to communications, research and development cycle and purchase planning.

To encourage early adoption of the technologies by customers, particularly in the Class 8 heavy duty industry, and to offset some of the research and development strain, emissions control oversight agencies developed a family credit system whereby companies could earn credits based on sales of vehicles in their product portfolios that produce less than mandated emissions. These credits can be used to offset the company's sale of higher emissions emitting vehicles for a period of time prior to the company's development and delivery of technologies that would meet the emissions criteria.

At this time, it could be argued that using those credits meets the letter of the law but not the spirit of the law. Additionally, it is foreseeable that when nitrogen oxides (NOx) emissions credits run out, and barring any revolutionary combustion and/or alternate NOx emissions control technology breakthroughs, SCR remains the only long-term viable solution. For this reason, the leading truck and engine manufacturers in the Class 8 heavy duty trucking industry, representing more than 80 percent of the new trucks and engines to be sold, have chosen SCR as their emissions technology of choice for meeting EPA 2010 standards.

- Meeting EPA 2010
- The European Experience
- CO2 Reductions
- Greenhouse Gas (GHG) Reductions
- · Comparing Technologies

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	COMPARISON OF CLEAN DIESEL BUSES TO CNG BUSES
	Dana M. Lowell  MTA New York City Transit, Department of Buses, Research & Development
	William Parsley MTA New York City Transit, Department of Buses, Research & Development
	Christopher Bush MTA New York City Transit, Department of Buses, Research & Development
	Douglas Zupo
	MTA New York City Transit, Department of Buses, Research & Development
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In the charts, the bold bars represent the average emissions from each technology. Because actual emissions can vary, sometimes significantly, the range of values represented in the data set is also shown as a line that extends above and below the average value. The average value, high value, low value, and number of data points in each data set are shown in the table below each chart.

As one can see from the data, emissions of CO and HC (both total hydrocarbons (THC) and non-methane hydrocarbons (NMHC)) from CNG buses are quite variable, and in all cases significantly greater than corresponding emissions from filter-equipped diesel buses. Average PM emissions from the two technologies are virtually identical when measured on the CBD cycle, and slightly lower for filter-equipped diesels when measured on the NYB cycle. In absolute terms, PM emissions from both technologies are very low, and are approaching the limits of what can be measured. In general, the detection limit for most measurements of these regulated emissions is between 0.005 and 0.02 gm/mile, compared to the average measured emissions of 0.02 gm/mil for both technologies on the CBD cycle and 0.05 – 0.07 gm/mile on the NYB cycle.

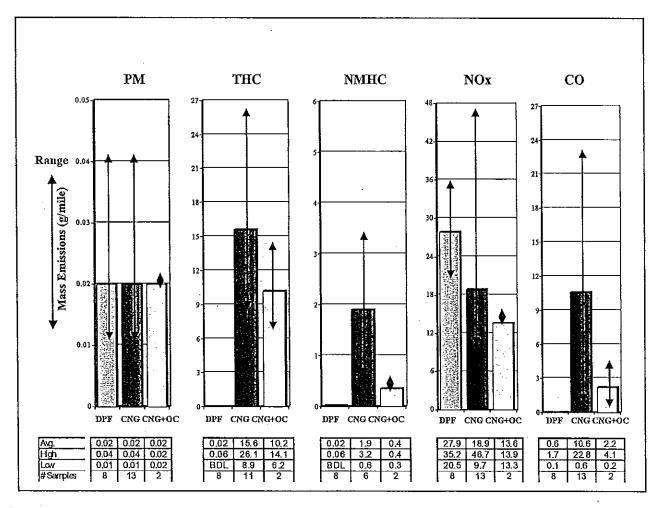


Figure 6 Comparison of Emissions: DPF-equipped Diesel, CNG, and CNG with Oxidation Catalyst Buses, CBD Cycle

As shown, the average NOx emissions from CNG buses are lower than the average NOx emissions from filter-equipped diesel buses (approximately 32% lower on the CBD cycle and 29% lower on the NYB cycle), and the best performing CNG buses have significantly lower NOx emissions. However, CNG NOx

emissions are also much more variable than diesel NOx emissions, and as shown can be as high or higher than diesel NOx emissions. It is therefore likely that "real world" NOx emissions are well represented by the average figures, and are approximately 30% lower than NOx emissions from diesel buses. Within the data set for CNG buses there is one bus with significantly higher NOx emissions than most of the other buses on the CBD cycle (NYCT 824), and two buses with significantly higher NOx emissions on the NYB cycle (NYCT 824 and Mass PA). It has been confirmed that NYCT 824 experienced backfiring during testing on both cycles, with the backfiring correlated to higher NOx levels. It is not known whether the Mass PA bus exhibited backfiring on either cycle. We believe that the tests for these buses are "valid" and represent real-world in-service behavior. A full discussion of this issue is included at Appendix C. If the results for these buses were excluded from the data set, the average NOx emissions from all CNG buses would change from 18.9 gm/mi to 16.6 gm/mi on the CBD cycle, and from 47.2 gm/mi to 24.2 gm/mi on the NYB cycle.

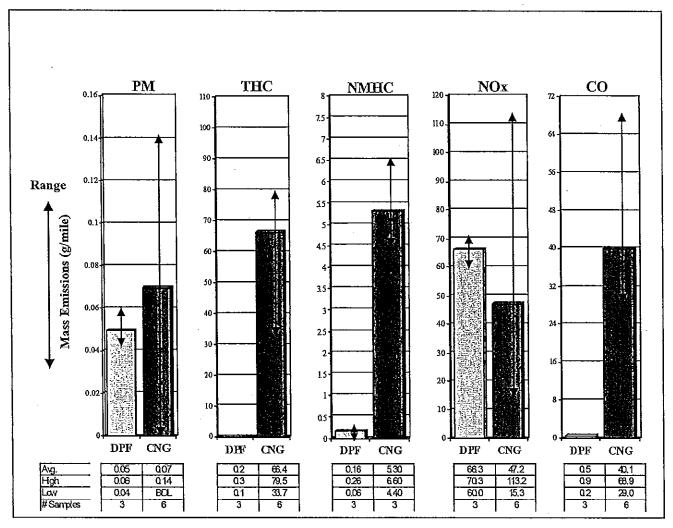


Figure 7 Comparison of Emissions: DPF-equipped Diesel and CNG Buses, NYB Cycle

All of the buses tested were in model years between 1998 and 2001. With respect to NOx emissions, these buses represented the "state of the art" for both diesel and CNG technology at the time that the testing was completed in 2001. Beginning in late 2002, new EPA rules mandated a 40% reduction in NOx from new diesel engines. No results from buses that meet the new standards were included in the above



## MIAMI-DADE COUNTY INTERNAL SERVICE DEPARTMENT PROCUREMENT MANAGEMENT SERVICES DIVISION

#### **REQUEST FOR INFORMATION No. 42**

#### COMPRESSED NATURAL GAS INFRASTRUCTURE SOLUTIONS



Interested firms should respond to this Request for Information (RFI) via mail or e-mail by October 5, 2012. Questions regarding the RFI should be directed to the contact person below.

Jesus Lee Procurement Contracting Officer 2

E-mail: fil@miamidade.gov Phone: (305) 375-4264 Miami-Dade County Internal Services Department Procurement Management Service Division 111 NW 1 Street, Ste #1300 Miami, Florida 33128

This is not a solicitation. No award will be issued as a result of this Request for Information (RFI). This RFI does not constitute a commitment implied or otherwise, that Miami-Dade County (county) will initiate a procurement action in this matter. No priced offers or unsolicited proposals are sought. In addition, the county will not be responsible for any cost incurred by responders in furnishing any information requested herein or subsequent.

Respondents are hereby notified that all information submitted as part or in support of this RFI will be available for public inspection in compliance with Chapter 119, Florida Statutes, popularly known as the "Public Record Law". Accordingly, do not submit any information in response to this RFI which the Respondent considers to be a trade secret, proprietary or confidential, or which violates any intellectual rights of a third party.

#### RFI OBJECTIVE

The objective of this RFI is to gather information to assist the county formulate a strategy to improve its energy costs by exploring Compressed Natural Gas (CNG) as an alternate fuel source for its heavy fleet of vehicles. The information collected through this RFI may also be used by the county to develop future solicitation(s) to pursue alternative methods of fueling through CNG.

The county's heavy fleet currently consists of 822 transit buses operated and maintained by the Miami-Dade Transit (MDT) Department and 800+ heavy trucks operated by Public Works and Waste Management Department, maintained by the Internal Services Department, Fleet Management (ISD/FM) Division. Each department has its own disparate needs due to available space and operational program.

Responders to this RFI are encouraged to provide information concerning the viability of a CNG solution for the county's heavy truck fleet. Practicable industry information that may be valuable to the county for financial and operational analyses is highly desirable.

#### MIAMI-DADE TRANSIT DEPARTMENT

MDT provides bus service 365 days a year. The Metrobus system, designed to intersect with Metrorail and Metromover, serves all major business, shopping, entertainment, and cultural centers, as well as many hospitals and schools in Miami-Dade County. Buses travel over 29.5 million scheduled miles each year. The fleet currently numbers 822 buses, which are on average 7.5 years old. The oldest vehicle was built in 1999 and the newest was built in 2010. Maintenance is performed on buses through preventative maintenance schedules and unscheduled basis. Below is a chart indentifying MDT's fueling facilities, the number of buses and capacity in diesel gallon equivalent (DGE) assigned to each, and the allotted fueling times.

Facility/Location	Number of Buses	Fueling Hours	Number of Eueling Lanes	Stage Time per Bus (1)	FIII Time per Bus (2)	Time per Bus_ (3) 1 + 2 = 3	DGE per Bus empty tank
Central O & I Facility 3431 NW 31 Street Miami, Florida 33142	279*	7:00pm – 3:00am 8 hrs.	4***	1.5 min.**	6.5 min	8 min**	138 DGE
Coral Way Facility 2775 SW 74 Avenue Miami, Florida 33155	284*	7:00pm – 3:00am 8 hrs.	4***	1.5 min.**	6.5 min	8 min**	138 DGE
Northeast Facility 360 NE 185 Street Miami, Florida 33179	259*	7:00pm - 3:00am 8 hrs.	4***	1.5 min.**	6.5 min	8 min**	138 DGE

<sup>\*</sup>Number of buses will vary

<sup>\*\*</sup>Allotted time to fuel and service each bus based on 284 buses

<sup>\*\*\*</sup>The number of lanes available for refueling is not anticipated to change.

- (1) Total time for bus hostlers to pull bus form parking area into fuel isle
- (2) Total time to fuel bus.
- (3) Total service time allotted.

#### INTERNAL SERVICES DEPARTMENT / FLEET MANAGEMENT DIVISION

ISD/FMD is responsible for the acquisition, maintenance, fueling, and disposal of the majority of Miami-Dade County's mobile equipment fleet. A large part of this fleet is operated by the Public Works and Waste Management Department (PWWM). PWWM is interested in information that would offer a viable alternative solution to its current method of fueling.

The PWWM fleet currently numbers more than 800 trucks of various models, however, the heaviest portions of the PWWM fleet includes 130 tractors, 250 garbage trucks, 65 roll-off trucks, 60 trash trucks, and 45 trash cranes. Maintenance on these vehicles is performed by ISD/FM through both scheduled and unscheduled work. The department is considering phasing in CNG vehicles to its heavy fleet and has allocated funds for the replacement of approximately 63 vehicles per year (refer to the 10-year fleet plan on next page).

#### **PWWM TEN YEAR HEAVY FLEET PLAN**

VEHICLE TYPE	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
Automated Side Loader	29	29	29	29	17	29	29	29	29	29
Small Automated Side Loader				4	:		4		4	
Småll Rear Loader								4		
Rear Loader Garbage Truck	9	9	9	7	7	7		7		9
Trash Truck	5	10	19	7	7	5	4			
Trash Truck w/loader			3			6	:			
Стапе		10	9			6				
Roll-Off Truck	6			6	6	6	6	6		6
Vactor Truck	3	1	2				1			
Flat Bed Truck	2			4				<u> </u>		
Dump Truck			4	5						
Knuckle Boom Truck		4							:	
Truck Tractor	10	16	12	10	10	10	10		10	20
-		•		··•	,					
TOTAL TRUCKS	U -	79	87	72	47	69	54	46	43	64
AVERAGE TRUCKS PER	63									

TRUCKS PER	63
TOTAL TRUCKS	625

<sup>\*</sup> This plan includes vehicle purchases for both Public Works and Solid Waste uses

The chart on the next page, titled PWWM Overnight Vehicle Sites 2012, includes facility sites where PWWM vehicles are parked overnight. Sites that have existing ISD/FM maintenance and diesel fueling facilities are identified on the chart. Further, the Resources Recovery Facility and South Dade Landfill are also waste disposal sites where additional fleet vehicles deliver waste each day. The county's Resources Recovery Facility has a natural gas line on site for use by the plant. The South Dade Landfill is adjacent to a Water and Sewer Department facility that has a CNG pipeline on-site.

PWWM OVERNIGHT VEHICLE SITES 2012	AutoSide Loader <sup>3</sup>	Small Auto Side Loader	Small Rear Loader	Rear Loader Garbage Truck	Trash Truck <sup>4</sup>	Trash Truck w/loader	Crane	Roll-Off Truck	Vactor Truck	Flat Bed Truck	Dump Truck	Knuckie Boom Truck	Truck Tractor	Ste
Waste Disposal & Transfer Sites Akris														
Central Transfer Station - 1. 1150 NW 20 ST	. <del></del>	<u> </u> 	: : <b>:</b>		: : : 1	: :			<u> </u> 		 		19	20
Northeast Transfer Station - 2. 18701 NE 6 AVE				ļ	1	·							22	23
West Transfer Station - 3. 2900 SW 72 AVE					L 1	h							22	23
Resources Recovery - 4. 6990 NW 97 AVE 1					-								30	30
South Dade Landfill - 23700 5. SW 97 AVE <sup>2</sup>	14		· · · · · ·	5	i	<del>.</del> <u>-</u> 1	4	6					27	60
Waste Collection Sites 182 3A - 18701 NE 6 AVE -		1 12:400 1		: <u> </u> 	N. W.			 						
6. ISD/FM facility on-site	50	3		12	<del>-</del>	· 		<u>i</u>	<u> </u>	ļ	<del>-</del>	ļ	13	80
38 - 7900 SW 107 AVE 7. ISD/FM facility on-site	46	1	· 	12	29	<u>)                                     </u>	10	31						140
58ST - 8801 NW 58 ST - 8. ISD/FM facility on-site	76	3 4	1 2	15	5 24	<u> </u>	12	26					ļ	167
Public Works Site Soft	2000	97.4							<b>STOCK</b>	281				16-31/A
Road and Bridge - 9301 9. NW 58 ST			! -{	ļ	32	2 <u>1</u>		,	14	1	34	4 :	3 7	97
	}		· · · · · · · · · · · · · · · · · · ·	1	<u> </u>			1			<u> </u>		Total	640
1 - CNG pipeline on-site 2 - CNG pipeline on adjacent W	/ASD site			Ţ	· · · · · ·	_		<del> </del>	<del> </del>		╁	}		<del> </del>
3 - 6 are hydraulic hybrid				1		: :		inles 8 C		T Tales		<del> </del> -	<u> </u>	<u> </u>
- For Public Works Trash Truck category includes: 12 flatbeds, 10 trash trucks, 7 patch trucks & 3 water trucks Vote: ISD/FM operates a heavy fleet shop at 10800 SW 211 Street that serves vehices from the South Dade Landfill														

Below are fuel consumption figures for selected PWWM vehicles for which data was available. Please use these figures as a general guide to annual fuel consumption for analysis purposes.

SELECTED PWWM VEHICLE TYPES	AVG. DIESEL GALLONS CONSUMED/YEAR
AUTOMATED SIDE LOADER	5,500
REAR LOADER GARBAGE TRUCK	4,400
ROLL-OFF TRUCK	3,900
TRASH TRUCK	2,500
TRASH TRUCK W/LOADER	2,500
VACTOR TRUCK	4,500
CRANE	2,500
TRACTOR	6,200

#### REQUESTED INFORMATION

- Based on the information provided above, the county request available options; including project phasing options for CNG fueling solutions. Additional information the respondents can provide include the following:
  - Whether or not pursuing CNG solutions for the county's heavy fleet vehicles (separately for PWWM and MDT) is feasible and if so provide specifics such as fueling solutions, equipment needed, compressors, storage tanks, back-up generators, other equipment.
  - Transition and mobilization efforts.
  - Can the county expect any service interruptions as a result of transition efforts or in matters of emergencies such as hurricanes?
  - Ability to track consumption and savings (if any) over current fueling method.
  - · Whether or not it is financially feasible.
  - Availability of natural gas and possible locations should gas be needed during operations outside facilities.

#### INDUSTRY DAY MEETING

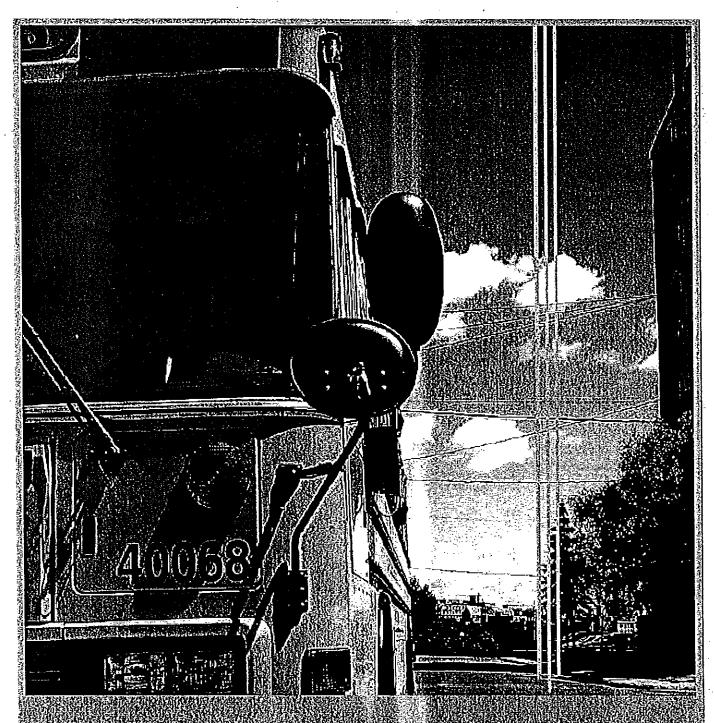
An Industry Day meeting with members of the CNG Planning Committee will take place on September 12, 2012, at 9:00 am at the address below.

Stephen P. Clark Center 111 NW 1st Street, 18th floor, Room 18-3 Miami, FL 33128

Thank you in advance for your contribution.

## Cost of Buses

	<u></u>	DIESEL	 NG without ncremental Costs		CNG	PI	ROPANE
	"C	" 77 w/AC	"D" 84 w/AC	"D	" 84 w/AC	"C	" 77 w/AC
Bus Manufacturer	П	BB	BB		ВВ		BB
Base Price	\$	85,871.00	\$ 108,933.00	\$	108,933.00	\$	85,871.00
Optional Equipment			• 400				
[B4] 77" High Headroom	T	STD	STD		STD		STD
[B16] Battery Disconnect Switch Label	\$	10.00	\$ 10.00	\$	10.00	\$	10.00
[C2] Spare Disc Wheel	\$	112.00	\$ 112.00	\$	112.00	\$	112.00
[C3] Auto Trans Warranty (5 yr)	Π	STD	STD		STD		STD
[C4] 100 Gal. Tank	\$	339.00	\$ 339.00		, N/A		N/A
[C6] 270 AMP L/N 4864	\$	687.00	\$ 687.00	\$	687.00	\$	687.00
[C9] 2500 PTS Transmission	Π	STD	N/A		N/A		N/A
[C10] Air Ride Rear Suspension	\$	1,380.00	\$ 1,333.00	\$	1,333.00	\$	1,380.00
[C11] Silicone only coolant hoses	\$	153.00	\$ 306.00	\$	306.00	\$	153.00
5YRS, Bumper to Bumper Warr.		STD	STD		STD		STD
A/C (Class B)	\$	8,499.00	\$ 9,156.00	\$	9,656.00	\$	8,499.00
A/C 5 year Warranty	\$	1,100.00	\$ 1,130.00	\$	1,130.00	\$	1,100.00
Delivery	\$	1,100.00	\$ 1,100.00	\$	2,600.00	\$	1,350.00
Optional Engine (CNG/Propane)	Τ	N/A	N/A.	\$	24,968.00	\$	4,034.00
Total Cost Per Bus	\$	99,251.00	\$ 123,106.00	\$	149,735.00	\$	103,196.00



Pricing and Ordering Guide for School Buses 2013-2014

#### 77 Capacity Type C Conventional Bus WITHOUT Lift (Continued on next page) <u>IC</u> Blue Bird Base Bus Bidder: Florida Transportation Systems, Inc. (1) LBS South (2) Dates Available for Ordering: November 1, 2012 through June 30, 2014 November 1, 2012 through June 30, 2014 Body Make and Model Blue Bird BBCV 3507S IC CE Blue Bird BBCV IC CE Chassis Make and Model Allison PTS 2500 Allison PTS 2500 Standard Transmission: International Maxx Force-DT 215/560 Standard Engine, HP/LB-FT: **Cummins ISB13 250/660** Wet Sleeve Parent Bore Wet Sieeve or Parent Bore Engine: Standard Lift Model: N/A N/A \$89,151 Base Bus Price: \$85,871 (1) The bidder confirms that each of these units sold throughout the availability period will comply with the U.S. EPA regulations in effect for vehicle alrhome emissions without requiring credits. (2) The bidder confirms that each of these units sold throughout the availability period will comply with the U.S. EPA regulations in effect for vehicle alroome emissions using credits Optional Equipment Prices \$67 [C1A] Front Tow Hooks \$31 \$51 \$47 [C1B] Rear Tow Hooks \$149 \$112 [C2] Spare Disc Wheel STD Std [C3] Auto Trans Warranty (5 yr unlimited) \$497 \$339 (100 Gallon Diesel) (C4) 75-100 Gallon Fuel Tank N/C (Goodyear 255/10R22.5H, G661 HSA) \$ -114 (Confinental 255/C8-22.5H) [C5] Low-Profile Radial Tires \$687 (240 AMP UN STD) \$458 [C6] 270 Amp L/N 4864 Alternator [C8] Adjustable Pedals WA WA STD [C9] 2500-PTS Transmission STD [C10] Air Ride Rear Suspension \$1,380 \$523 [C11] Silicone Only Heater and Engine Coolant Hoses \$153 N/A N/A ΝA (C12) Straight Floor N/Α N/A [C13] Auto Headlamp System [B1] Pro Lo Hatch \$118 \$150 [B4] 77" High Headroom STD STD [B5A] Intercom/PA N/A \$273 \$586 (AM/FM/CO/PA) \$228 [B5B] PA with Radio [BSC] Stereo Radio (no PA) N/Α N/A [B6] Locking Door at Fuel Tank \$2 \$46 \$336 (See bidders' notes, Appendix J) \$775 [B7A] CE White Integrated Child Restraint Seat N/A N/A [878] IMMI Child Safety Seat N/A [B7C] Syntech (M2K) Integrated Child Restraint Seat N/A \$128 (B8) Exterior Body Light Monitor \$166 \$652 (CE Vihite Quasi-State-Price per seat) \$580 (BTI Seat System-price per seat) [B11] Lap/Shoulder Belts \$585 STD (B12) Full Perf Celling Panel \$243 \$346 [813] Bus Lockup System N/A N/A (B14) Wire Pupil Crossing Arm [B15] Stainless Steel Mirror System (Brackets and STD \$34 \$33 [B16] Battery Disconnect Switch Label \$10 \$17 [817] Red Light Emergency Door \$14 \$515 \$473 (80K 8TU) [818] Underseat Rear Heater N/C STD [B19] Tallpipe through Bumper \$359 N/A [B20] Powder-Coated Windows \$263 \$433 (See bidders' notes, Appendix J) [821] Driver's Seat with Integrated Seat Belt N/Α [B22] Delete W/C - Add Seat N/A N/A [B23] Delete Seat - Add W/C

N/A

N/A

N/Α

N/Α

N/A

N/A

[B24] Wheelchair Securement Area Lighting

[826] Standard Track Seating Seat

[B25] Track Seating

#### 77 Capacity Type C Conventional Bus WITHOUT Lift (Continued from previous page)

	<u>Thomas</u>	<u>Thomas</u>		
Base Bus Bidder:	Matthews Buses, Inc. (1)	Matthews Buses, Inc. (1)		
Dates Available for Ordering:	No end date for ordering specified by bidder.	November 1, 2012 through June 30, 2014		
Body Make and Model:	Thomas 311TS	Thomas 311TS		
Chassis Make and Model:	Freightliner Be 106	Freightliner Be 106		
Standard Transmission:	Allison PTS 2500	Allison PTS 2500		
Standard Engine, HP/LB-FT:	Cummins ISB10 250/660	Cummins ISB13 250/660		
Wet Sleeve or Parent Bore Engine:	Parent Bore	Parent Bore		
Standard Lift Model:	N/A	N/A		
Base Bus Price:	\$89,075	\$90,722		
The bidder confirms that each of these units sold throughout the	availability period will comply with the U.S. EPA regulations in effe Optional Equipment Prices	ect for vehicle arbome emissions without requiring credits.		
C1A) Front Tow Hooks	STD	STD		
C1B] Rear Tow Hooks	\$87	\$87		
C2] Spare Disc Wheel	\$154	· \$154		
32] Auto Trans Warranty (5 yr unlimited)	STD	STD		
C4] 75-100 Gallon Fuel Tank	\$260	\$260		
C5] Low-Profile Radial Tires	\$74 (GDY \G661 HAS 255/70R22.5 16PR)	\$74 (GDY \G661 HAS 255/70R22.5 16PR)		
CG  270 Amp L/N 4864 Alternator	\$353	\$353		
C8] Adjustable Pedals	\$430	\$430		
C9] 2500-PTS Transmission	STD	STD		
C10] Air Ride Rear Suspension	\$941	\$941		
C11] Silicone Only Healer and Engine Coolant Hoses	N/A	N/A		
C12] Straight Floor	\$484	\$484		
C13] Auto Headlamp System	N/G	N/C		
B1] Pro Lo Hatch	STD	STD		
B4] 77" High Headroom	STD .	STD		
B5A] Intercom/PA	\$508	\$50B		
B5B] PA with Radio	\$597	\$597		
BSC] Stereo Radio (no PA)	\$476	\$476		
B6] Locking Door at Fuel Tank	\$10	\$10		
B7A] CE White Integrated Child Restraint Seat	N/A	N/A		
B7B] IMMI Child Safety Seat	\$451 (See bidders' notes, Appendix J)	\$451 (See bidders' notes, Appendix J)		
B7C] Syntech (M2K) Integrated Child Restraint Seat	N/A	A/A		
88] Exterior Body Light Monitor	N/A	N/A		
B11] Lap/Shoulder Bells	\$9,386 (Price per bus)	\$9,386 (Price per bus)		
B12] Full Perf Ceiling Panel	\$460	\$460		
B13] Bus Lockup System	\$173	\$173		
B14] Wire Pupil Crossing Arm B15] Stainless Steel Mirror System (Brackets and	N/A	N/A		
Fasteners) [B16] Battery Disconnect Switch Label	\$127 \$12	\$127 \$12		
[817] Red Light Emergency Door	\$10	\$10		
[B18] Underseat Rear Heater	\$420	\$420		
(B19) Tailpipe through Bumper	N/A	N/A		
[B20] Powder-Coated Windows	STD	STD		
[B21] Driver's Seat with Integrated Seat Belt	\$358	. \$358		
(B22) Delete W/C - Add Seat	N/A	NA		
[B23] Delete Seat • Add W/C	N/A	N/A.		
[B24] Wheelchair Securement Area Lighting	NA .	N/A		
[B25] Track Seating	N/A	- N/A		
[826] Standard Track Seating Seat	NIA	N/A		

#### 77 Capacity Type C Conventional Bus WITH Lift (Continued on next page)

	<u>Blue Bird</u>	<u>ic</u>
Base Bus Bidder:	Florida Transportation Systems, Inc. (1)	LBS South (2)
Dates Available for Ordering:	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
Body Make and Model:	Blue Bird BBCV 3507S	IC CE
Chassis Make and Model:	Blue Bird BBCV	IC CE
Standard Transmission:	Allison PTS 2500	Allison PTS 2500
Standard Engine, HP/LB-FT:	Cummins ISB13 250/860	International Maxx Force-DT 215/560
Wet Sleeve or Parent Bore Engine:	Parent Bore	Wet Siceve
Standard Lift Model:	Ricon S5510-ADA/403	Ricon S-5510-403
Base Bus Price:	\$93,900	\$93,321

(1) The bidder confirms that each of these units sold throughout the availability period will comply with the U.S. EPA regulations in effect for vehicle airborne emissions without requiring credits.

<ol> <li>The bloder confirms that each of these units sold throughout the available.</li> </ol>	Optional Equipment Prices	RM VEILES BUDWIE EINSSMIS USIN CROUS.
C1A] Front Tow Hooks	\$31	\$67
C1B] Rear Tow Hooks	\$47	\$51
2] Spare Disc Wheel	<b>\$</b> 112	\$149
3) Auto Trans Warranty (5 yr unilmited)	STD	Std
24] 75-100 Gailon Fuel Tank	\$339 (100 Gallon Diesel)	\$497
C5] Low-Profile Radial Tires	NIC (Goodyear 255/70R22.5H, G681 HSA)	\$ -114 (Continental 255/C8-22.5H)
6] 270 Amp L/N 4864 Alternator	\$687 (240 AMP L/N STD)	<b>\$458</b>
28) Adjustable Pedals	N/A	N/A
C9] 2500-PTS Transmission	STD	STD
C10] Air Ride Rear Suspension	<b>\$1</b> ,380	<b>\$</b> 523
C11] Silicone Only Heater and Engine Coolant Hoses	\$153	. NIA
C12] Straight Floor	\$853 (See bidders' notes, Appendix J)	\$542
C13) Auto Headlamp System	. NA	N/A
31] Pro Lo Halch	\$118	\$150
B4] 77" High Headroom	STO	STD
B5A] intercom/PA	N/A	\$273
B6B] PA with Radio	\$566 (AMFMCDIPA)	\$228
B5C] Stereo Radio (no PA)	N/A	N/A
B6j Locking Door at Fuel Tank	\$2	\$46
B7A] CE White integrated Child Restraint Seat	\$338 (See bidders' notes, Appendix J)	\$776
B7B] IMMI Child Safety Seat	N/A	N/A
B7C] Syntech (M2K) Integrated Child Restraint Seat	N/A	N/A
88) Exterior Body Light Monitor	\$166	\$128
B11] Lap/Shoulder Belts	\$652 (CE White Quasi-Stato-Price per seat)	\$580 (BTI Seat System-price per seal)
B12] Full Perf Celling Panel	<b>\$</b> 565	STD
813] Bus Lockup System	\$243	\$346
B14] Wire Pupil Crossing Arm	N/A	N/A
815] Stainless Steel Mirror System (Brackets and Fasteners)	\$34	970
B16] Battery Disconnect Switch Label	\$10 ·	<b>\$33</b>
817] Red Light Emergency Door	\$14	\$17
[B18] Underseat Rear Heater	\$473 (60K BTU)	\$669 (Rear wail mount)
B19] Tallpipe through Bumper	N/C	STD
B20] Powder-Coated Windows	NA	\$359
B21] Driver's Seat with integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$263
B22] Delete W/C - Add Seat	<b>-\$511</b>	-4549
[B23] Delete Seat - Add W/C	\$511	\$550
[824] Wheelchair Securement Area Lighting	\$125 (Per wheelchzir position)	\$200 (Price per wheelchair position)
[B25] Track Seating	\$4,751	\$5,207
(B26) Standard Track Seating Seat	· \$286	\$241

#### 77 Capacity Type C Conventional Bus WITH Lift (Continued from previous page)

	<u>Thomas</u>	<u>Thomas</u>		
Base Bus Bidder:	Matthews Buses, Inc. (1)	Matthews Buses, Inc. (1)		
Dates Available for Ordering:	No end date for ordering specified by bidder.	November 1, 2012 through June 30, 2014		
Body Make and Model:	Thomas 311TS	Thomas 311TS		
Chassis Make and Model:	Freightliner Be 106	Freightliner Be 106		
Standard Transmission:	Allison PTS 2500	Allison PTS 2500		
Standard Engine, HP/LB-FT:	Cummins ISB10 250/660	Cummins ISB13 250/660		
Wet Sleeve or Parent Bore Engine:	Parent Bore	Parent Bore		
Standard Lift Model:	Braun NL919IB	Braun NL919IB		
Base Bus Price:	\$93,403	\$93,214		
The bidder confirms that each of these units sold throughout the a	wallability period wৰী comply with the U. S. EPA regulations in effec Optional Equipment Prices	a for venicle alreadite emissions without requaling cleans.		
	STD	STD		
A) Front Tow Hooks	\$87	\$87		
B) Rear Tow Hooks	\$07 \$154	\$154		
2] Spare Disc Wheel 3] Auto Trans Warranty (5 yr unlimited)	STD	STD		
	\$260 (See bidders' notes, Appendix J)	\$260 (See bidders' notes, Appendix J)		
4) 75-100 Gallon Fuel Tank 5) Low-Profile Radial Tires	\$74 (GDY \G661 HAS 255/70R22,5 16PR)	\$74 (GDY \G661 HAS 255/10R22.5 16PR)		
	\$363	\$353		
6] 270 Amp L/N 4864 Alternator 8] Adjustable Pedals	\$430	\$430		
9] 2500-PTS Transmission	STD.	STD		
10] Air Ride Rear Suspension	\$941	\$941		
11] Silicone Only Heater and Engine Coolant Hoses	N/A	N/A		
12) Straight Floor	\$484	\$484		
13] Auto Headlamp System	N/C	N/C		
11] Pro Lo Hatch	STD	STD		
4] 77" High Headroom	STD	STD		
35A] Intercom/PA	\$508	\$508		
35B) PA with Radio	\$597	\$597		
35C] Stereo Radio (no PA)	\$476	\$476		
36) Locking Door at Fuel Tank	\$10	\$10		
37A] CE White Integrated Child Restraint Seat	N/A	N/A		
87B] IMMI Child Safety Seat	\$451 (See bidders' notes, Appendix J)	\$451 (See bidders' notes, Appendix J)		
37C] Syntech (M2K) Integrated Child Restraint Seat	N/A	N/A		
38) Exterior Body Light Monitor	N/A	NIA		
311] Lap/Shoulder Belts	. \$6,137 (Price per bus)	\$6,137 (Price per bus)		
312] Full Perf Ceiling Panel	\$460	\$460		
313] Bus Lockup System	\$173	\$173		
314) Wire Pupil Crossing Arm	N/A	N/A		
315] Stainless Steel Mirror System (Brackets and asteners)	\$127	\$127		
B16] Battery Disconnect Switch Label	\$12	\$12		
817] Red Light Emergency Door	\$10	\$10		
B18] Underseat Rear Heater	\$420 (See bidders' notes, Appendix J)	\$420 (See bidders' notes, Appendix J)		
319] Talipipe through Bumper	N/A	N/A		
B20] Powder-Coated Windows	STD	STD		
B21] Driver's Seat with Integrated Seat Belt	\$358	\$358		
B22] Delete W/C - Add Seat	-\$509	-\$509		
B23] Delete Seat - Add W/C	\$509	\$509		
	8420	\$430		
B24] Wheelchair Securement Area Lighting	\$430	7-100		

#### 77 Capacity Type D Front Engine Bus WITHOUT Lift **Thomas** Blue Bird Matthews Buses, inc. (1) Base Bus Bidder: Florida Transportation Systems, Inc. (1) Dates Available for Ordering: November 1, 2012 through June 30, 2014 November 1, 2012 through June 30, 2014 Thomas 1318S Body Make and Model: Blue Bird T3FE 3800 Blue Bird T3FE Thomas CHSY1318S Chassis Make and Model: Allison PTS 3000 Allison PTS 3000 Standard Transmission: Parent Bore **Parent Bore** Wet Sieeve or Parent Bore Engine: **Cummins ISB13 250/660** Cummins ISB13 250/660 Standard Engine, HP/LB-FT: N/A N/A Standard Lift Model: \$102,538 Base Bus Price: \$94,952 (1) The bidder confirms that each of these units sold throughout the availability period will comply with the U.S. EPA regulations in effect for vehicle airborne emissions without requiring credits. Optional Equipment Prices [C1A] Front Tow Hooks \$31 \$46 \$47 \$150 [C1B] Rear Tow Hooks \$154 \$112 [C2] Spare Disc Wheel STD STD [C3] Auto Trans Warranty (5 yr unlimited) \$360 \$339 (100 Galon Diesel) [C4] 75-100 Gallon Fuel Tank N/C (Goodyear 255/70R22.5H, G661 HSA) \$74 (GDY \G661 HAS 255/70R22.5 16PR) [C5] Low-Profile Radial Tires \$750 \$687 (240 AMP L/N STD) (C6) 270 Amp L/N 4864 Alternator N/A \$882 [C7] Type D Front Air Ride Suspension N/Α N/A [C8] Adjustable Pedals \$1,981 \$1,380 [C10] Air Ride Rear Suspension N/A \$306 [C11] Silicone Only Heater and Engine Coolant Hoses N/Α N/A [C12] Straight Floor N/A N/A [C13] Auto Headlamp System STD \$118 [B1] Pro Lo Hatch STD STO [84] 77" High Headroom \$508 N/A [B5A] Intercom/PA \$569 (AMFINCOIPA) \$597 [B5B] PA with Radio \$476 N/A [B5C] Stereo Radio (no PA) **\$**10 \$2 [86] Locking Door at Fuel Tank N/A \$336 (See bidders' notes, Appendix J) [B7A] CE White Integrated Child Restraint Seat \$451 Ν/Δ B7B] IMMI Child Safety Seat \$599 [B7C] Syntech (M2K) Integrated Child Restraint Seat N/A \$137 \$166 [88] Exterior Body Light Monitor \$9,386 (Price per bus) \$652 (CE White Quasi-Static-Price per seat) [B11] Lap/Shoulder Bells \$565 \$460 (812) Full Perf Ceiling Panel \$173 \$239 [B13] Bus Lockup System ΝA WA [B14] Wire Pupil Crossing Arm [B15] Stainless Steel Mirror System (Brackets & \$127 \$34 \$12 [B16] Battery Disconnect Switch Label \$10 \$10 \$14 [B17] Red Light Emergency Door \$420 \$473 (60K BTU) [B18] Underseat Rear Heater N/Α N/C [819] Tailpipe through Bumper N/A STD [B20] Powder-Coated Windows \$353 \$433 (See bidders' notes, Appendix J) [B21] Driver's Seat with Integrated Seat Belt N/Α N/A [B22] Delete W/C - Add Seat ΝA NΑ [823] Delete Seat • Add WIC N/Α [B24] Wheelchair Securement Area Lighting N/A

N/Α

MА

N/A

N/A

(825) Track Sealing

[B26] Standard Track Seating Seat

7	7 Capacity Type D Front Engine Bus WITH	Lift ·
	<u>Blue Bird</u>	<u>Thomas</u>
Base Bus Bidder:	Florida Transportation Systems, Inc. (1)	Matthews Buses, Inc. (1)
Dates Available for Ordering:	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
Body Make and Model:	Blue Bird T3FE 3800	Thomas 1318S
Chassis Make and Model:	Blue Bird T3FE	Thomas CHSY1318S
Standard Transmission:	Allison PTS 3000	Allison PTS 3000
Wet Sieeve or Parent Bore Engine:	Parent Bore	Parent Bore
Standard Engine, HP/LB-FT:	Cummins ISB13 250/660	Cummins ISB 250/660
Standard Lift Model:	Ricon S5510F-ADA/403	Braun NL91918
Base Bus Price:	\$100,944	\$106,233
(1) The bidder confirms that each of these units sold through	out the availability period will comply with the U.S. EPA regulation	ns in effect for vehicle airborne emissions without requiring credits.
	Optional Equipment Prices	
C1A] Front Tow Hooks	\$31	\$46
C1B] Rear Tow Hooks	. \$47	\$150
C2] Spare Disc Wheel	\$112 exp	\$154
C3] Auto Trans Warranty (5 yr unlimited)	STD	STD
C4] 75-100 Gallon Fuel Tank	\$339 (100 Galon Diesel)	\$360
CS) Low-Profile Radial Tires	N/C (Goodyear 255/70R22.5H, G681 HSA)	\$74 (GDY \GE61 HAS 255/70R22.5 16PR)
C6] 270 Amp L/N 4864 Alternator	\$687 (240 AMP L/N STD)	\$750
C7] Type D Front Air Ride Suspension	\$882	N/A
C8] Adjustable Pedais	N/A	N/A
C10] Air Ride Rear Suspension	\$1,380	\$1,981
C11] Silicone Only Heater and Engine Coolant Hoses	\$306	N/A \$484
C12] Straight Floor	NA.	
C13] Auto Headlamp System	N/A	N/A STD
81] Pro Lo Hatch	\$118 etp	STD
B4] 77" High Headroom	STD	\$508
B5A] Intercom/PA B5B] PA with Radio	N/A \$569 (AMFMICOPA)	\$597
B5C] Stereo Radio (no PA)	N/A	\$476
B6] Locking Door at Fuel Tank	\$2	\$10
B7A] CE White Integrated Child Restraint Seat	\$336 (See bilders' notes, Appendix J)	N/A
B7A] CE White integrated child Residant Seat	N/A	\$451
B7C] Syntech (M2K) Integrated Child Restraint Seat	N/A	\$599
B8] Exterior Body Light Monitor	\$166	\$137
B11] Lap/Shoulder Belts	\$652 (CE Vihite Quasi-Statio-Price per seat)	\$4,332 (Price per bus)
(B12) Full Perf Celling Panel	\$565	\$460
B13] Bus Lockup System	\$239	\$173
814] Wire Pupil Crossing Arm	NIA	N/A
B15] Stainless Steel Mirror System (Brackets & Fasteners)	\$34	\$127
(B16) Battery Disconnect Switch Label	\$10	- \$12
[B17] Red Light Emergency Door	\$14	\$10
[B18] Underseat Rear Heater	\$473 (sox BTU)	\$420 (See bidders' notes, Appendix J)
[819] Tailpipe through Bumper	NIC	N/A
[B20] Powder-Coated Windows	N/A	STD
[B21] Oriver's Seat with integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	<b>\$</b> 353
(B22) Delete W/C - Add Seat	-\$511	-\$509
[B23] Delete Seat - Add W/C	\$511	\$509
[B24] Wheelchair Securement Area Lighting	\$125 (Price per wheelchair position)	\$430
[B25] Track Sealing	\$4,673	\$5,700
B26] Standard Track Seating Seat	\$286	\$373

#### 83 Capacity Type D Front Engine Bus WITHOUT Lift Blue Bird <u>Thomas</u> Base Bus Bidder: Florida Transportation Systems, Inc. (1) Matthews Buses, Inc. (1) November 1, 2012 through June 30, 2014 Dates Available for Ordering: November 1, 2012 through June 30, 2014 Body Make and Model: Blue Bird T3FE 4004 Thomas 1408S Blue Bird T3FE Thomas CHSY 1408S Chassis Make and Model: Allison PTS 3000 Allison PTS 3000 Standard Transmission: Parent Bore Parent Bore Wet Sleeve or Parent Bore Engine: Cummins ISB 250/660 Standard Engine, HP/LB-FT: Cummins ISB13 250/660 N/A N/A Standard Lift Model: Base Bus Price: \$96,015 \$103,367 (1) The bidder confirms that each of these units sold throughout the avaitability period will comply with the U.S. EPA regulations in effect for vehicle althorne emissions without requiring credits. **Optional Equipment Prices** [C1A] Front Tow Hooks \$31 \$150 (C1B) Rear Tow Hooks \$47 \$154 [C2] Spare Disc Wheel \$112 STD STD [C3] Auto Trans Warranty (5 yr untimited) \$360 [C4] 75-100 Gallon Fuel Tank \$339 (100 Gallon Diesel) N/C (Goodyear 255/10R22.5H, G681 HSA) \$74 (GOY 1G661 HAS 255/70R22.5 18PR) (C5) Low-Profile Radial Tires \$687 (240 AMP LIN STD) \$750 [C6] 270 Amp L/N 4864 Alternator N/A \$882 [C7] Type D Front Air Ride Suspension N/Α N/A [C8] Adjustable Pedals [C10] Air Ride Rear Suspension \$1,380 \$1,981 ΝA [C11] Silicone Only Heater and Engine Coolant Hoses \$306 N/A [C12] Straight Floor ΝA N/Α MΑ [C13] Auto Headlamp System STD \$118 [B1] Pro Lo Hatch STD STD [B4] 77" High Headroom \$508 [B5A] Intercom/PA NA \$569 (AM/FM/CD/PA) \$597 [858] PA with Radio ΝA \$476 [B5C] Stereo Radio (no PA) \$10 \$2 [B6] Locking Door at Fuel Tank [B7A] CE White Integrated Child Restraint Seat N/Α \$336 (See bidders' notes, Appendix J) \$451 [B7B] IMMI Child Safety Seat N/A \$599 N/A [B7C] Syntech (M2K) Integrated Child Restraint Seat \$137 \$166 [88] Exterior Body Light Monitor (B11) Lap/Shoulder Belts \$652 (CE White Quasi-Statio-Price per seat) \$10,108 (Price per bus) \$460 [B12] Full Perf Ceiling Panel \$565 \$239 \$173 [B13] Bus Lockup System N/A N/A (814) Wire Pupil Crossing Arm [B15] Stainless Steel Mirror System (Brackets & \$127 \$34 Fasteners) \$12 \$10 [B16] Battery Disconnect Switch Label \$10 [B17] Red Light Emergency Door \$14 \$473 (80K BTU) \$420 [818] Underseat Rear Heater ΝA N/C [B19] Tailpipe through Bumper N/A STD [B20] Powder-Coated Windows \$433 (See bidders' notes, Appendix J) \$353 (B21) Driver's Seat with Integrated Seat Beit N/A N/A [B22] Delete W/C - Add Seat N/A N/A [B23] Delete Seat - Add W/C N/A N/A [B24] Wheelchair Securement Area Lighting

MA

N/A

[B25] Track Seating

[826] Standard Track Seating Seat

ΝA

N/A

#### · 78 Capacity Type D Rear Engine Bus WITHOUT Lift

	<u>Blue Bird</u>	<u>l<b>c</b></u>	<u>Thomas</u>
Base Bus Sidder:	Florida Transportation Systems, Inc. (1)	LBS South (2)	Matthews Buses, Inc. (1)
Dates Available for Ordering:	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
Body Make and Model:	Blue Bird T3RE 4006	IC RE	Thomas 140YS
Chassis Make and Model:	Blue Bird T3RE	IC RE	Thomas CHSY 140YS
Standard Transmission:	Allison PTS 3000	Allison PTS 3000	Allison PTS 3000
Wet Sleeve or Parent Bore Engine:	Wet Sieeve	Wet Sleeve	Wet Sleeve
Standard Engine, HP/LB-FT:	Cummins ISL13 260/660	International Maxx Force DT 230/620	Cummins ISL13 260/720
Standard Lift Model:	N/A	N/A	N/A
Base Bus Price:	\$108,225	\$107,190	\$109,587

(1) The bidder confirms that each of these units sold throughout the availability period will comply with the U.S. EPA regulations in effect for vehicle althouse emissions without requiring credits.

(2) The bidder confirms that each of these units sold throughout the availability period will comply with the U.S. EPA regulations in effect for vehicle althorne emissions using credits.

(2) The boder constituting that each of these thirts and the constitution as	Optional Equipmo	ent Prices	于经验国际教育的专业产生企业的企业的
[C1A] Front Tow Hooks	\$122	\$26	\$46
[C1B] Rear Tow Hooks	\$155	\$51	\$150
[C2] Spare Disc Wheel	\$112	\$149	\$154 .
[C3] Auto Trans Warranty (5 yr unilmited)	STO	STD	sтр_
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$497	\$260
[C5] Low-Profile Radial Tires	\$64 (Good; e.w. 295/75/R22.5H, G3)	N/A	N/A
[C6] 320 Amp Alternator	\$687 (240 AMP LN( STD)	\$458	\$750
[C7] Type D Front Air Ride Suspension	\$882	\$762	\$1,802
[C8] Adjustable Pedals	N/A	N/A	\$430
[C10] Air Ride Rear Suspension	\$1,333	STD	\$804
[C11] Silicone Only Heater and Engine Coolant Hoses	\$306	NIA	N/A
[C12] Straight Floor	N/A	N/A	N/A
[C13] Auto Headlamp System	N/A	N/A	N/A
[B1] Pro Lo Haich	\$118	\$150	N/C
(B4) 77" High Headroom	STD	STO	N/C
[B5A] intercom/PA	N/A	\$280	\$508
[85B] PA with Radio	\$569 (AWFMCDFA)	\$225	\$597
[B5C] Stereo Radio (no PA)	N/A	N/A	\$476
[B6] Locking Door at Fuel Tank	\$2	\$46	\$10
[87A] CE White Integrated Child Restraint Seat	\$336 (See bidders' notes, Appendix J)	\$775	N/A
(B7B] IMMI Child Safety Seat	N/A	N/A	\$451
[B7C] Syntech (M2K) Integrated Child Restraint Seat	N/A_	N/A	\$599
[B8] Exterior Body Light Monitor	\$166	\$128	\$137
(811) Lap/Shoulder Belts	\$652 (CE White Quasi-State-Price per seal)	\$580 (BII Seat System-Price per seat)	\$9,386 (Price per bus)
(B12) Full Perf Celling Panel	<b>\$</b> 565	\$62	\$460
[B13] Bus Lockup System	\$340	\$208	\$173
(814) Wire Pupil Crossing Arm	N/A	NA	NJA
(B15] Stainless Steel Mirror System (Brackets & Fasteners)	\$34	STD	\$127
[B16] Battery Disconnect Switch Label	\$10	\$33	\$12
(817) Red Light Emergency Door	\$14	\$15	\$10
[B18] Underseat Rear Keater	\$473 (&CK BTU)	\$207	\$420
[B19] Tailpipe through Bumper	N/A	N/A	H/A
[820] Powder-Coated Windows	N/A	\$359	STD
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix I)	\$263-	\$358
[B22] Delete W/C - Add Seat	N/A	N/A	N/A
[B23] Delete Seat - Add W/C	N/A	N/A	N/A
[824] Wheelchair Securement Area Lighting	N/A	N/A	NIA
[B25] Track Seating	N/A	N/A	N/A
(B26) Standard Track Seating Seat	N/A	N/A	N/A

	78 Capacity Type D Rear E	78 Capacity Type D Rear Englne Bus WITH Lift				
	Blue Bird	<u>IC</u>	<u>Thomas</u>			
Base Bus Bidder:	Florida Transportation Systems, Inc. (1)	LBS South (2)	Matthews Buses, Inc. (1)			
Dates Available for Ordering:	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014			
Body Make and Model:	Blue Bird T3RE 4006	IC RE	Thomas 140YS			
Chassis Make and Model:	B1 B1 19005	IC RE	Thomas CHSY 140YS			
Standard Transmission		Ailison PTS 3000	Allison PTS 3000			
Wet Sleeve or Parent Bore Engine		. Wet Sleeve	Wet Sleeve			
Standard Engine, HP/LB-FT	<del> </del>	International Maxx Force DT 230/620	Cummins ISL13 260/720			
Standard Lift Model	<del>                                     </del>	Ricon S-5510-403	Braun NL919IB			
Base Bus Price	\$111.820	\$110,990	\$113,282			

(1) The bidder confirms that each of these units sold throughout the	avałabīty period will comply with the U.S. EPA regulati	ons in effect for vehicle althorne emissions without requiring	credits.
(2) The bidder confirms that each of these units sold throughout the	avallability period will comply with the U.S. EPA regulation	ons in effect for vehicle althorne emissions using credits.	· elangs Albert Albert of Property Control (1994)
	Optional Equipme	14, 17, 17, 17, 17, 17, 17, 17, 17, 17, 17	(2) (2) (2) (2) (2) (2) (2) (2) (2) (2)
[C1A] Front Tow Hooks	\$122	\$26	\$46
[C1B] Rear Tow Hooks	\$155	\$51	\$150
[C2] Spare Disc Wheel	\$112	\$149	\$154
[C3] Auto Trans Warranty (5 yr unlimited)	STD	STD	STD
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gaton Diesel)	\$497	\$260
[C5] Low-Profile Radial Tires	\$64 (Goodyest 295/15R22.5H, G3)	N/A	N/A
[C6] 320 Amp Alternator	\$687 (240 AUP LAN STO)	\$458	\$750
[C7] Type D Front Air Ride Suspension	\$882	\$762	\$1,802
(C8) Adjustable Pedals	N/A	N/A	\$430
[C10] Air Ride Rear Suspension	\$1,333	· sto	\$804
(C11) Silicone Only Heater and Engine Coolant Hoses	\$306	N/A	N/A
[C12] Straight Floor	N/A	N/A	\$484
[C13] Auto Headlamp System	N/A	N/A	N/A
[B1] Pro Lo Hatch	\$118	\$150	N/C
(B4) 77" High Headroom	ST0	STO STO	N/C
[BSA] Intercom/PA	NIA	\$280	\$508
(B5B) PA with Radio	\$569 (AMFMXOPA)	\$225	\$597
[B5C] Stereo Radio (no PA)	N/A	HIA	\$476
[B6] Locking Door at Fuel Tank	\$2	\$46	\$10
[B7A] CE White Integrated Child Restraint Seat	\$336 (See bidders' notes, Appendix J)	\$775	N/A
[B78] IMMI Child Safety Seat	N/A	N/A	\$451
[B70] Syntech (M2K) Integrated Child Restraint Seat	N/A	NIA	\$599
[B8] Exterior Body Light Monitor	\$166	\$128	<u>\$137</u>
[B1] Lap/Shoulder Bells	\$652 (CE White Quasi-Static-Price per seet)	\$580 (BTI Seat System-Price per seat)	\$6,137 (Price per bus)
[B12] Fuil Perf Celling Panel	\$565	\$62	\$460
	\$340	\$208	\$173
[813] Bus Lockup System	N/A	N/A	N/A
[B14] Wire Pupil Crossing Arm [B15] Stainless Steef Mirror System (Brackets-&			\$127
Fasteners)	\$34	STD	\$12
[816] Battery Disconnect Switch Label	\$10	\$33	<del></del>
[B17] Red Light Emergency Door	\$14	\$15	\$10
[818] Underseat Rear Heater	\$473 (86K BTU)	\$207	\$420
[B19] Tailpipe through Bumper	N/A	N/A	N/A
[B20] Powder-Coated Windows	N/A	\$359	STD
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$263	\$358
(B22) Dalata W/C - Add Seat	-\$511	-\$549	-\$509
[B23] Delete Seat - Add W/C	\$511	\$550	\$509
(B24) Wheelchair Securement Area Lighting	\$125 (Per wheelchair position)	\$200 (perwheekhair position)	\$430
[B25] Track Seating	N/A	NA	NA
[B26] Standard Track Seating Seat	\$286	\$241	\$373

## FLORIDA SCHOOL BUS DELIVERY PRICE INFORMATION

## BY BUS BIDDER/MANUFACTURER

FLORIDA TRA	NSPORTATION	LBS S	SOUTH	MATTHEV	VS BUSES
BLUE	BIRD -	$\dashv$ IC OR TR.	ANS TECH $dash$	<del>-</del> тно	MAS
TYPE A		TYPES A, C, A	D D	TYPES C AND D	
Region 1	\$2,600	Region 1	\$2,180	Region 1	\$1,297***
Region 2	\$2,300	Region 2	\$1,865	Region 2	\$1,050***
Region 3	\$2,220	Region 3	\$1,900	Region 3	\$993***
Region 4	\$2,220	Region 4	\$2,025	Region 4	\$1,192***
Region 5	\$2,400	Region 5	\$2,200	Region 5	\$1,282***
TYPE C				1	
Region 1	\$1,150*				
Region 2	\$975*				
Region 3	\$900*				
Region 4	\$875*				
Region 5	\$1,100*				
TYPE D			· · · · · · · · · · · · · · · · · · ·		
Region 1	\$1,150**				
Region 2	\$975**				
Region 3	\$900**				
Region 4	\$875**				
Region 5	\$1,100**				
* LPI (propane) type	C delivery, please add an a	idditional \$250 per	unit		
	ry add \$1,500 for Florida Tr ery add \$780 for Matthews E		ems, inc.		

## BLUE BIRD OPTIONAL ACC CLIMATE CONTROL (ACC) SYSTEM A AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMB	ER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
BB01	29 Cap Type A1	ACC	R235521	Valeo, TM21, 13.1 CID	63,000	54	1 (+dash)	1	\$3,782
BB01	With Lift:	ACC	R235521	Valeo, TM21, 13.1 CID	63,000	54	1 (+dash)	1	\$3,782
BB02	29 Cap Type C	ACC	RW44FW4455552121	Valeo, TM21, 13.1 CID	90,000	80	2	2	\$8,290
BB03	With Lift:	ACC	RW44FW4455552121	Valeo, TM21, 13.1 CIO	90,000	80	2	2	\$8,168
BB04	47 Cap Type C	ACC	RW44FW4555552121	Valeo, TM21, 13.1 CID	105,000	96	2	2	\$8,480
BB05	With Lift:	ACC	RW44FW4555552121	Valeo, TM21, 13.1 CID	105,000	96	2	2	\$8,358
BB06	65 Cap Type C	ACC	RW45FW45SM2255552121	Valeo, TM21, 13.1 CIO	133,000	115	3	2	\$9,477
BB07	With Lift:	ACC	RW45PW45SM22555552121	Valeo, TM21, 13.1 CID	133,000	115	3 .	2	\$9,355
BB08	71 Cap Type C	ACC	RW44FW45SM22555552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,477
B809	With Lift:	ACC	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,355
BB10	77 Cap Type C	ACC	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,477
BB11	With Lift:	ACC	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,355
BB12	71 Cap Type D (FE)	ACC	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,781
BB13	With Lift:	ACC	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,659
BB14	77 Cap Type D (FE)	ACC	RW44PW4SSM225S552121	Yaleo, TM21, 13.1 CIO	133,000	115	3	2	\$9,781
BB15	With Lift:	ACC	RW44PW45SM22555552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,659
BB16	83-89 Cap Type D (FE)	ACC	RW44FW44SM22SM2255552121	Valeo, TM21, 13.1 CID		131	4	2	\$10,538
BB17	With Lift:	ACC	RW44FW44SM22SM22555572121	Valeo, TM21, 13.1 CID		131	4	2	\$10,416
BB18	72 Cap Type D (RE)	ACC	RW44FW44SM22SM225555F400	Bitzer	140,000	131	4	2	\$12,640*
BB18	With Lift:	ACC	RW44FW44SM22SM22555SF400	Bitzer	140,000	131	4	2	\$12,640*
BB18	78 Cap Type D (RE)	ACC	RW44FW44SM22SM225555F400	Bítzer	140,000	131	4	2	\$12,640*
BB18	With Lift:	ACC	RW44FW44SM22SM225555F400	Bitzer	140,000	131	4	2	\$12,640*
BB18	84 Cap Type D (RE)	ACC	RW44FW44SM22SM225555F400	8itzer	140,000	131	4	2	\$12,640*
BB18	With Lift:	ACC	RW44FW44SM22SM225555F40C	Bitzer	140,000	131	4	2	\$12,640*

<sup>\*</sup> For CNG in Type D RE, please add \$350.

## BLUE BIRD OPTIONAL MOBILE CLIMATE CONTROL (MCC) SYSTEM A AIR CONDITIONER SPECIFICATIONS

			SYSTEM A AIR	CONDITIONE	K SPECIFICA	ATIONS			
A/C	BODY TYPE	A/C	A/C	COMPRESSOR MAKE, MODEL, AND	IMACA #250 (CITY) BTU	TOTAL CURRENT DRAW		ER OF:	
CODE	AND SIZE	MAKE	MODEL	DISPLACEMENT	OUTPUT	(AMPS)	EVAPORATORS	CONDENSERS	PRICE
BB19	Type A1	MCC	AC-7iw1k4	(1)TM-21	60 + dash	60	(1) iw-1	(1) k <del>-4</del> 10	\$4,785
BB19	With Lift:	MCC	AC-7ñv1k4	(1)TM-21	60 + dash	60	(1) iw-1	(1) k-410	\$4,785
8820	29 Cap Type C	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12hv1hv1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB20	47 Cap Type C	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) kv-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) hv-1 (1) dash	(2) k-410	\$10,645
8820	65 Cap Type C	MCC .	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB20	71 Cap Type C	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iv-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
8820	77 Cap Type C	MCC	AC-12hv1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12hv1hv1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB20	71 Cap Type D (FE)	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB20	77 Cap Type D (FE)	MCC	AC-12iw1iw1k4k4d	(2)TM-21	-124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB20	83-89 Cap Type D (FE)	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) lw-1 (1) dash	(2) k-410	\$10,645
8821	72 Cap Type D (RE)	MCC	AC-12iw1lw1k4k4d	(2)TM-21	124k	126	(2) tw-1 (1) dash	(2) k-410	\$10,645
8821	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB21	78 Cap Type D (RE)	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
BB21	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645
8821	84 Cap Type D (RE)	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) lw-1 (1) dash	(2) k-410	\$10,645
8821	With Lift:	MCC	AC-12iw1iw1k4k4d	(2)TM-21	124k	126	(2) iw-1 (1) dash	(2) k-410	\$10,645

## BLUE BIRD OPTIONAL MCC #2 SYSTEM A AIR CONDITIONER SPECIFICATIONS

			TOTEM A AIN	COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	ИОМВ	ER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
BB22	47 Cap Type C	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,167
	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
BB22	65 Cap Type C	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,167
	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
BB22	71 Cap Type C	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,167
8823	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
BB22	77 Cap Type C	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,167
	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
	71 Cap Type D (FE)	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,167
	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
BB22	77 Cap Type D (FE)	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-2 <del>4</del> n	\$17,167
BB23	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
BB22	83-89 Cap Type D (FE)	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,167
BB23	With Lift:	MCC	DC-353-24d	(2)TM-21	26kW	136	e-353-24n	c-353-24n	\$17,045
BB24	72 Cap Type D (RE)	MCC	DC-353-32d	05G	32kW	N/A*	e-353-32n	c-353-32n	\$19,745
BB24	With Lift:	MCC	DC-353-32d	05G	32kW	N/A*	e-353-32n	c-353-32n	\$19,745
B824	78 Cap Type D (RE)	MCC	DC-353-32d	05G	32kW	N/A*	e-353-32n	c-353-32n	\$19,745
`BB24	With Lift:	MCC	DC-353-32d	05G	32kW	N/A*	e-353-32n	c-353-32n	\$19,745
BB24	84 Cap Type D (RE)	MCC	DC-353-32d	05G	32kW	N/A*	e-353-32n	c-353-32n	\$19,745
BB24	With Lift:	MCC	DC-353-32d	05G	32kW	N/A*	e-353-32n	c-353-32n	\$19,745

<sup>\*</sup> Integrated 24 volt batteryless alternator

# BLUE BIRD OPTIONAL AMERICAN COOLING TECHNOLOGY (ACT) SYSTEM A AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL	IMACA #250	TOTAL CURRENT	нимв	ER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
8825	47 Cap Type C	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	65 Cap Type C	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	71 Cap Type C	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	77 Cap Type C	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	71 Cap Type D (FE)	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
8825	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	77 Cap Type D (FE)	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
BB25	83-89 Cap Type D (FE)	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267
8825	With Lift:	ACT	DC-310d	(2)TM-21*	26kW	136	e-310	k-310	\$16,267

<sup>\* 12</sup> volt Bitzer F400 in lieu of TM-21's - add \$2100

<sup>\*</sup> Seltec TM-55 in lieu of TM-21's - add \$1750

				TIONAL ACC CLIN CONDITIONER SE					
				COMPRESSOR MAKE,	IMACA #250	TOTAL CURRENT	NUMB	ER OF:	ı
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	MODEL, AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
BB26	Type A1	ACC	R236021	Valeo, TM21, 13.1 CIO	63,000	54	1 (+ dash)	1	\$3,439
BB26	With Lift:	ACC	R236021	Valeo, TM21, 13.1 CID	63,000	54	1 (+ dash)	1	\$3,439
8827	29 Cap Type C	ACC	RW44FW4457572121	Valeo, TM21, 13.1 CID	100,000	80	2	2	\$6,571
B828	With Lift:	ACC	RW44FW4457572121	Valeo, TM21, 13.1 CID	100,000	80	2	2	\$6,449
BB27	47 Cap Type C	ACC	RW44FW4557602121	Valeo, TM21, 13.1 CID	105,000	96	2	2	\$6,761
BB29	With Lift:	ACC	RW44FW4557602121	Valeo, TM21, 13.1 CID	105,000	96	2	2	\$6,639
B830	65 Cap Type C	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,499
BB31	With Lift:	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,377
8830	71 Cap Type C	ACC	RW44PW45SM2260602121	Valeo, TM21, 13.1 CIO	133,000	115	3	2	\$8,499
B831	With Lift:	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	. 2	\$8,377
BB30	77 Cap Type C	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,499
BB31	With Lift:	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CIO	133,000	115	3	2	\$8,377
BB32	71 Cap Type D (FE)	ACC	RW44FW455M22606021Z1	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,803
BB33	With Lift:	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,681
BB32	77 Cap Type D (FE)	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115 -	33	2	\$8,803
BB33	With Lift:	ACC	RW44FW45SM2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,681
BB34	83-89 Cap Type D (FE)	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,560
BB35	With Lift:	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	44	2	\$9,438
BB36	72 Cap Type D (RE)	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156
BB36	With Lift:	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156
BB36	78 Cap Type D (RE)	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	44	2	\$9,156
BB36	With Lift:	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156
BB36	84 Cap Type D (RE)	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156
BB36	With Lift:	ACC	RW44FW44SM22SM2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156

### BLUE BIRD OPTIONAL MOBILE CLIMATE CONTROL (MCC) SYSTEM B AIR CONDITIONER SPECIFICATIONS

			SISIEMEA	IK CONDITION	EK SPECIF	CATIONS			
A/C	BODY TYPE	A/C	A/C	COMPRESSOR MAKE, MODEL, AND	IMACA #250 (CITY) BTU	TOTAL CURRENT DRAW	NUMBER EVAPORATORS	R OF:	PRICE
CODE	AND SIZE	MAKE	MODEL	DISPLACEMENT	OUTPUT	(AMPS)	415	(4) =	
BB37	Type A1	MCC	AC-713 max	(1)TM-21	60 + dash	60	(1) em-1	(1) cm-3	\$3,875
BB37	With Lift:	MCC	AC-713 max	(1)TM-21	60 + dash	60	(1) em-1	(1) cm-3	\$3,875
BB38	29 Cap Type C	MCC	AC-92222	(2)TM-21	86K	86	(2) em-2	(2) cm-2	\$7,167
BB39	Wilh Lift:	MCC	AC-92222	(2)TM-21	86K	86	(2) em-2	(2) cm-2	\$7,045
8838	47 Cap Type C	MCC	AC-92222	(2)TM-21	86K	86	(2) em-2	(2) cm-2	\$7,167
BB39	With Lift:	MCC	AC-92222	(2)TM-21	86K	86	(2) em-2	(2) cm-2	\$7,045
BB40	65 Cap Type C	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,767
BB41	With Lift	МСС	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB40	71 Cap Type C	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,767
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB40	77 Cap Type C	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,767
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB40	71 Cap Type D (FE)	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,767
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB40	77 Cap Type D (FE)	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,7 <u>67</u>
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB40	83-89 Cap Type D (FE)	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,767
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB41	72 Cap Type D (RE)	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB41	78 Cap Type D (RE)	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB41	84 Cap Type D (RE)	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645
BB41	With Lift:	MCC	AC-1212233	(2)TM-21	124K	126	(1) em-1 (2) em-2	(2) cm-3	\$8,645

#### BLUE BIRD OPTIONAL MCC #2 SYSTEM B AIR CONDITIONER SPECIFICATIONS

			SYSTEMBAIR	CONDITIONE	K SPECIFICA	AHUNS			
A/C	BODY TYPE	A/G	A/G	COMPRESSOR MAKE, MODEL, AND	IMACA #250 (CITY) BTU	TOTAL CURRENT DRAW		ER OF:	
CODE	AND SIZE	MAKE	MODEL	DISPLACEMENT	โดบาัยบา	(AMPS)	EVAPORATORS	CONDENSERS	PRICE
BB42	Type A1	MCC	AC-7iw13 max	(1)TNF-21	60k + dash	60	(1) iv-1	(1) cm-3	\$4,055
BB42	With Lift:	MCC	AC-7iw13 max	(1)TM-21	60k + dash	60	(1) iw-1	(1) cm-3	\$4,055
BB43	29 Cap Type C	MCC	AC-9hv1hv222	(2)TM-21	97k	96	(1) iv-1 (1) iv-2	(2) cm-2	\$7,657
BB44	With Lift:	MCC	AC-9hv1hv222	(2)TM-21	97k	96	(1) iw-1 (1) iw-2	(2) cm-2	\$7,535
BB43	47 Cap Type C	MCC	AC-9hv1hv222	(2)TM-21	97k	96	(1) iw-1 (1) iw-2	(2) cm-2	\$7,657
BB44	With Lift:	MCC	AC-9iw1iw222	(2)TM-21	97k	96	(1) iw-1 (1) iw-2	(2) cm-2	\$7,535
BB45	65 Cap Type C	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	. (2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) lw-1 (1) dash	(2) cm-3	\$9,235
B845	71 Cap Type C	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) hv-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,235
BB45	77 Cap Type C	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12iw1iw133d	(2)∏M-21	. 124K	126	(2) iv-1 (1) dash	(2) cm-3	\$9,235
BB45	71 Cap Type D (FE)	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) ñv-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,235
BB45	77 Cap Type D (FE)	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12hv1hv133d	(2)TM-21	- 124K	126	(2) tw-1 (1) dash	(2) cm-3	\$9,235
8845	83-89 Cap Type D (FE)	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,235
BB46	72 Cap Type D (RE)	NCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) ivr-1 (1) dash	(2) cn-3	\$9,235
BB46	With Lift:	MCC	AC-12hv1hv133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,235
B846	78 Cap Type D (RE)	MCC	AC-12hv1hv133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,235
BB46	With Lift:	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) iw-1 (1) dash	(2) cm-3	\$9,235
BB46	84 Cap Type D (RE)	MCC	AC-12hv1iw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
B846	With Lift:	MCC	AC-12iw1iw133d	(2)TM-21	124K	126	(2) W-1 (1) dash	(2) cm-3	\$9,235

## BLUE BIRD OPTIONAL ACC SYSTEM WITH MODULAR EVAPORATOR/CONDENSOR ASSEMBLY SYSTEM A AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMBER OF:		
CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
8847	72 Cap Type D (RE)	ACC	TC-96	Bitzer	124,800 BTU	117 AMPS	Modular	Modular	\$17,250
BB47	With Lift:	ACC	TC-96	Bitzer	124,800 BTU	117 AMPS	Modular	Modular	\$17,250
BB47	78 Cap Type D (RE)	ACC	TC-98	Bitzer	124,800 BTU	117 AMPS	Modular	Modular	\$17,250
8847	With Lift:	ACC	TC-96	Bitzer	124,800 BTU	117 AMPS	Modular	Modular	\$17,250
BB47	84 Cap Type D (RE)	ACC	TC-98	Bitzer	124,800 BTU	117 AMPS	Modular	Modular	\$17,250
BB47	With Lift:	ACC	TC-96	Bitzer	124,800 BTU	117 AMPS	Modular	Modular	\$17,250

Please see Addional A/C Options page for extended warranties and upgrades.

For ACC A/C on CNG Type D, please add \$1,200 to the listed A/C price.

## BLUE BIRD OPTIONAL <u>ACT</u> SYSTEM WITH MODULAR EVAPORATOR/CONDENSOR ASSEMBLY SYSTEM A AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR	-	TOTAL			
				MAKE, MODEL,	IMACA #250	CURRENT	NUMB	ER OF:	ļ
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
BB48	72 Cap Type D (RE)	ACT	DC-350	Bitzer 4NFCY*	32kW	N/A**	e-350	k-350	\$18,500
BB48	With Lift:	ACT	DC-350	Bitzer 4NFCY*	32kW	N/A**	e-350	k-350	\$18,500
BB48	78 Cap Type D (RE)	ACT	DC-350	Bitzer 4NFCY*	32kW	N/A**	e-350	k-350	\$18,500
BB48	With Lift:	ACT	DC-350	Bitzer 4NFCY*	32kW	N/A**	e-350	k-350	\$18,500
B848	84 Cap Type D (RE)	ACT	DC-350	Bitzer 4NFCY*	32kW	N/A**	e-350	k-350	\$18,500
BB48	With Lift:	ACT	DC-350	Bitzer 4NFCY*	32kW	N/A**	e-350	k-350	\$18,500

<sup>\*</sup> Available with Bock FK-40 K plate. Seitec TM-65 in lieu of Bitzer - deduct \$200

<sup>\*\*</sup> Integrated 24 volt batteryless alternator

BLUE BIRD AIR CONDI			
Option Description	Manutaclurer	Model #32 20 20 20	rice all sage
5 Year Warranty in lieu of 3 YR/75,000 Mile Warranty	ACC	All w/TM21's	
-Single Evaporator Systems	ACC	All w/TM21's	\$900
-Dual Evaporator Systems	ACC	All w/TM21's	\$1,080
-Triple Evaporator Systems	ACC	All w/TM21's	\$1,100
-Four Evaporator Systems	ACC	All w/TM21's	\$1,130
5 Year Warranty with Annual Service performed by	ACC	All w/TM21's	\$2,500
Florida Transportation Systems			
Bitzer Compressor in lieu of TM21's (Type C)	ACC	Type C w/TM21's	\$2,650
5 Year Warranty on Bitzer	ACC	ALL	\$2,800
Bitzer Compressor n/a with Propane Engine			
Vision Tie-In Dash System	ACC	Type C	\$741
Vision Stand Alone Dash System	ACC .	Туре С	\$3,000
Rear Engine Tie-In Dash System	ACC	Type D	\$900
Rear Engine Stand Alone Dash System	ACC	Type D	\$3,100
A/C Ducting	ACC	47/65p Type C	\$2,850
A/C Ducting	ACC	71/77p Type C	\$3,100
A/C Ducting	ACC	71/77/83p Type D FE	\$3,500
A/C Ducting	ACC	72/78/84p Type D RE	\$3,800
(TC 96 Systems include ducting in pricing)			
Dual TC-70 with Bitzer on Type C or Type D RE	ACC	Type C/D RE	\$13,250
-117 AMPS, 124,800 BTU			
Dual TC-70 with TM-21's on Type C or D	ACC	Type C/D	\$10,350
-107 AMPS, 140,000 BTU			<u> </u>
T. V Warrant in Pay of 2 VD/Indimited Warrants	MCC		
5 Year Warranty in lieu of 2 YR/Unlimited Warranty		All	6000
- AC-12iw1iw1k4k4d	MCC	All	\$900
- DC-353-24D	MCC	All .	\$2,400
- AC - 713 max	MCC	Type A	\$950 \$950
- AC -92222	MCC	Type C	
- AC -1212233	MCC	All	\$1,000 \$050
- AC - 7iw13 max	MCC	Type A	\$950 \$950
- AC -9iw1iw222	MCC	Type C	
- AC -12iw1iw133d	MCC	All	\$950

# IC OPTIONAL ACC CLIMATE CONTROL (ACC) SYSTEM A AIR CONDITIONER SPECIFICATIONS

	Ţ		010127	AIK GONDITI					
				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMBE	R OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC01	29 Cap Type C LT	ACC	R22FW45581612	Seltec,TM16,10ckd	95,000 BTU/hr	96	1-Front in-Wall, 1-Celling	Dual Loop Roof Mount	\$10,349
IC01	With Lift:	ACC	R22FW45581612	Seitec,TM16,10cid	95,000 STU/hr	96	1-Front in-Wall, 1-Ceiling	Dual Loop Roof Mount	\$10,349
IC02	29 Cap Type C	ACC	R22FW44582121	Seltec,TM21,13cld	90,000 BTU/hr	80	1-Front In-Wail, 1-Celling	Dual Loop Roof Mount	\$10,217
IC02	With Lift:	ACC	R22FW44582121	Seitec,TM21,13dd	90,000 BTU/hr	80	1-Front In-Wall, 1-Celling	Dual Loop Roof Mount	\$10,217
IC03	47 Cap Type C	ACC	R22F45582121	Seltec,TM21,13cld	100,000 8TU/hr	107	1-Front in-Wall, 1- ceiling	Dual Loop Roof Mount	\$10,754
IC03	With Lift:	ACC	R22F45582121	Seltec,TM21,13cld	100,000 BTU/hr	107	1-Front In-Wall, 1-celling	Dual Loop Roof Mount	\$10,754
IC04	65 Cap Type C	ACC	R22FW45SM2255552121	Seitec,TM21,13cid	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	With Lift:	ACC	R22FW45SM2255552121	Seitec,TM21,13cid	133,000 BTU <i>l</i> hr	115	1-Front in-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	71 Cap Type C	ACC	R22FW45SM2255552121	Seltec,TM21,13c/d	133,000 BTU/hr	115	1-Front In-Wall, 2- cerling	Single Loop Roof Mount	\$11,786
IC04	With Lift:	ACC	R22FVV45SM2255552121	Seitec,TM21,13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
1C04	77 Cap Type C	ACC	R22FW45SW2255552121	Seitec,TM21,13ckd	133,000 BTU/hr	115	1-Front in-Wall, 2- celling	Single Loop Roof Mount	\$11,786
IC04	With Lift:	ACC	R22FW45SM2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- certing	Single Loop Roof Mount	\$11,786
1C05	72 Cap Type D (RE)	ACC	TC-96-2121	Seltec,TM21,13cld	130,000 BTU/hr	131	Roof Mount Ducted	Roof Mount	\$20,396
IC05	With Lift:	ACC	TC-96-2121	Seitec,TM21,13cld	130,000 BTU/hr	131	Roof Mount Ducted	Roof Mount	\$20,396
IC05	78 Cap Type D (RE)	ACC	TC-96-2121	Seitec,TM21,13cid	130,000 BTU/hr	131	Roof Mount Ducted	Roof Mount	\$20,396
IC05	With Lift:	ACC	TC-96-2121	Seltec,TM21,13cld	130,000 BTU/hr	131	Roof Mount Ducted	Roof Mount	\$20,396
IC05	84 Cap Type D (RE)	ACC	TC-96-2121	Seltec,TM21,13c/d	130,000 8TU/hr	131	Roof Mount Ducted	Roof Mount	\$20,396
IC05	With Lift:	ACC	TC-96-2121	Seitec TM21,13cid	130,000 BTU/hr	131	Roof Mount Ducted	Roof Mount	\$20,396

# IC OPTIONAL TRANS/AIR SYSTEM A AIR CONDITIONER SPECIFICATIONS

			OTOTEMPTANCE	COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL		Inco oc.	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU	DRAW (AMPS)	EVAPORATORS	ABER OF: CONDENSERS	PRICE
IC06	29 Cap Type C	Trans/Air	71-93-27K Dash-R120-(2) 13	Que, TM21, 13 cld	78,000	103	1-Dash, 2-Celling	1-Dual Loop Roof Mnt	\$12,269
(C06	With Lift:	Trans/Air	71-93-27K Dash-R120-(2) 13	Que, TM21, 13 c/d	78,000	103	1-Dash, 2-Ce認ng	1-Dual Loop Roof Mnt	\$12,269
IC07	47 Cap Type C	Trans/Alr	73-96-27K Dash-R120-(2) 13	Que, TM21, 13 c/d	78,000	118	1-Dash, 2- cezng	1-Dual Loop Roof Mnt	\$12,706
IC07.	With Lift:	Trans/Air	73-96-27K Dash-R120-(2) 13	Que, TM21, 13 ckd	78,000	118	1-Dash, 2- celling	1-Dual Loop Roof Mnt	\$12,706
1C08	65 Cap Type C	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 c/d	106,000	130	1-Dash, 2- cering	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,178
IC08	With Lift:	Trans/Alr	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 ckl	106,000	130	1-Dash, 2- celling	1-Dual Loop Roof Mail, 1-Red Mail	\$15,178
1C09	71 Cap Type C	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 ckl	120,000	130	1-Dash, 2- celling	1-Dual Loop Roof Mot, 1-Red Mrs	\$15,228
IC09	With Lift	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cid	120,000	130	1-Dash, 2- ceiling	1-Ousl Loop Roof Mnt, 1-Rad Mnt	\$15,228
IC10	77 Cap Type C	Trans/Alr	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cd	120,000	130	1-Dash, 2- celling	1-Dual Loop Roof Mrst, 1-Rad Mrst	\$15,342
IC10	With Lift:	Trans/Alr	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cid	120,000	130	1-Dash, 2-ceiling	1-Dual Loop Reof Mrd, 1-Red Mrd	\$15,342
IC11	72 Cap Type D (RE)	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 ckd	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
IC11	With Lift	Trans/Alr	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 do	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
IC11	78 Cap Type D (RE)	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 do	120,000	100 @ 24V	Roof Mount Ducled	Roof Mount	\$23,853
IC11	With Lift:	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 ck	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
IC11	84 Cap Type D (RE)	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 do	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
lC11	With Lift:	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 c/c	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853

## IC OPTIONAL MOBILE CLIMATE CONTROL (MCC) SYSTEM A AIR CONDITIONER SPECIFICATIONS

A/C	BODY TYPE	A/C	A/C	COMPRESSOR MAKE, MODEL, AND	IMACA #250 (CITY) BTU	TOTAL CURRENT DRAW		ER OF:	
CODE	AND SIZE	MAKE	MODEL	DISPLACEMENT	OUTPUT	(AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC12	29 Type C LT	MCC	AC-9231K3	Valeo,TM-16 (10cid)	85,000	73 AMPS	1-Dash, 1-Ceiling	1 Radiator, 1 Roof	\$10,559
IC12	With Lift:	MCC	AC-9231K3	Valeo,TM-16 (10ckl)	85,000	73 AMPS	1-Dash, 1-Ceifing	1 Radiator, 1 Roof	\$10,559
IC12	29 Cap Type C	мсс	AC-9231K3	Valeo,TM-16 (10cid)	85,000	73 AMPS	1-Dash, 1-Ceiting	1 Radiator, 1 Roof	\$10,559
1C12	With Lift:	мсс	AC-9231K3	Valeo,TM-16 (10cid)	85,000	73 AMPS	1-Dash, 1-Ceiling	1 Radiator, 1 Roof	\$10,559
IC13	47 Cap Type C	MCC	AC-132371R4	Valeo,TM-21 (13cid)	125,000	105 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,474
IC13	With Lift:	MCC	AC-132371R4	Valeo,TM-21 (13cid)	125,000	105 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,474
IC14	65 Cap Type C	MCC	AC-132311R4	Valeo,TM-21 (13c/d)	130,000	120 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,624
IC14	With Lift:	MCC	AC-132311R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,624
IC14	71 Cap Type C	MCC	AC-132311R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,624
IC14	Wilh Lift:	MCC	AC-132311R4	Valeo,TM-21 (13c/d)	130,000	120 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,624
IC14	77 Cap Type C	MCC	AC-132311R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2- ceding	Dual Loop Roof	\$13,624
IC14	With Lift:	MCC	AC-132311R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2- ceiling	Dual Loop Roof	\$13,624
IC15	72 Cap Type D (RE)	MCC	Eco353N-28	Carrier, O5G (41cid.)	165,000	0 AMPS	1 Roof	1 Roof	\$25,540
IC15	With Lift:	MCC	Eco353N-28	Carrier, O5G (41cid )	165,000	0 AMPS	1 Roof	1 Roof	\$25,540
IC15	78 Cap Type D (RE)	MCC	Eco353N-28	Carrier, O5G (41cid )	165,000	0 AMPS	1 Roof	1 Roof	\$25,540
IC15	With Lift:	MCC	Eco353N-28	Carrier, O5G (41cid )	165,000	0 AMPS	1 Roof	1 Roof	\$25,540
IC15	84 Cap Type D (RE)	MCC	Eco353N-28	Carrier, O5G (41cid )	165,000	0 AMPS	1 Roof	1 Roof	\$25,540
IC15	With Lift:	MCC	Eco353N-28	Carrier, O5G (41cid )	165,000	0 AMPS	1 Roof	1 Roof	\$25,540

## IC OPTIONAL AMERICAN COOLING TECHNOLOGY (ACT) SYSTEM A AIR CONDITIONER SPECIFICATIONS

		V TYPE A/C		COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT DRAW	NUM	BER OF:	-
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	(AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC16	65 Cap Type C	ACT	55/23CR4/21	Seltec, TM21,13cld	125,000	111	1-Dash, 2- celling	Dual Loop Roof	\$12,482
IC16	With Lift:	ACT	55/23CR4/21	Seltec, TM21,13cld	125,000	111	1-Dash, 2- ce¥ng	Dual Loop Roof	\$12,482
IC16	71 Cap Type C	ACT	55/23CR4/21	Seitec, TM21,13dd	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
1016	With Lift:	ACT	55/23CR4/21	Sellec, TM21,13cld	125,000	111	1-Dash, 2- ceiting	Dual Loop Roof	\$12,482
IC16	77 Cap Type C	ACT	55/23CR4/21	Seltec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC16	With Lift	ACT	55/23CR4/21	Seltec, TM21,13cld	125,000	111	1-Dash, 2- ce≅ng	Oual Loop Roof	\$12,482
1017	72 Cap Type D (RE)	ACT	ACT-350/8TZ	Bitzer 41ckd	180,000	94	1 Roof	1 Roof	\$24,864
IC17	With Lift:	ACT	ACT-350/BTZ	Bitzer 41ctd	180,000	94	1 Roof	1 Roof	\$24,864
IC17	78 Cap Type D (RE)	ACT	ACT-350/BTZ	Bitzer 41c/d	180,000	94	1 Roof	1 Roo(	\$24,864
IC17	With Lift:	ACT	ACT-350/8TZ	Bitzer 41cid	180,000	94	1 Roof	1 Roof	\$24,864
IC17	84 Cap Type D (RE)	ACT	ACT-350/BTZ	Bitzer 41ctd	180,000	94	1 Roof	1 Roof	\$24,864
IC17	With Lift:	ACT	ACT-350/BTZ	Bitzer 41cld	180,000	94	1 Roof	1 Roof	\$24,864

	IC OPTIONAL (ACT) #2 SYSTEM A AIR CONDITIONER SPECIFICATIONS											
IC18	65 Cap Type C	ACT	22/23CR4/21	Seltec, TM21,13cld	125,000	125	1-Dash, 2-In-Wall	Oual Loop Roof	\$12,558			
IC18	With Lift:	ACT	22/23CR4/21	Seltec, TM21,13dd	125,000	125	1-Dash, 2-in-Wall	Dual Loop Roof	\$12,558			
IC18	71 Cap Type C	ACT	22i23CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-ln-Wall	Dual Loop Roof	\$12,558			
IC18	With Lift:	ACT	22f23CR4/21	Seitec, TM21,13cld	125,000	125	1-Dash, 2-in-Wall	Dual Loop Roof	\$12,558			
IC18	77 Cap Type C	ACT	22/23CR4/21	Seitec, TM21,13cid	125,000	125	1-Dash, 2-in-Wall	Qual Loop Roof	\$12,558			
IC18	With Lift:	ACT	22i23CR4/21	Seitec, TM21,13dd	125,000	125	1-Dash, 2-In-Wall	Dual Loop Roof	\$12,558			

# IC OPTIONAL TRANS/AIR SYSTEM A AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUK	IBER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC19	29 Cap Type C	Trans/Air	55-55-27K Dash-R120-(2) 13	Que, TM21, 13 c/d	78,000	124	1-Dash, 2-In-Wall	1-Dual Loop Roof Mount	\$13,091
IC19	With Lift:	Trans/Alr	55-55-27K Dash-R120-(2) 13	Que, TM21, 13 c/d	78,000	124	1-Dash, 2-In-Wall	1-Dual Loop Roof Mount	\$13,091
IC20	47 Cap Type C	Trans/Air	55-55-27K Dash-R120-(2) 13	Que, TM21, 13 c/d	78,000	124	1-Dash, 2-in-Wall	1-Dual Loop Roof Mount	\$15,410
IC20	With Lift:	Trans/Air	55-55-27K Dash-R120-(2) 13	Que, TM21, 13 c/d	78,000	124	1-Dash, 2-In-Wall	1-Dual Loop Roof Mount	\$15,410
IC21	65 Cap Type C	Trans/Alr	55-\$5-40K D44h-R120-FRC-(3) 13	Que, TM21, 13 cd	106,000	136	1-Dash, 2-In-Wall	1-Dual Loop Root, 1-Register Moure	\$15,751
IC21	With Lift:	Trans/Air	55-55-(0K Dash-R120-FRC-(3) 13	Que, TM21, 13 c/d	106,000	136	1-Dash, 2-In-Wall	1-Dual Loop Roof, 1-Resilator Mount	\$15,751
IC22	71 Cap Type C	Trans/Air	55-55-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 c/d	120,000	136	1-Dash, 2-in-Wall	1-Dual Loop Root, 1-Radie/or Mount	\$15,839
IC22	With Lift:	Trans/Air	55-55-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cd	120,000	136	1-Dash, 2-In-Wall	1-Dual Loop Roof, 1-Rediator Mount	\$15,839
IC23	77 Cap Type C	Trans/Air	\$5-55-83-40K (Dash-R120-FRC-(3) 13	Que, TM21, 13 dd	120,000	145	1-Dash, 2-In-Wall, 1- Ceiling	1-Dual Loop Roof, 1- Radiator Mount	\$17,234
IC23	With Lift:	Trans/Air_	55-55-93-40K Dash-R123-FRC-(3) 13	Que, TM21, 13 dd	120,000	145	1-Dash, 2-In-Wall, 1- Celling	1-Dual Loop Roof, 1- Radiator Mount	\$17,234

# IC OPTIONAL MCC #2 SYSTEM A AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMBER OF:		
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDEŃSERS	PRICE
IC24	29 Type C LT	MCC	AC-923W1K3	Valeo,TM-16 (10dd)	85,000	73 AMPS	1-Dash, 1-In-Wall	1 Radiator, 1 Roof	\$10,329
IC24	With Lift	MCC	AC-923W1K3	Valeo,TM-16 (10ckl)	85,000	73 AMPS	1-Dash, 1-In-Wail	1 Radiator, 1 Roof	\$10,329
IC24	29 Cap Type C	MCC	AC-923W1K3	Valeo,TM-16 (10cld)	85,000	73 AMPS	1-Dash, 1-In-Wall	1 Radiator, 1 Roof	\$10,329
IC24	With Lift:	MCC	AC- 923W1K3	Valeo,TM-16 (10cld)	85,000	73 AMPS	1-Dash, 1-In-Wall	1 Radiator, 1 Roof	\$10,329
IC25	47 Cap Type C	MCC	AC-1323W1W1R4	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Qash, 2-In-Wa/I	Dual Loop Roof	\$13,474
IC25	With Lift:	MCC	AC-1323W1W1R4	Valeo,TM-21 (13dd)	130,000	120 AMPS	1-Dash, 2-in-Wall	Dual Loop Roof	\$13,474
IC25	65 Cap Type C	MCC	AC-1323W1W1R4	Valeo,TM-21 (13dd)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	With Lift:	мсс	AC-1323W1W1R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	71 Cap Type C	MCC	AC-1323W1W1R4	Valeo,TM-21 (13c/d)	130,000	120 AMPS	1-Dash, 2-in-Wall	Dual Loop Roof	\$13,474
IC25	With Lift	MCC	AC-1323W1W1R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-in-Wall	Dual Loop Roof	\$13,474
IC25	77 Cap Type C	мсс	AC-1323W1W1R4	Valeo,TM-21 (13cld)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	With Lift:	MCC	AC-1323W1W1R4	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474

# IC OPTIONAL ACC SYSTEM B AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMBER	OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC26	29 Cap Type C	ACC	R22FW4465652121	Seltec,TM21,13ckd	90,000 BTU/hr	80	1-Front in-Wall, 1-Celling	2-Skirt	\$9,336
IC26	With Lift:	ACC	R22FW4465652121	Seltec,TM21,13cfd	90,000 BTU/hr	80	1-Front in-Wall, 1-Celling	2-Skirt	\$9,336
IC27	47 Cap Type C	ACC	R22F4565602121	Seltec,TM21,13cld	100,000 BTU/hr	107	1-Front in-Wall, 1- ceiling	2-Skúrt	\$10,039
[C27	With Lift:	ACC	R22F4565602121	Seltec,TM21,13ckd	100,000 BTU/hr	107	1-Front In-Wall, 1-celling	2-Skirt	\$10,039
IC28	65 Cap Type C	ACC	R22FW45SM2260602121	Seltec,TM21,13cd	133,000 BTU/hr	115	1-Front In-Wall, 2- celling	2-Skirt	\$10,773
IC28	With Lift:	ACC	R22FW45SM2260602121	Seltec,TM21,13cld	133,000 BTU/hr	115	1-Front in-Wall, 2- ceiling	2-Skirt	\$10,773
[C28	71 Cap Type C	ACC	R22FW45SM2260602121	Seltec,TM21,13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	2-Skirt	\$10,773
IC28	With Lift:	ACC	R22FW45SM2260602121	Seltec,TM21,13cd	133,000 BTU/hr	115	1-Front In-Wall, 2- ceing	2-Skirt	\$10,773
1C28	77 Cap Type C	ACC	R22FW45SM2260602121	Seltec,TM21,13cld	133,000 BTU/hr	116	1-Front in-Wall, 2- ceiling	2-Skurt	\$10,773
IC28	With Lift:	ACC	R22FW45SM2260602121	Seitec,TM21,13cid	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	2-Skirt	\$10,773
IC29	72 Cap Type D (RE)	ACC	R22FW44SM22SM226060212	Seitec,TM21,13cid	140,000 BTU/hr	131	1-Front In-Wall, 3-celling	2-Skirt	\$11,489
1C29	With Lift:	ACC	R22FW44SM22SM226060212	Seltec,TM21,13dd	140,000 BTU/hr	131	1-Front in-Wall, 3-celling	2-Skirt	\$11,489
1C29	78 Cap Type D (RE)	ACC	R22FW44SM22SM226060212	Sellec,TM21,13cd	140,000 BTU/hr	131	1-Front in-Wall, 3-ceiling	2-Skirt	\$11,489
IC29	With Lift.	ACC	R22FW44SM22SM226060212	Seitec, TM21,13cid	140,000 BTU/hr	131	1-Front In-Wall, 3-celling	2-Skirt	\$11,489
IC29	84 Cap Type D (RE)	ACC	R22FW44SM22SM226060212	Seltec,TM21,13cid	140,000 BTU/hr	131	1-Front In-Wall, 3-ceffing	2-Skirt	\$11,489
IC29	With Lift:	ACC	R22FW44SM22SM226060212	Seltec,TM21,13cid	140,000 9TU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489

### IC OPTIONAL TRANS/AIR

## SYSTEM B AIR CONDITIONER SPECIFICATIONS

	T I		3131 ENI D AIR	OONDITIONE	VOI LOII I	TOTAL			
	1			COMPRESSOR		CURREN			
				MAKE, MODEL,	IMACA #250		NUM	BER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
(C30	29 Cap Type A2	Trans/A\r	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 cld	78,000	75	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$8,882
1C30	With Lift:	Trans/A\r	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 dd	78,000	75	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$8,882
IC30	29 Cap Type C LT	Trans/Air	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 dd	78,000	75	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$8,882
IC30	With Lift:	Trans/Air	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 dd	78,000	75	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$8,882
IC31	29 Cap Type C	Trans/A\r	71-27K Dash-2F-FRC-(2) 10	Sanden, TM16, 10 dd	78,000	58	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$14,088
IC32	With Lift:	Trans/Air	71-27K Dash-2F-FRC-(2) 10	Sanden, TM16, 10 do	78,000	58	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,130
IC33	47 Cap Type C	Trans/Alr	73-96-27K Dash-3F-3F-(2) 13	Que, TM21, 13 cld	78,000	127	1-Dash, 2-celling	2-Skirt	\$11,712
(C33	With Lift:	Trans/Air	73-96-27K Dash-3F-3F-(2) 13	Que, TM21, 13 c/d	78,000	127	1-Dash, 2-celling	2-Skkt	\$11,712
IC34	65 Cap Type C	Trans/Air	73-96-10K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	106,000	135	1-Dash, 2-ceছng	1-Radiator, 2-Skirt	\$14,088
IC34	With Lift:	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 ckl	106,000	135	1-Dash, 2-celling	1-Radiator, 2-Skirt	\$14,088
IC35	71 Cap Type C	Trans/Atr	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 dd	120,000	135	1-Dash, 2-ceiing	1-Radiator, 2-Skirt	\$14,138
IC35	With Lift:	Trans/Air	73-98-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 ckd	120,000	135	1-Dash, 2-ce∄ng	1-Radiator, 2-Skirt	\$14,138
C36	77 Cap Type C	Trans/Air	73-98-46K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	120,000	135	1-Dash, 2-celling	1-Radiator, 2-Skirt	\$14,241
IC36	With Lift:	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 ctd	120,000	135	1-Dash, 2-celling	1-Radiator, 2-Skirt	\$14,241
1037	72 Cap Type D (RE)	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cd	120,000	156	1-Dash, 3-ce≌ng	3-Skirt	\$22,141
IC37	With Lift:	Trans/Air	77-93-93-RE Dash-4C-4C-2F-847-13	Bitzer 4NFCY, 40 dd	120,000	156	1-Dash, 3-ce <b>x</b> ng	3-Skirt	\$22,141
IC37	78 Cap Type D (RE)	Trans/Alr	77-93-93-RE Desh-4C-4C-2F-647-13	Bitzer 4NFCY, 40 dd	120,000	156	1-Dash, 3-celling	3-Skirt	\$22,141
IC37	With Lift:	Trans/Air	77-93-93-RE Daul-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cd	120,000	156	1-Dash, 3-celling	3-Skirt	\$22,141
1C37	84 Cap Type D (RE)	Trans/Air	77-93-93-RE Dash-40-40-2F-547-13	Bitzer 4NFCY, 40 cd	120,000	156	1-Dash, 3-celling	3-skirt	\$22,141
IC37	With Lift:	Trans/Air	77-93-93-RE Dash-40-40-2F-647-1	Bitzer 4NFCY, 40 dd	120,000	156	1-Dash, 3-cetting	3-Skîrt	\$22,141

## IC OPTIONAL MOBILE CLIMATE CONTROL (MCC) SYSTEM B AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUM	BER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC38	29 Type C LT	MCC	AC-82312	Valeo, Thi-16 (10cld)	80,000	65 AMPS	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,534
1C38	With Lift:	MCC	AC-82312	Valeo,TM-16 (10cld)	80,000	65 AMPS	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$9,534
IC39	29 Cap Type C	мсс	AC-82312	Valeo TM-16 (10cld)	80,000	65 AMPS	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$9,644
IC39	With Lift:	MCC	AC-82312	Valeo, T.H-16 (10cld)	80,000	65 AMPS	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,644
IC40	47 Cap Type C	MCC	AC-121133	Valeo,TM-21 (13cid)	120,000	100 AMPS	2-Celling	2-Skirt	\$10,619
1C40	With Lift:	MCC	AC-121133	Valeo,TM-21 (13cld)	120,000	100 AMPS	2-Celling	2-Skirt	\$10,619
IC41	65 Cap Type C	MCC	AC-13231133	Valeo,TM-21 (13cld)	130,000	120 AMPS	t-Dash, 2-Celling	2-Skirt	\$11,189
IC41	With Lift:	MCC	AC-13231133	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,189
IC41	71 Cap Type C	MCC	AC-13231133	Valeo,TM-21 (13cld)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,189
lC41	With Lift:	MCC	AC-13231133	Valeo,TM-21 (13ckl)	130,060	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,189
IC41	77 Cap Type C	MCC	AC-13231133	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,189
IC41	With Lift:	MCC	AC-13231133	Valeo,TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,189
!C42	72 Cap Type D (RE)	MCC	AC-13251133	Valeo,TM-21 (13cld)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,739
IC42	With Lift	MCC	AC-13251133	Valeo,TM-21 (13cld)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,739
IC42	78 Cap Type D (RE)	MCC	AC-13251333	Valeo,TM-21 (13cld)	130,000	130 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,739
IC42	With Lift:	MCC	AC-13251133	Valeo,TM-21 (13cld)	130,000	120 AMPS	1-Dash, 2-Celling	2-Skirt	\$11,739
IC43	84 Cap Type D (RE)	MCC	AC-13251133	Valeo,Thi-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Celing	2-Skirt	\$12,409
[C43	With Lift.	MCC	AC-13251333	Valeo, TM-21 (13cld)	130,000	130 AMPS	1-Dash, 2-Celling	2-Skirt	\$12,409

## IC OPTIONAL AMERICAN COOLING TECHNOLOGY (ACT) SYSTEM B AIR CONDITIONER SPECIFICATIONS

İ			· · · · · · · · · · · · · · · · · · ·	COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMBER OF:		
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC44	Type A1	ACT	EZ-35/CS-2	Seilec, TM16, 10 cld	50,000	20	2	2	\$4,279
IC44	With Lift	ACT	EZ-35/CS-2	Seitec, TM16, 10 ckl	50,000	20	2	2	\$4,279
IC45	Type A1	ACT	EZ-55/CS-3	Seitec, TM16, 10 ckd	65,000	20	2	2	\$4,475
IC45	With Lift	ACT	EZ-55/CS-3	Seitec, TM16, 10 ckd	65,000	20	2	2	\$4,475
IC46	Туре А2	ACT	5i232R21	Seitec, TM21, 13cid	80,000	70	1-Dash, 1-Ce#ng	1-Radiator, 1-Skirt	\$9,338
IC46	With Lift:	ACT	5i232R21	Seitec, TM21, 13c/d	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	29 Type C LT	ACT	5/232R21	Seltec, TM21, 13cld	80,000	70	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$9,338
IC46	With Lift:	ACT	5i232R21	Seilec, TM21, 13cld	80,000	70	1-Dash, 1-Celling	1-Radiator, 1-Skirt	\$9,338
IC46	29 Cap Type C	ACT	5i232R21	Seitec, TM21, 13ckl	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	With Lift:	ACT	5i232R21	Seitec, TM21, 13c/d	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC47	47 Cap Type C	ACT	53/23232/21	Seltec, TM21, 13c/d	110,000	108	2- ce ing	2-Skirt	\$10,889
IC47	With Lift:	ACT	63/23232/21	Seltec, TM21, 13cld	110,000	108	2- celling	2-Skirt	\$10,889
IC48	65 Cap Type C	ACT	65i23332/21	Seitec, TM21, 13ckd	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,121
IC48	With Lift:	ACT	55/23332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,121
IC48	71 Cap Type C	ACT	55/23332/21	Seitec, TM21, 13cki	125,000	120	1-Dash, 2- celling	2-Skirt	\$11,121
IC48	With Lift:	ACT	55/23332/21	Seltec, TM21, 13ckd	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,121
IC48	77 Cap Type C	ACT	55123332/21	Seitec, TM21, 13ckl	125,000	120	1-Dash, 2- ce∃ing	2-Skirt	\$11,121
IC48	With Lift:	ACT	55123332/21	Seltec, TM21, 13cld	125,000	120	t-Dash, 2- celling	2-Skirt	\$11,121
[C49	72 Cap Type D (RE)	ACT	55/25332/21	Seltec, TM21, 13cld	125,000	120	1-Dash, 2- celling	2-Skirt	\$11,561
IC49	With Lift:	ACT	55/25332/21	Seitec, TM21, 13c/d	125,000	120	1-Dash, 2- ceilng	2-Skirt	\$11,561
IC49	78 Cap Type D (RE)	ACT	55/25332/21	Seltec, TM21, 13cid	125,000	120	1-Dash, 2- celling	2-Skirt	\$11,561
IC49	With Lift:	ACT	55/25332/21	Sellec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561
IC49	84 Cap Type D (RE)	ACT	55/25332/21	Seltec, TM21, 13c/d	126,000	120	1-Dash, 2- celling	2-Skirt	\$11,561
IC49	With Lift:	ACT	55/25332/21	Seltec, TM21, 13c/d	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561

## IC OPTIONAL TRANSAIR SYSTEM B AIR CONDITIONER SPECIFICATIONS

			3 (3 I E III D F	AIR CONDITION	LIV OF LO	II IOA IIO	10		
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	COMPRESSOR MAKE, MODEL, AND DISPLACEMENT	IMACA #250 (CITY) BTU OUTPUT	TOTAL CURRENT DRAW (AMPS)	NUMBER OF: EVAPORATORS CONDENSERS		PRICE
IC50	Type A1	Trans Air	FM55/SMC3L	Sanden, TM16, 10 cid	70,000	20 amps	2	2	\$4,700
IC50	With Lift:	Trans Air	FM55/SMC3L	Sanden, TM16, 10 dd	70,000	20 amps	2	2	\$4,700
IC51	29 Cap Type C LT	Trans/Air	55-27K Dash-3F-FRC-(1) 13-(1) 10	Que, TM21, 13 dd	78,000	78	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,755
IC51	With Lift:	Trans/Air	55-27K Dash-3F-FRC-(1) 13-(1) 10	Que, TM21, 13 dd	78,000	78	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,755
IC52	29 Cap Type C	Trans/Air	55-27K Dssb-3F-FRC-(1) 13-(1) 10	Que, YM21, 13 cid	78,000	78	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,755
IC52	With Lift:	Trans/Air	55-27K Desth-3F-FRC-(1) 13-(1) 16	Que, TM21, 13 dd	78,000	78	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,755
IC53	47 Cap Type C	Trans/Air	55-55-27K Dash-3F-3F-(2) 13	Que, TM21, 13 dd	78,000	133	1-Dash, 2-In-Wall	2-Skirt	\$12,406
IC53	With Lift:	Trans/Air	55-55-27K Dash-3F-3F-(2) 13	Que, TM21, 13 cid	78,000	133	1-Dash, 2-In-Wall	2-Skirt	\$12,408
IC54	65 Cap Type C	Trans/Air	55-55-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cid	108,000	141	1-Dash, 2-In-Wall	1-Radiator, 2-Skirt	\$14,750
IC54	With Lift:	Trans/Air	55-55-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cid	106,000	141	1-Dash, 2-In-Wall	1-Radiator, 2-Skirt	\$14,750
IC55	71 Cap Type C	Trans/Air	55-55-40K Dash-3F-3F-FRC (3) 13	Que, TM21, 13 dd	120,000	141	1-Dash, 2-In-Wall	1-Radiator, 2-Skirt	\$14,799
(C55	With Lift:	Trans/Air	55-55-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cid	120,000	141	1-Dash, 2-In-Wall	1-Radiator, 2-Skirt	\$14,799
IC58	77 Cap Type C	Trans/Air	55-55-63-43K Dish-40-3F-FRO-(3) 12	Que, TM21, 13 dd	120,000	144	t-Dash, 2-In-Wall, 1-Ceiling	1-Radiator, 2-Skirt	\$18,458
IC56	With Lift:	Trans/Air	55-55-83-40K Dos5-40-3F-FRC-(3) 13	Que, TM21, 13 dd	120,000	144	1-Dash, 2-In-Wall, 1-Celling	1-Radiator, 2-Skirt	\$16,458
IC57	72 Cap Type D (RE)	Trans/Air	55-55-93-83-FE Dash-4C-4C-2F-617-13	Bitzer 4NFCY, 40 cld	120,000	176	1-Dash, 2-in-Wall, 2-Celling	3-Skirt	\$22,363
1C57	With Lift:	Trans/Air	55-55-93-93-FE Dash-4C-4C-2F-547-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-in-Wall, 2-Celling	3-Skirt	\$22,363
IC57	78 Cap Type D (RE)	Trans/Air	55-55-83-83-FE Dush-1C-4C-2F-\$47-13	Bitzer 4NFCY, 40 ckd	120,000	176	1-Dash, 2-In-Wall, 2-Celling	3-Skirt	\$22,363
IC57	With Lift:	Trans/Air	55-55-33-93-PE Dash-IC-IC-2F-0/7-13	Bitzer 4NFCY, 40 cki	120,000	178	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	84 Cap Type D (RE)	Trans/Air	66-55-73-13-FE (best-1C-1C-2F-117-13	Bitzer 4NFCY, 40 ckd	120,000	178	1-Dash, 2-in-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	With Lift:	Trans/Air	55-55-93-93-FE David-4C-4C-2F-647-43	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Celling	3-Skirt	\$22,363

## IC OPTIONAL MCC #2 SYSTEM B AIR CONDITIONER SPECIFICATIONS

	,		SYSTEM B	AIR CONDITION	IER SPEC		บหอ		
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	COMPRESSOR MAKE, MODEL, AND DISPLACEMENT	IMACA #250 (CITY) BTU OUTPUT	CURREN T DRAW (AMPS)	NUMBER EVAPORATORS	OF: CONDENSERS	PRICE
IC58		MCC	IW-2/CM-2	TM-16 (10 cld)	60,000	20	2	2	\$4,030
IC58	Type A1 With Lift:	MCC	IW-2/CM-2	TM-16 (10 cld)	60,000	20	2	2	\$4,030
IC59	Type A1	MCC	IW-2/CM-3	TM-16 (10 c/d)	60,000	20	2	2	\$4,358
IC59	With Lift:	MCC	IW-2/CM-3	TM-16 (10 ckd)	60,000	20	2	2	\$4,358
1060	Type A2	MCC	AC-823W12	Valeo,TM-16 (10ckd)	80,000	65	1-Dash, 1-In-Wat	1-Radiator, 1-Skirt	\$9,504
[C60	With Lift:	MCC	AC-823W12	Valeo, TM-16 (10ckd)	80,000	65	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,504
1060	29 Type C LT	MCC	AC-823W12	Valeo,TM-16 (10cld)	80,000	65	- 1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,504
[C60	With Lift:	MCC	AC-823W12	Valeo,TM-16 (10cld)	80,000	65	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,504
IC60	29 Type C	MCC	AC-12W1W133	Valeo,TM-21 (13cld)	120,000	100	1-Dash, 2-In-Wall	2-Skirt	\$9,504
IC60	With Lift:	MCC	AC-12W1W133	Valeo,TM-21 (13cld)	120,000	100	1-Dash, 2-In-Wall	2-Skirt	\$9,504
IC61	47 Cap Type C	MCC	AC-1323W1W133	Valeo,TM-21 (13cld)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$10,469
IC61	With Lift:	MCC	AC-1323W1W133	Valeo,TM-21 (13ckl)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$10,469
. IC62	65 Cap Type C	MCC	AC-1323W1W133	Valeo,TM-21 (13cld)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$11,039
IC62	With Lift:	мсс	AC-1323W1W133	Valeo,TM-21 (13cld)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$11,039
IC62	71 Cap Type C	MCC	AC-1323W1W133	Valeo,TM-21 (13ckl)	130,000	120	1-Dash, 2-in-Wall	2-Skirt	\$11,039
IC62	With Lift:	MCC	AC-1323W1W133	Valeo,TM-21 (13cid)	130,000	120	1-Dash, 2-in-Wall	2-Skirt	\$11,039
IC62	77 Cap Type C	MCC	AC-1323W1W133	Valeo,TM-21 (13cld)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$11,039
IC62	With Lift:	MCC	AC-1323W1W133	Valeo,TM-21 (13c/d)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$11,039
IC63	72 Cap Type D (RE)	MCC	AC-1325W1133	Valeo,TM-21 (13cld)	130,000	120	1-Dash, 1-In-Wall, 1- Ceiling	2-Skirt	\$11,729
1C63	With Lift:	MCC	AC-1325W1133	Valeo, TM-21 (13cid)	130,000	120	1-Dash, 1-in-Wall, 1- Ceiling	2-Skirt	\$11,729
IC63	78 Cap Type D (RE)	MCC	AC-1325W1333	Valeo,TM-21 (13cld)	130,000	130	1-Dash, 1-in-Wal, 1- Ceiling	2-Skirt	\$11,729
IC63	With Lift:	MCC	AC-1325W1133	Valeo,TM-21 (13cld)	130,000	120	1-Dash, 1-In-Wall, 1- Celling	2-Skirt	\$11,729
IC64	84 Cap Type D (RE)	MCC	AC-1325W1133	Va'eo,TM-21 (13dd)	130,000	120	1-Dash, 1-In-Wall, 1- Celling	<del></del>	\$12,399
IC64	With Lift:	MCC	AC-1325W1333	Valeo,TM-21 (13cld)	130,000	130	1-Dash, 1-In-Wal, 1- Celling	2-Skirt	\$12,399

## IC OPTIONAL ACT #2 SYSTEM B AIR CONDITIONER SPECIFICATIONS

			410		TOTAL IMACA #250 CURRENT		иимве	R OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC65	29 Type C LT	ACT	2i232R21	Seitec, TM21, 13cid	80,000	77	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,478
1065	With Lift:	ACT	2i232R21	Seitec, TM21, 13cld	80,000	77	1-Dash, 1-in-Wall	1-Radiator, 1-Skirt	\$9,478
IC66	29 Type C	- ACT	2i232R21	Seltec, TM21, 13cld	80,000	77	1-Dash, 2-in-Wall	2-Skirt	\$9,479
1C66	With Lift:	ACT	2i232R21	Seitec, TM21, 13cid	80,000	77	1-Dash, 2-In-Wall	2-Skirt	\$9,479
IC67	47 Cap Type C	ACT	23(23232/21	Seitec, TM21, 13cld	110,000	115	1-Dash, 2-In-Wall	2-Skirt	\$11,030
IC67	With Lift:	ACT	23/23232/21	Seltec, TM21, 13cld	110,000	115	1-Dash, 2-In-Wall	2-Skirt	\$11,030
1068	65 Cap Type C	ACT	22123332/21	Seitec, TM21, 13ckf	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	With Lift:	ACT	22/23332/21	Seltec, TM21, 13cld	125,000	134	1-Oash, 2-In-Wall	2-Skirt	\$11,197
IC68	71 Cap Type C	ACT	22123332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
1C68	With Lift:	ACT	22123332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-in-Wall	2-Skirt	\$11,197
IC68	77 Cap Type C	ACT	22123332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	With Lift:	ACT	22123332/21	Seltec, TM21, 13cid	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC69	72 Cap Type D (RE)	ACT	22125332/21	Seltec, TM21, 13ck	125,000	134	1-Dash, 1-in-Wall, 1- Ceiling	2-Skirt	\$11,637
1C69	With Lift:	ACT	22125332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-in-Wall, 1- Celling	2-Skirt	\$11,637
IC69	78 Cap Type D (RE)	ACT	22125332/21	Seitec, TM21, 13cid	125,000	134	1-Dash, 1-kn-Wall, 1- Ceiling	2-Skirt	\$11,637
IC69	With Lift:	ACT	22i25332/21	Sellec, TM21, 13cld	125,000	134	1-Dash, 1-in-Wall, 1- Celling	2-Skirt	\$11,637
IC69	84 Cap Type D (RE)	ACT	22125332/21	Seltec, TM21, 13clo	125,000	134	1-Dash, 1-In-Wall, 1- Ceiling	2-Skirt	\$11,637
IC69	With Lift:	ACT	22125332/21	Seltec, TM21, 13cio	125,000	134	1-Dash, 1-in-Wall, 1- Celling	2-Skirt	\$11,637

# IC OPTIONAL BUS-AIR SYSTEM B AIR CONDITIONER SPECIFICATIONS

				COMPRESSOR MAKE, MODEL,	IMACA #250	TOTAL CURRENT	NUMBER OF:		
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	AND DISPLACEMENT	(CITY) BTU '	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
IC70	29 Type C LT	8us-Air	BA110	Seltec,TM21,13cld	110,000	72.1	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,300
IC70	With Lift:	Bus-Air	BA110	Sellec,TM21,13ckd	110,000	72.1	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,300
IC70	29 Cap Type C	Bus-Air	BA110	Seitec,TM21,13cld	110,000	72.1	1-Dash, f-In-Wall	1-Radiator, 1-Skirt	\$9,300
IC70	With Lift:	Bus-Air	BA110	Seitec, TM21, 13cld	110,000	72.1	1-Dash, 1-In-Wafi	1-Radiator, 1-Skirt	\$9,300
IC71	47 Cap Type C	Bus-Air	BA322	Sellec,TM21,13cid	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	With Lift:	Bus-Air	BA322	Seltec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	65 Cap Type C	Bus-Air	BA322	Seitec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	With Lift:	Bus-Air	8A322	Sellec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-skirt	\$10,950
IC71	71 Cap Type C	Bus-Air	BA322	Sellec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	With Lift:	Bus-Air	BA322	Seitec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	77 Cap Type C	Bus-Air	8A322	Sellec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	With Lift:	Bus-Air	BA322	Sellec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	72 Cap Type D (RE)	8us-Air	BA322	Seltec,TM21,13cld	126,000	109.5	. 1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	With Lift:	Bus-Air	BA322	Seltec,TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	78 Cap Type D (RE)	Bus-Air	BA322	Seitec, TM21,13cld	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	With Lift:	Bus-Air	BA322	Seitec,TM21,13ckd	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950
IC71	84 Cap Type D (RE)	Bus-Air	BA322	Seltec,TM21,13cld	126,000	109.5	1-Dash, 2-in-Wail	2-Skirt	\$10,950
!C71	With Lift:	Bus-Air	BA322	Seitec,TM21,13cid	126,000	109.5	1-Dash, 2-In-Wall	2-Skirt	\$10,950

# THOMAS OPTIONAL RIFLED AIR CONDITIONING (RAC) SYSTEM A AIR CONDITIONER SPECIFICATIONS

			OTOTER	A AIR CONDITIONER OF	E-011 101 111	0110			
	:				IMACA #250	TOTAL CURRENT	NUMBER OF:		
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	COMPRESSOR MAKE, MODEL, AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	· CONDENSERS	PRICE
T01	29 Cap Type C	RAC	RAC-8H1141	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CHI (1)	72,000	66	3 (with dash)	3 (with dash)	\$11,704
$\overline{}$	With Lift:	RAC	RAC-BH1141	Selsc TM-21, 13 CU IN (2) Selsc TM-15, 10 CHO (1)	72,000	66	3 (with dash)	3 (with dash)	\$11,704
T02	47 Cap Type C	RAC	RAC-BH2241	Salse TM-21, 13 CU RN (2) Salse TM-18, 10 CiO (1)	120,000	96	3 (with dash)	3 (with dash)	\$12,219
T02	With Lift:	RAC	RAC-8H2241	Selfec TM-21, 13 CU IN (2) Selfec TM-18, 10 CID (1)			3 (with dash)	3 (with dash)	\$12,219
T02	65 Cap Type C	RAC	RAC-BH2241	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CIO (1)	120,000	96	3 (with dash)	3 (with dash)	\$12,219
T02	With Lift:	RAC	RAC-BH2241	Seited TM-21, 13 CU W (2) Seited TM-18, 10 CO (1			3 (with dash)	3 (with dash)	\$12,219
T02	71 Cap Type C	RAC	RAC-BH2241	Seited TM-21, 13 CU IN (2) Seited TM-18, 10 CH (1	120,000	· 96	3 (with dash)	3 (with dash)	\$12,219
T02	With Lift:	RAC	RAC-8H2241	Setso TN-21, 13 CU IN (2) Setso TN-16, 10 C/0 (1			3 (with dash)	3 (with dash)	\$12,219
T03	77 Cap Type C	RAC	RAC-BH12241	Series TM-21, 13 CU IN (2) Series TM-16, 10 CO (1	126,000	115	4 (with dash)	3 (with dash)	\$13,611
T04	With Lift:	RAC	RAC-8H12241	Selec TM-21, 13 CU IN (2) Selec TM-16, 10 C/D (1			4 (with dash)	3 (with dash)	\$13,111
T04	71 Cap Type D (FE)	RAC	RAC-BH12241	Selber TM-21, 13 CU IN	126,000	115	2	2	\$13,111
T05	With Lift:	RAC	RAC-8H12241	Selize TH-21, 13 CU IN			2	2	\$12,561
T05	77 Cap Type D (FE)	RAC	RAC-BH12241	Se/ec TM-21, 13 CU IN	126,000	115	2	2	\$12,561
T05	With Lift:	RAC	RAC-BH12241	S±3t+0TM-21, 13 CU S1			2	2	\$12,561
T05	83-89 Cap Type D (FE)	RAC	RAC-8H12241	Selino TM-21, 13 CU IN	126,000	115	2	2	\$12,561
T05	With Lift:	RAC	RAC-BH12241	Sevan TM-21, 13 CU IN			2	2	\$12,561
T06	72 Cap Type D (RE)	RAC	RAC-RS-46	Bitzer F400 (399cc)	138,000	126	2	2	\$22,571
T06	With Lift:	RAC	RAC-RS-46	Bitzer F400 (399cc)	136,000	126	2	2	\$22,571
T06	78 Cap Type D (RE)	RAC	RAC-RS-46	8itzer F400 (399cc)	136,000	126	2	2	\$22,571
T06	With Lift.	RAC	RAC-R\$-46	Bitzer F400 (399cc)	136,000	126	2	2	\$22,571
T06	84 Cap Type D (RE)	RAC	RAC-RS-46	Bitzer F400 (399cc)	136,000	126	2	2	\$22,571
T06	With Lift:	RAC	RAC-RS-46	8ltzer F400 (399cc)	136,000	126	2	2	\$22,571

# THOMAS OPTIONAL AMERICAN COOLING TECHNOLOGY (ACT) SYSTEM A AIR CONDITIONER SPECIFICATIONS

A/C	BODY TYPE	A/C MAKE	A/C MODEL	COMPRESSOR MAKE, MODEL,	IMACA #250 (CITY) BTU OUTPUT	TOTAL CURRENT DRAW (AMPS)	NUMB EVAPORATORS	ER OF: CONDENSERS	PRICE
CODE	AND SIZE	MARE	MODEL						
T07	72 Cap Type D (RE)	TA-ACT	DC-350	Bitzer 4FNC (642cc)	180,000	1A(Chassis) 126A	E-350	K-350	\$21,220
T07	With Lift:	TA-ACT	OC-350	Bitzer 4FNC (642cc)	180,060	1A(Chassis) 126A	E-350	K-350	\$21,220
T07	78 Cap Type D (RE)	TA-ACT	DC-350	Bizer 4FNC (842cc)	180,000	1A(Chassis) 126A	E-350	K-350	\$21,220
T07	With Lift:	TA-ACT	DC-350	Bitzer 4FNC (642cc)	180,000	1A(Chassis) 126A	E-350	K-350	\$21,220
T07	84 Cap Type D (RE)	TA-ACT	DC-350	Bitzer 4FNC (642cc)	180,000	1A(Chassis) 126A	E-350	K-350	\$21,220
T07	With Lift:	TA-ACT	DC-350	Bitzer 4FNC (642cc)	180,000	1A(Chassis) 126A	E-350	K-350	\$21,220

## THOMAS OPTIONAL CARRIER #2 SYSTEM A AIR CONDITIONER SPECIFICATIONS

A/C	BODY TYPE	A/C	A/C	COMPRESSOR MAKE, MODEL,	IMACA #250 (CITY) BTU	TOTAL CURRENT DRAW	NUMBE EVAPORATORS	R OF:	
CODE	AND SIZE	MAKE	MODEL	AND DISPLACEMENT	OUTPUT	(AMPS)	EVAPORATORS	CONDENSERS	PRICE
T08	72 Cap Type D (RE)	мсс	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	E-353	K-353	\$22,620
T08	With Lift:	MCC	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	E-353	K-353	\$22,620
T08	78 Cap Type D (RE)	MCC	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	E-353	K-353	\$22,620
T08	With Lift:	MCC	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	€-353	K-353	\$22,620
T08	84 Cap Type D (RE)	MCC	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	E-353	K-353	\$22,620
T08	With Lift:	мсс	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	E-353	K-353	\$22,620

## THOMAS OPTIONAL RAC SYSTEM B AIR CONDITIONER SPECIFICATIONS

			3131111	B AIR CONDITIONER SPE	OIL ION HOIL				
					IMACA #250	TOTAL CURRENT	NUMBI	ER OF:	
A/C CODE	BODY TYPE AND SIZE	A/C MAKE	A/C MODEL	COMPRESSOR MAKE, MODEL, AND DISPLACEMENT	(CITY) BTU OUTPUT	DRAW (AMPS)	EVAPORATORS	CONDENSERS	PRICE
T09	29 Cap Type C	RAC	RAC-BH1122	Seitec TM-21, 13 CU fN (2) Seitec TM-16, 10 CEI (1)	83,000	90	3 (with dash)	3 (with dash)	\$10,873
	With Lift;	RAC	RAC-8H1122	Selec TM-21, 13 CU H (2) Selec TM-19, 10 CD (1)	83,000	90	3 (with dash)	3 (with dash)	\$10,673
	47 Cap Type C	RAC	RAC-BH2233	Selec TM-21, 13 CU in (2) Selec TM-15, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
	With Lift:	RAC	RAC-BH2233	Salac TM-21, 13 CU IN (2) Salac TM-18, 10 CID (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
	65 Cap Type C	RAC	RAC-8H2233	Selec TM-21, 13 CU IN (2) Selec TM-16, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
	With Lift:	RAC	RAC-8H2233	Soloc TM-21, 13 CU IN (2) Salbec TM-19, 10 CID (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
	71 Cap Type C	RAC	RAC-BH2233	SeiteCTM-21, 13 CU IN (2) SeiteCTM-16, 10 C/D (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
	With Lift:	RAC	RAC-8H2233	SateCTM-21, 13 CU IN (2) SelecTM-14, 18 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
	77 Cap Type C	RAC	RAC-8H12233	Selec TM-21, 13 CU RY (2) Selec TM-18, 10 C/D (1)	137,000	129	4 (with dash)	3 (with dash)	\$12,838
	With Lift:	RAC	RAC-BH12233	Selec TM-21, 13 CU TN (2) Selec TM-18, 10 CED (1)	137,000	129	4 (with dash)	3 (with dash)	\$12,338
T11	71-77 Cap Type D (FE)	RAC	RAC-BH12233	SelecTM-21, 13 CU N	126,000	129	3	2	\$12,338
	With Lift:	RAC	RAC-8H12233	Settec TM-21, 13 CU N	126,000	129	3	2	\$11,788
	83-89 Cap Type D (FE)	RAC	RAC-BH12233	SelecTM-21, 13 CU IN	126,000	129	3	2	\$11,788
T12	With Lift:	RAC	RAC-BH12233	S+24c TM-24, 13 CU IN	126,000	129	3	2	\$11,788
T12	72 -84Cap Type D (RE)	RAC	RAC-BH12233	Seize TM-21, 13 CU N	126,000	129	3	2	\$11,788
	With Lift:	RAC	RAC-8H12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$11,788
T13	47-77 Cap Type C	RAC	RAC-BH2222L wf Dash Tie-in	SelecTM-21, 13 CU N (2)	126,000	120	3 (with dash)	2	\$8,000.00
T13	With Lift	RAC	RAC-BH2222L w/ Dash Tle-in	Selec TM-21, 13 CU IV (2)	126,000	120	3 (with dash)	2	\$8,000.00

THOMAS BUILT BUSES AIR CO	ONDITIONER SYS	STEMS OPTIONS	
ption Description	Manufacturer	Model #	Price
compressor option ACT AC350 Seltec TM65 (635cc)	Seltec	TM65 (635 cc)	-\$200
Compressor option ACT AC350 Bpcl FK40 (655cc)	Bock	FK40 (655 cc)	N/C
Pash AC for Type D RE 72-84	TransArctic	DA 1010	\$1,450.00
xtended Warranties Carrier MCC	Carrier	DC-353N	\$3,055.00
xtended Warranties TA-ACT with Bitzer Only	ACT/Bitzer	DC-350	\$3,730.00
Pash Air Only on Type C product '	FCCC	FL-700/130	\$1,250.00
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# APPENDIX E OPTIONAL ENGINE INFORMATION BY BUS BIDDER/MANUFACTURER

#### BLUE BIRD OPTIONAL ENGINE PRICING

TYPE and SIZE	Optional Engl	ine #1 & Price	Optional Eng	ke #2 B.Prke	Optional Eng	ine 83 & Price
ALLY STREET	WoderNP & Torque 1.4	30000000000000000000000000000000000000	東海岸部	是一流化学		<b>建筑的</b>
29 Csp. Type C B.s	63 221 HP-521	\$1,058	53 250 PF-560	\$2,672	38 290 H7.660	\$3,134
47 Cap. Type C 8.s	US 220 HP 524	\$1,068	IS 8 250 HP/550	\$2,672	58 250 HF 650	\$3,134
55 Cop. Type C 8.s	88 220 KP 221	\$1,068	S3 250 H7.560	\$2,672	53 255147.663	\$3,134
71 Cap. Type C B.s	IS 3 223 H2-526	\$1,068	55 250 HP:560	\$2,672	G3 293 )*P.663	\$3,134
77 Cao. Type C Bus	459 250 HP/KB3	\$462	SB 250 HP.550000 PTS	\$4,943	:58 250 HF/690/0000 PTS	\$5,406
THE OPENS THE	<b>拉尼斯子派的</b>	相同科學市的	都是那种政治的	那劃就, 美國	<b>原列派的</b>	以到自然的问题
71 Cap. Type D FE Bus	63 230 HP/521		63 251 HF.880	\$2,572	53 160 HP/560	\$3,134
77 Cap. Type O FE Bas	GS 263 KS-563	\$452	55 (50 17/56)	\$2,171		
83 Cap. Type O FE Bus	US 263 HP.663	\$462	S \$ 110 197560	\$2,171		
NAME OF THE STATE	NINESCOSION TO THE REAL PROPERTY.	<b>北京旅行</b>	THE RESERVE	<b>北郊居</b> 运通	<b>基础系统的</b>	的問題是否的
72 Cap. Type D RE Bus	G3 225A26/2503 /Eson PTS	-\$6,488	S3 250 950/2509 AZSON PT9	-\$4,884	SL 276300	\$1,745
78 Cap. Type O RE Bus	85 252/83	-\$4,100	E 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-\$3,180	SL 300363	\$2,705
S4 Cap. Type D RE Bus	58 259561	-\$4,100	15.8 295.563	-\$3,180	ST, 300860	\$2,705

#### BLUE BIRD OPTIONAL ALTERNATIVE ENGINE PRICING

TYPE and AZE	CNG of LP Engine & Price"				
TO STYPE CAUS WATER	West Torner	<b>基本的基础</b>			
Type A LPI - 155" Wheelbess	Ford Edit LPt, 41 couble gallon	\$8,300			
47 Cap. Typa C Bus	Ford 6.81, UPL, 563, HP, Ford 6R149 Toposyciation*	\$3,268			
55 Cop. Type C Sus	Ford E.H. LPI, \$62 HP, Ford ER148 Transported	\$3,244			
71 Cap, Type C Bus	Ford EUL LPI, 352 HP, Ford ER W3 Tocsression*	\$3,331			
77 Cap. Type C Bus	Ford 6.51, LPL, 362 HP, Ford 6R143 Transmission*	\$4,034			

TYPE Ltd \$12.6	CNG Optional Engine #1		CNG Optional Engine #2		CNG MISC	
是是四型煤油	<b>国内的表现中的</b>	和特殊等等的	NAME OF THE PARTY	<b>常知</b> 医直动	<b>HINGLISHIN</b>	
京を大TYPEORE BUS 近点2 P2Cap. Type DRE Bus	SL Gas (CNG) 250 HP, 730 FT		ISL Gas (CNG) 260 HP, 900 FT	l	CNG, Dual fil ford	\$1,100
	St. Gas (CNG) 250 HP, 750 FT		USL 665 (CHG) 290 FP, 900 FT N.B		CNG, Dual El rear	\$1,300
	SL Gas (CNG) 250 HP, 730 FT (B	\$24,944	SL 6ss (CNG) 245 FP, 160 FT LB	\$25,454		

<sup>&</sup>quot; Plasse provide complete documentation of system bid.

#### Ford Roush Propers Modifications:

"Side exhaust required with addition of all tide rear suspension.

"Ford 6R140 transmission not available with TES-256 Transpird \$24.

"Fuel condor access plate not required.

"Sifective beauter bose (engine) not available.

CNG Modifications

CNG system provides 4 BFR tenks providing a total of 7600 SCF @9600 PSL

Dedicated CNG first system with 15 year Statute on cylinders.

Not available with pass through luggage and some state-mounted

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All optional engine prices listed are an updategy free 2013 Good emissions engines.

#### BLUE BIRD OPTIONAL ENGINE PRICING

TYPE and SIZE	Optional Engine #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
HTYPEC BUS SITE	<b>美国的对外发展</b> 中		المتحرف والمتاسطون بمحيد بالمعادة والانتجاب	<b>加强。</b> 自由		能能能的複雜
29 Cap. Type C B/s	150 223157-524		S3 250 HP.560		153 260 HPJ660	\$3,134
47 Cap. Type C Bus	G3 220 I-P.E23 ·	\$1,058	GS 250 HA550	\$2,672	58 2921-(7.693	\$3,134
SS Cap. Type C Bus	15 8 22 23 HP/523	\$1,058	IS 3 253 H7/562	\$2,672	58 290 HP.569	\$3,134
71 Cap. Type C Bus	ISS 229 H2-529	\$1,068	953 250 H7/560	\$2,672	58 290 H7.560	\$3,134
77 Cep. Type 0 8us	185 290 HP/560	\$462	5-9-250 HF/F90000 FTS	\$4,943	ISB 290 HF/F95/3000 PTS .	\$5,406
TYPE O PE BUS 2011	<b>海温器产品</b>	<b>化学的工作的</b>	LE LANGUAGE A TOPPE SE		SALL PROPERTY.	學的問題的
71 Cap. Type O FE Bus	63 220 H2-623	\$1,068	85 8 250 H21560	\$2,672	S3 2931/2/683	\$3,134
77 Cap. Type D FE Bus	55 263 H2 660	\$452	945 EST HP:690	\$2,171		
83 Cap. Type D FE 8us	155 260 H7/560	\$462	CB 280 HP/S60	, \$2,171		
TYPEORE BUS HA	STATE OF THE PARTY	對相談領域	THE PARTY OF THE P	在制度。全级	和學學學	<b>到时间的</b>
72 Cap. Type O RE Bus	58 22553332500 Albon PTS		889 250 550/2500 Altson PT9		(SL 276/90)	\$1,745
78 Cap. Type O RE 8:25	158 260/059	-\$4,100	89 293 959	-\$3,180	a 20040	\$2,705
34 Cap. Type D RE Bus	zi 8 290/963	-\$4,100	453 282560	-\$3,180	ISL 305360	\$2,705

#### BLUE BIRD OPTIONAL ALTERNATIVE ENGINE PRICING

TYPE and SIZE	CKG or LP Engine & Price*				
TYPE CRUS TORR	THE PERSON NAMED IN	434304 2010 201			
Type A LPI - 155" Wheelbase	Ford 6.8L LPI, 41 exable gallon	\$8,300			
47 Cep. Type C Bus	Ford S.R. UPI, 362 HP., Ford SR IA3 Transaction*	- \$3,268			
fi§ Cap. Type ¢ Sus	Ford 6.2C LPI, 562:HP, Ford 6R160 Transmission*	\$3,244			
71 Csp. Typa C B.s	Ford 6 St. UPS, 362 kP, Ford 676 kP Transcription	\$3,331			
77 Cap. Type C Bus	Jord ELL LPL 3621-9, Ford ER (43 Taxas readon*	\$4,034			

T(PE and \$/ZE	CNG Optional Engine #1		CNG Optional Engine #2		CNG M3C	
<b>经常规则</b>		機能調整網	<b>自然是拼象场</b>	劉國認為國	問題如何的	器調腦器
72 Cap. Type 0 RE 625	EL Gss (CNG) 250 HP, 750 FT LB	\$24,948	35L Gas (CNG) 280 HP, 900 FT LB	\$25,414	CNG, Dual fill tool	\$1,100
78 Cap. Type D RE Bus	SL Gas (CNG) 250 HP, 730 FT LB	\$2,531	SSL Gas (CNG) 260 HP, 900 FT LB	£50 <sup>1</sup> 464	CNG, Dail fill mer	\$1,300
84 Cap, Type D RE Bus	82, Gas (CNO) 250 FP, 750 FT UB	\$24,518	ISL Gas (CNG) 200 HP, 900 FT LB	524,614		

<sup>\*</sup> Please provide complete documentation of system bid.

Ford Roush Propere Modifications:

"Side exhaust required with addition of all ride rear suspension.

\*Ford 6R140 transmission and enablatic with TES-256 Transprid Raid.

"Firel sander eccess plata act required.

"Sifcone haster hose (engine) not exelled e.

CNG Modifications

CNG system provides 4 BFR tanks providing 6 local of 7600 SCF @9600 PSL

Dedicated CNG itel system with 15 year iffations on cylinders.

Not excitable with pass through large-spe and some slitter counted

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All optional engine prices fisted are an updrarge from 2013 diesel emissions engines.

	ľ	IC OPT	IONAL ENGINE PRICIN	G		
TYPE and SIZE	Optional Engine #1	2 Drice	Optional Engine #2	2 Price	Optional Engine #	3 & Price
TYPE C BUS	PROTEIN SERVICE	A STATE OF THE STA	Model/HP & Torque		Parisina English	<b>第48条件标</b> 像
29 Cap. Type C Bus	MaxxForce7, 220 HP,560 lb-ft	-\$1,090	MaxxForce7, 240Hp, 620 lb-ft	-\$820	MaxxForce7, 260Hp, 660 lb-ft	-\$660
47 Cap. Type C Bus	MaxxForce7, 220 HP,560 lb-ft	-\$1,090	MaxoForce7, 240Hp, 620 lb-ft	-\$820	MaxxForce7, 260Hp, 660 lb-ft	-\$660
65 Cap. Type C Bus			MaxxForce7, 240Hp, 620 lb-ft	-\$820	MaxxForce7, 260Hp, 660 lb-ft	-\$660
71 Cap. Type C Bus					MaxxForce7, 260Hp, 660 lb-ft	-\$660
77 Cap. Type C Bus			,		MaxxForce7, 260Hp, 660 lb-ft	-\$660
TYPE and SIZE	Optional Engine #4	& Price	Optional Engine #5 & Price		Optional Engine #6 & Price	
TYPE C BUS	15 ModeVHP & Torque	Price 5	Model/HP & Torque	Price	ModeVHP & Torque sta	And Price 1986
29 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 fb-ft	400	MaxxForce DT, 245 KP, 660 lb-ft	\$860	Macofforce DT, 260 HP, 660 lb-ft	\$1,250
47 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 lb-ft	\$860	MaxxForce DT, 260 HP, 650 lb-ft	\$1,250
65 Cap. Type C Bus	MaxxForce OT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 lb-ft	\$860	MaxxForce DT, 260 HP, 660 lb-ft	\$1,250
71 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 to-ft	\$860	MaxxForce DT, 260 HP, 660 fb-ft	\$1,250
77 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 lb-ft	\$860	MaxXForce DT, 260 HP, 660 lb-ft	\$1,250
TYPE and SIZE	Optional Engine #	& Price	Optional Engine #2 & Price		Optional Engine #3 & Price	
TYPE D REBUS	HODEVHP & Torque P.H.	S Price I	26 Model/HP & Torque	A Price James	ModeVHP & Torque Ma	
72 Cap. Type D RE Bus	Maxx Force DT, 230 HP, 620 lb-ft	\$400	Maxx Force DT, 245 HP, 660 fb-ft	\$1,170	Maxx Force DT, 260 HP, 660 lb-ft	\$1,560
78 Cap. Type D RE Bus			Maxx Force OT, 245 HP, 660 lb-ft	\$780	Maxx Force DT, 260 HP, 660 lb-ft	\$1,160
84 Cap. Type D RE Bus			Max Force DT, 245 HP, 660 fb-R	\$780	Maxx Force DT, 260 HP, 660 lb-ft	\$1,160
TYPE and SIZE	Optional Engine #4 & Price					
ATYPE D RE BUS	Ha ModeVHP & Torque IA	Price 3				
78 Cap. Type D RE Bus	MaxxForce DT, 285 HP, 860 lb-ft	\$1,740				
84 Cap. Type D RE Bus	MaxxForce DT, 285 HP, 860 lb-ft	\$1,740				

### THOMAS OPTIONAL ENGINE PRICING

		THOMAS OF	HONAL ENGINE I MOI	110		
TYPE'C BUS # 18	Model/HP & Torque	Price	ModeVHP & Torque	els place and the second	The state of the s	Man Price Com
29 Cap. Type C Bus	CUMMINS ISB- 220HP/520 LB-FT	\$660				
47 Cap. Type C Bus	CUMMINS ISB- 220HP/520 LB-FT	\$660				
65 Cap. Type C Bus	CUMMINS ISB- 250HP/520 LB-FT	\$1,550				
71 Cap. Type C Bus	CUMMINS ISB- 250HP/520 LB-FT	\$1,550				
77 Cap. Type C Bus	CUMMINS ISB- 260HP/660 LB-FT	\$1,167			-	
TYPE D FE BUS	AND STATE OF THE S	Price 48	* Model/HP. & Torque &	Price 1	de trect en la company de la c	SELPACE SAN
71 Cap. Type D FE Bus	CUMMINS ISB 250HP/660 LB-FT	-\$4,109				
77 Cap. Type D FE Bus						
83 Cap. Type D FE Bus						
89 Cap. Type D FE Bus		<u> </u>				
TYPE D RE BUS	Model/HP & Torque	<b>建</b> 智Pice被推	4 ModeVHP & Torque	Marice 1818	Model/HP & Torque	運動情報
72 Cap. Type D RE Bus	CUMMINS ISB 250HP/660 LB-FT	-\$4,109	CUMMINS ISB 300HP/660 LB-FT	-\$2,023	CUMMINS ISL 300HP/860 LB-FT	\$2,180
78 Cap. Type D RE Bus	CUMMINS ISB 250HP/660 LB-FT	-\$4,109	CUMMINS ISB 300HP/660 LB-FT	-\$2,023	CUMMINS ISL 300HP/860 LB-FT	\$2,180
84 Cap. Type D RE Bus	CUMMINS ISB 250HP/660 LB-FT	-\$4,109	CUMMINS ISB 300HP/660 LB-FT	-\$2,023	CUMMINS ISL 300HP/860 LB-FT	\$2,180
	THOMAS OPTIONAL A	LTERNATIVE ENG	INE PRICING			
TYPE and SIZE	CNG Engine &		Hybrid, Diesel/Electric Dr		]	
TYPE C BUS YES	ModeVHP.& Torque	Price (Sa)	SEMOGEVHP & Torque	Price V	;	
65 - 77 Cap. Type C Bus	PI 8.0L LPG V8/325HP/450 Lb-Ft	\$13,266	Cummins ISB / Eaton Drivetrain Parallel Regenerative Diesel Electric	\$64,069		
TYPE D RE BUS	W. Model/HP & Torque H.	Price 188	Model/HP& Torque	Price 200		
72 - 84 Can Tyne D RE Bus	Cummins ISLG - 280hn/900 lb -ft	1 .		N/B	]	

### BLUE BIRD OPTIONAL ENGINE PRICING

TYPE and SIZE		ice #1 & Price		ice #2 % Price	Opticeal Engi	
TYPE C SUS THE	Nonth Local	能認識語	Telephone I longs	是認識。		出现的自然
29 Cap. Type C Bus	IST 229 HP/577	\$1,068	63 251 HP.561	\$2,672	डब रेक १ <del>१७,७९</del> ०	\$3,134
47 Cop. Type C Bus	ISS 223 HP 523	\$1,058	S\$ 250 HP.#90	\$2,672	58 253 HP.FFG	\$3,134
65 Cap, Type C Bus	53 229 KP/529	\$1,068	S3 250 HP.560	\$2,672	43 210 HF 653	\$3,134
71 Cap. Type C Bus	GB 222 HP-521	\$1,068	PS 3 250 FF7,660	\$2,672	35 253 197.650	\$3,134
77 Cep. Type C Bus	IS3 250 HP 660	\$462	KS 253 H2-556000 PTS	\$4,943	ISB 250 HF/65W5000 PTS	\$5,406
TYPEDIEBUS	V HOSSINP & Torque	19月1日20日日	Wedtlike & Torque		WEST OF SHIP	经间期的国
71 Cap. Type D FE Bas	IS 3 220 HP/623	\$1,068	53 259 HP #450	\$2,672	53 293 H2 A63	\$3,134
77 Cap. Type O FE Bas	E3 263 HP693	\$462	SS 253 HP/S63	\$2,171		
S3 Cap. Type 0 FE Sus	153 253 HP.559	\$462	E8 250 HP/650	\$2,171		
A PROPERTY AND A PARTY OF THE P	SPACE OF THE STATE	<b>经</b> 期 经验验	Wall to Torgan	被政府公主事		逐點於影響的話
72 Cap, Type B RE Bus	68 220520/2500 Altson PTS	-\$6,488	NS B 253/940/2503 Albson PT9	-\$4,884	SC 275/800	\$1,745
78 Cap. Type D &E 6cs	155 250499	\$4,100	© 9 290 F63	-\$3,180	SL 330363	\$2,705
94 Cep. Type D RE Bus	158 265563	-\$4,100	265 265 660	-\$3,180	SI, 200569	\$2,705

### BLUE BIRD OPTIONAL ALTERNATIVE ENGINE PRICING

TIPE and SIZE		ogine & Price"
THE TYPE CAUSE SEE	THOSEMP & Torque PA	經濟學學
Type A LPI - 158" Whealtese	Ford 6.81, LPT, 41 essable gazios	\$8,300
47 Cap. Type C 9.21	Ford F.H. LPI, 362 HP, Ford ER147 Transmission	\$3,268
95 Cap. Type C B.s	Ford 6.8L LPI, 362 HP, Ford 69142 Transmission*	\$3,244
71 Cea, Type C B.s	Ford 631, LPI, 262 HP, Ford 63343 Tracaccistor	\$3,331
77 Cap. Type C Bas	Ford 6.3L 1.Ft, 362.HP, Ford 6.9349 Facustions	\$4,034

TYPE IN SIZE	CNG Optional Engine #1		CNG Optional Engine #2		CNG MISC	
TYPEDREIUS	· · · · · · · · · · · · · ·	MINISTRA	Modeling & Torque Will	和歌. 章朝	超级超级	数學品的
72 Cap. Type 0 RE 8:25	ISL Gas (CNG) 250 HP, 730 FT LB	***	ISL G15 (CNG) 780 HP, 900 FT LB	\$29,444	CNG, Dod M front	\$1,100
78 Cap. Type O RE Bus	GL Gas (CNG) 250 HP, 731 FT LB		SSL GAS (CNG) 283 HP, 900 FT LB	\$28,414	CNG, Ovel Filtrear	\$1,300
24 Cap. Type D RE Bus	ISL G44 (CHO) 250 HP, 750 FT (8	\$24,568	IST G77 (CM2) 599 Hb. 200 E.L	125,414		

<sup>\*</sup> Please provide complete documentation of system bid.

Ford Roush Propage Modificatorus

rotereque was eth to the months of the bestupes leverine eth?

Ford 6R110 transmission and enalistic with IES-256 Transpol Build.

"Funi sender access plata net tegahat.

"Silicona hascler hona (angina) sot anailabla.

CNG Modifications

CNG system provides 4 BFR table providing a total of 7600 SCF @3000 PSL

Desicated CNG livel system with 15 year filetime on cylinders.

Not evallable with pass through largests and some skirl-mounted

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All opinosel exgine prices listed साथ का ध्यानोकाहरू केरता केरिय विस्तां सर्वाद्रकारक स्थानस्थ.

		IC OPT	IONAL ENGINE PRICIN	G		
TYPE and SIZE	Optional Engine #1	& Price	Optional Engine #2	2 & Price	Optional Engine #	3 & Price
TYPE C BUS	Model/HP & Torque	Price Visi	Model/HP & Torque	Price State	Model/HP & Torque	ANPRICE TO
29 Cap. Type C Bus	MaxxForce7, 220 HP,560 lb-ft	-\$1,090	MaxxForce7, 240Hp, 620 B-ft	-\$820	MaxouForce7, 260Hp, 660 Rb-ft.	-\$660
47 Cap. Type C Bus	MaxxForce7, 220 HP,560 lb-ft	-\$1,090	MaxxForce7, 240Hp, 620 lb-ft	-\$820	Махх:Force7, 260Hp, 660 fb-ft	-\$660
65 Cap. Type C Bus			MaxxForce7, 240Hp, 620 lb-ft	-\$820	MaxxForce7, 260Hp, 660 lb-ft	-\$660
71 Cap. Type C Bus					MaxxForce7, 260Hp, 660 lb-ft	<b>-\$</b> 660
77 Cap. Type C Bus					MaxxForce7, 260Hp, 660 lb-ft	-\$660
TYPE and SiZE	Optional Engine #4		Optional Engine #	5 & Price	Optional Engine #	6 & Price
1 TYPE C BUS :	Model/HP & Torque	ANGELSES.	Model/HP & Torque	THE PICE THE	AMODEUHP & Torque 120	THE PHECE OF
29 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 %-ft	400	MaxxForce DT, 245 HP, 660 lb-ft	\$860	MaxxForce DT, 260 HP, 660 lb-ft	\$1,250
47 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 fb-ft	\$860	MaxxForce OT, 260 HP, 660 lb-ft	\$1,250
65 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxorForce DT, 245 HP, 660 lb-ft	\$860	MaxxForce DT, 260 HP, 660 lb-ft	\$1,250
71 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 lb-ft	\$860	MaxxForce DT, 260 HP, 660 lb-ft	\$1,250
77 Cap. Type C Bus	MaxxForce DT, 230 HP, 620 lb-ft	400	MaxxForce DT, 245 HP, 660 lb-ft	\$860	MaxxForce DT, 260 HP, 660 lb-ft	\$1,250
TYPE and SIZE	Optional Engine #	& Price	Optional Engine #	2 & Price	Optional Engine #	3 & Price
TYPE D RE BUS	ModeVHP & Torque	Price Land	ModeVHP & Torque	N Price 2	Ten Model/HP & Torque 200	an aprication
72 Cap. Type D RE 8us	Maxx Force DT, 230 HP, 620 lb-ft	\$400	Maxx Force DT, 245 HP, 660 lb-ft	\$1,170	Maxx Force DT, 260 HP, 660 lb-ft	\$1,560
78 Cap. Type D RE Bus			Maxx Force DT, 245 HP, 660 lb-ft	\$780	Maxx Force DT, 260 HP, 660 %-ft	\$1,160
84 Cap. Type D RE Bus			Maxx Force DT, 245 HP, 660 lb-ft	\$780	Maxx Force DT, 260 HP, 660 lb-ft	\$1,160
TYPE and SIZE	Optional Engine #	4 & Price				
TYPE D RE BUS	ModeVHP & Torque Fire	Price 100				
78 Cap. Type D RE 8us	MaxxForce DT, 285 HP, 860 b-ft	\$1,740				
84 Cap. Type D RE Bus	MaxxForce DT, 285 HP, 860 lb-ft	\$1,740				

Blue Bird Addit	ional Seat Contr	actioptions was a contract to	
Option Description	Seating):	Model#I	Price
CE White 3pt Belt Track Seating Seat	All	30"	\$513
CE White 3pt Belt Track Seating Seat	All	45"	\$662
CE White 30" Seat	All		\$547
CE White 39" Track Seating Seat	All		\$681
30" Combo Seat with 30" barrier			
Blue Bird Ad	ditional Contrac	t Options	
Option Description	Seating (Capacity Capacity Cap	Manufacturer 是更是的	itu Price sata
Fuel filter/water separator with elec pump	Type C/D	Racor 790R	\$160
3000 PTS Upgrade	Type C 77 Cap	Allison 3000 PTS/5 speed	\$4,950
-requires 250 HP engine or greater			
Swing Out Radiator	D FE	Blue Bird	\$301
Two Stage Air Filter	D RE		\$459
Rear Vision Lens 11x14	ALL		\$45
Route Changer Signs	ALL	Reflective Imaging	\$62
Front Air Ride Suspension	Туре С	Hendrickson	\$600
80K BTU Wall Mount Heater	C, DFE	US Heater	\$648
40K BTU Wall Mount Heater	A, C, DFE	US Heater	\$458
Conv. Pkg - cup holder, glove box, console arm			
rest	Туре С	Blue Bird	\$140
Tag and Title Processing (per unit)	All	FTS - Tag/Title	\$210
320 AMP Leece Neville Alternator	All	Leece Neville	\$895
Type C & D Chassis Extended Engine Warranty	ISB	60 Months/150,000 Miles	\$1,400
Type C & D Chassis Extended Engine Warranty	ISB	60 Months/Unlimited Miles	\$1,825
Type C & D Chassis Extended Engine Warranty	ISB	120 Months/Unlimited Miles	\$4,600
Type C Body Warranty	Type C	12 Months/12,000 Miles	-\$3,158
Type D Body Warranty	Type D	12 Months/12,000 Miles	-\$2,644
Type C & D Chassis Extended Engine Warranty	ISL	60 Months/150,000 Miles	\$1,825
Type C & D Chassis Extended Engine Warranty	ISL	60 Months/Unlimited Miles	\$2,400
Type C & D Chassis Extended Engine Warranty	ISL	120 Months/Unlimited Miles	\$5,800
Blue Bird Computer Dia			
Computer diagnostic equipment for engine transm			
body and chassis multiplexing Equipment shallic			
be limited to P.C. compatible software with perpetured cables, leads and adapters to the control of the control		Model### # (IfApplicable)	Price D
Complete Set for Bus with:			
Cummins:		<u> </u>	
Dearborn Adapter Software/CD & one-year registra		Insite - 01	\$2,000
Cummins Quickserve Online w/10 users & one-year		QSOL - 01	\$750
Insite Software CD & one-year subscription (no adap	ter)	Insite - 02	\$1,000
Allison:			1 2/2=
Allison Doc Software		DOC - Allison	\$1,250
Allison Cable Dearborn adapter Computer to Bus		DOC - Cable	\$1,250
Ford:			
IDS Software, one-year subscription		Ford - IDS	\$1,250

	IC Additional C	ontract Options	
Option Description	Sealing 头球球型		Price styre
CE White 39" 4-leg Seat w-UCRA, Replaces Std Seat		CE White	\$830
CE White 39" Track Seating Seat w-UCRA, Replaces Std Seat	All w-Lift	CE White	\$914
	All w-Lift	CE White	\$1,111
CE White 39" Track Seating Seat we-UCRA, Replaces Std Seat	All w-Lift	CE White	\$792
CE White 39" Track Seating Seat wo-UCRA, Add on	Ali w-Lift	CE White	\$992
45"seats Left, 30" seats Right	All wo-Lift	ic	N/C
Extended Engine Warranty (A2 Chassis)	MaxxForce 7	60 Months /150,00 Miles	\$3,450
Type C Chassis Extended Engine Warranty	Maxx Force DT	60 Months/150,000 Miles	\$4,100
Type C Chassis Extended Engine Warranty	MaxxForce 7	60 Months /150,00 Miles	\$3,450
Type D Chassis Extended Engine Warranty	Maxx Force DT	60 Months/150,000 Miles	\$4,100
Body 12 Months/ Unlimited Miles	Type A2	Engine, Transmission, Frame Rails 5 yrs, Axles 4 yrs	-\$2,500
Body 12 Months/ Unlimited Miles	Type C	Engine, Transmission, Frame Rails 5 yrs, Axles 4 yrs	-\$2,500
Body 12 Months/ Unlimited Miles	Type D	Engine, Transmission, Frame Rails 5 yrs, Axles 4 yrs	-\$2,500
This option consists of a one-day training session e	uivalent to the tra	ning required and described on pages //9-20 in the ITB.	
Engine Electronic Diagnostics and Familiarization			
IC University, Tulsa OK Tuition Only per person \$40	0		

## Unit Fuel Utilization Summary Report

101. B. B. B. B. 101.

12 HOUTH Miami-Dade Co. Schools DOT

Ullization         Amount         Cost         Company         Road         % Road         % Road         % Road         % Road         % Road         % Road         Use Per Cost Per Cost Per Cost         Cost Per	Status: ACTIVE Activity Code: BUS	ode: BUS	Date:	From 5/8/2012 Thru 5/	Date: From 5/8/2012 Thru 5/8/2013		UII Type: PRIMARY	Units: All Units	Fluids: Primary Only	mary Only			-1,
Amount         Cost         Amount         Cost         Unit Fuel         Unit Fuel         Unit Fuel         Unit Fuel         Unit Fuel         Unit Unit Unit Unit Unit Unit Unit Unit				Total	Total	Company	Road	Company	Road	% Road	% Foad	Use Per	Cost Per
0.00         208984.17         0.00         0.00         312,075           0.00         5714272.72         0.00         0.00         10.211           0.00         3275786.86         0.00         0.00         17.829           0.00         8199053.75         0.00         0.00         6.360		ząin	atlon	Amount	Cost	Amount	Amount	Cost	Cost	Amount	Cost	Unit Fuel	Unit Usage
0.00         5714272.72         0.00         0.00         0.00         10.211           0.00         3275796.86         0.00         0.00         17.829           0.00         9199053.75         0.00         0.00         6.360				52649.20	208984.17	52649.20	0.00	208984.17	0.00	0.00	0.00	312.075	0.013
0.00         3275786.86         0.00         0.00         0.00         17.829           0.00         9199053.75         0.00         0.00         6.360				1609081.39	5714272.72	1609081.39	00.0	5714272.72	00.0	0.00	0.00	10.211	0.348
0.00 9199053.75 0.00 0.00 0.00 6.360				921556.69	3275796,86	921556.69	0.00	3275796.86	00'0	00'0	0.00	17.829	0.199
	Totaks	164304	78.4	2583287.28	9199053.75	2583287.28	0.00	9199053.75	00.0	00.0	00.00	6.360	0.560

16430478 TO HALMiles,

Miles per

## Unit Inveniory Report Miami-Dade Co. Schools DOT

Status: ACTIVE	II Y	Activity Code: ECS Group: On ID	Group: Orla IC				;				
									Uģi	Last	Weter
Unit	Shop	• Description	license#	Year Make	Model	Serial#	Activity	Cost Code	Base	Reading	Date
97016	9234	1048175 -	COUN234719	2007 BLBRD	ALL	1BABNBKA37F239796	BUS	DIESE.	ODOMETER	93958	5/8/2013
97017	9234	1048184 -	COUN234720	2007 BLBRD	, ALL	1BABNBKA57F239797	SNB	DIESE	ODOMETER	130324	5/8/2013
97018	9234	1048183 -	COUN234721	2007 BLBRD	ALL	1BA BNBKA 77F239798	BUS	DESE	ODOMETER	89655	5/7/2013
97019	9233	1048188 -	COUN234707	2007 BLBRD	ALL	1BABNBKA97F239799	SUS	DIESE	ODOMETER	134914	4/1/2013
97020	9233	1048245 -	COUN234708	2007 BLBRD	ALL	1BA BNBKA 17F239800	BUS	DIESEL	ODOMETER	114163	5/7/2013
97021	9235	1048246 -	COUN234709	2007 BLBRD	ALL	1BABNBKA37F239801	BUS	DIESE	ODOMETER	85392	1/31/2013
97022	9235	1048244 -	COUN234710	2007 BLBRD	ALL	1BABNBKA57F239802	BUS	DIESE.	ODOMETER	99814	5/7/2013
97023	9235	1048236 -	COUN234711	2007 BLBRD	ALL	1BABNBKA77F239803	BUS	DIESE	ODOMETER	90694	5/8/2013
97024	9235	1048247 -	COUN234712	2007 BLBRD	ALL	1BABNBKA97F239804	BUS	DIESE	ODOMETER	92471	5/7/2013
											•

1251

TOTAL NUMBER OF UNITS: TOTAL RPT ONLY UNITS:

REPORT TOTALS:

TOTAL MISC. UNITS:

### MDCPS 2012 BLUEBIRD SCHOOL BUSES WITH ELECTRONIC CONTROL

Bus#	M.P.G
32035	7.1
32036	7.7
32037	8.1
32028	6.6
32039	7.4
32040	8.0
32041	7.7
32042	6.3
32043	7.3
32044	7.1
32045	7.5
32046	7.3
32047	6.1
32048	7.1
32049	7.4
32051	6.4
32052	8.4
32053	7.6
32054	7.7
32056	7.6

INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

Engine Serial Number: 73396556
Customer Unit Number: x03BBBBBBB
Work Order Name: NA

Name: Section 1988	ECM Value	Configuration of the second of				<i>\$</i> .
(- 中國) Trip Since Last Reset - Drive (Vehicle Speed > 0)					•	
(™⊑ ∰ Distance			Albahadi balandi Mikadanak masa ka di danak kadani di Masa ka ka	T MANUAL COMPANY TO THE PROPERTY OF THE PROPER	AND THE PROPERTY OF THE PROPER	
/ ♦ Coast Distance	730.0	mi				
} ♦ Cruise Control Distance	174.0	m				
∮ <b>♦</b> ECM Distanœ	12641.7	mi			NO NOTE THAT THE PROPERTY OF T	
↑ ◆ Engine Brake Distance	0.0	mi				
t ◆ Englne Distance	12630.8	Mi			**************************************	
} ◆ Gear Down Distance	3828.6	mi			eren eren eren eren eren eren eren eren	
{ ◆ Loaded PTO Drive Distance	0.0	m				
Maximum Accelerator Vehicle Speed			-			
Distance	4.9	mi	A STATE OF THE STA			
♦ PTO Drive Distance	0'0	militaria especiale anno especiale a	and the state of t	A CAMPAN CAMPAN AND AND AND AND AND AND AND AND AND A		
🕯 💠 Service Brake Distance	1863.7	ju j				
♦ Top Gear Distance	3932.3	آها ا				
	12630.8	lw!		The street resistance is repulsed to the street of the str	many tolong Colons designation of participation of the section ( ) does connected to the colons	
♦ Vehicle Overspeed 1 Distance	12636.2	ĮL.			The result is the second of th	(
♦ Vehicle Overspeed 2 Distance	12636.2	iŭi				
∫ 크랩 Fuel Used						<u> </u>
Ocast Fuel Used	0.5	gal				
	17.9	gal				_
O Drive Average Fuel Economy	17.1	Ddm				
Orive Fuel Used	1785.0	gal	,			
🖔 🔇 Gear Down Fuel Used	303.5	gal		,		
◆ Loaded PTO Drive Fuel Used	0.0	gai				
. ⊕ Maximum Accelerator Vehicle Speed	1		-			
CHILDREN WAS TO SEE THE PROPERTY OF THE PROPER	MINANCHIMANA MANANCHIMANAMANAMANAMANAMANAMANAMANAMANAMANAMAN	Heb	ndelen die determ om benede et den sovojendelfrasen sed 'n oarp o demen om	THE SEALE THE RESIDENCE AND THE SEALEST AND THE SEALEST AND ASSESSED.	and the second of the second section of the second second section of the second	1
◆ PTO Drive Fuel Used	0.0	gai	destinate dan deser perdentaks sedera inpersonan sessional selection de sede selections		and de hours of a spire file of a supplementation of male between the supplementations and the special sections and the spire of the sp	
♦ Top Gear Fuel Used	260.4	ISS I	to the second se			
◆ Vehicle Overspeed 1 Fuel Used	1833.1	(a)	estanding reference to their decimantal death and the transfer one and the transfer one	AT THE COMMENT OF STREET, STRE		
♦ Vehicle Overspeed 2 Fuel Used	1833.1	gai				

Trip Information

Engine Serial Number :73398786 Customer Unit Number :x03BBBBBB Work Order Name :NA

Customer Unit Number :x03BBBBBBBB	りといって	
Work Order Name :NA	Ň	
Name	ECM Value	
Trip Since Last Reset - Drive (Vehicle		ty deposits deposits on the second of the se
Speed >0	AND THE PROPERTY OF THE PROPER	
	propriesenderer erreinenberer besteht misstriemenskammen filt (missiphisphaterina) menen	
A COST Distance	611.9	The second secon
Incommentation of the state of	451.5	
	15556.6	
	0.0	
A Engine Brake Usalica	15546.1	
PENGINE DISTANCE	2550 7	
A Gear Down Distance	NAME OF TAXABLE PROPERTY.	in the contract of the contrac
	NATURE SEGUESTIAN PROPERTY PRO	
Maximum Accelerator Vehicle Speed	272.4	The second secon
THE TOTAL THE THE PARTY OF THE		
♦ PTO Drive Distance	1810 3	
♦ Service Brake Distance	0.00	
↑ Top Gear Distance	7552.8	1
A The Drive Distance	15546.1	many many many many many many many many
A Volice Oversned 1 Distance	15552.5	manufacture manufacture of the control of the contr
A vertile Overshed 2 Distance	15552,5	THE PROPERTY OF THE PROPERTY O
According to the second control of the secon		The second control of
AND THE TAXABLE AND THE PARTY	A B B	03i
Coast Fuel Used	HOMEON CONTRACTOR OF THE PROPERTY OF THE PROPE	CO
© Cruise Control Fuel Used	A C C	
☼ Drive Average Fuel Economy	Commence of the control of the contr	
Drive Fuel Used	2026.6	
Gear Down Fuel Used	320,6	
Loaded PTO Drive Fuel Used	0.0	120
Maximum Accelerator Vehicle Speed		Lappy dissources of the control of the second of the control of the second of the control of the
Fuel Used	William Commence of the Commen	
Pagl last photogrammer bearing the Fuel Used	0.0	
Top Gear Fuel Used		instance of the photocompanion of the contract
A Vehicle Overspeed 1 Fuel Used	2069.4	CD
A Vehicle Overspeed 2 Fuel Used	2069.4	[65]

INSITE 7.6.1.1.95 SP4
Company Name :Cummins
ECM Image Name :NA

Engine Serial Number :73396034 Customer Unit Number :x03BBBBBBB Work Order Name :NA

32037

mpg gal <u>g</u> gal g gal gal gal gal g gal EEE E E Έ E, E Έİ Έ, E E Έ **ECM Value** 15404.0 15388.0 15398.5 15398.5 15388.0 1957.2 4041.9 2073.2 6095.7 479.7 1957.2 134.0 612.8 311.7 1895. 43.2 11.7 0.0 0.0 4.7 0.3 0.0 8 Maximum Accelerator Vehicle Speed Distance 中部 Trip Since Last Reset - Drive (Vehicle Maximum Accelerator Vehicle Speed Vehicle Overspeed 2 Fuel Used Vehicle Overspeed 1 Fuel Used ♦ Vehicle Overspeed 1 Distance Vehicle Overspeed 2 Distance Loaded PTO Drive Fuel Used Drive Average Fuel Economy Loaded PTO Drive Distance Cruise Control Fuel Used Oruise Control Distance Service Brake Distance Englne Brake Distance Gear Down Fuel Used PTO Drive Fuel Used Gear Down Distance ◆ Top Gear Fuel Used PTO Drive Distance A Trip Drive Distance ◆ Top Gear Distance Coast Fuel Used Engline Distance Drive Fuel Used ♦ Coast Distance ECM Distance ⊟ 🔄 Fuel Used Fue! Used -⊡ Distance 6 ♦

Page 6 of 7

12:43:01 PM

INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

Engine Serial Number :73398778 Customer Unit Number :x03BBBBBBB Work Order Name :NA

Name ECM Val	ue	· · · Units	
Trip Since Last Reset - Drive (Vehicle			
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[=] ∰ Distance	HARADAHARAN ANG SANGKARANAKAN MANAKAN M	Name of American States (September 2) and the Control of the Contr	TOP TO THE PROPERTY OF THE PRO
♦ Coast Distance	773.9		
Cruise Control Distance	536,4	TI I I I I I I I I I I I I I I I I I I	* same modelyphone (delign) phone migrature metricum metr
B CM Distance	13803.3	The control of the co	anad transferrentiation (selection) (MCO)
€ Engine Brake Distance	0.0	mi	i in paramental de production de de production de producti
\$ & Engine Distance	13790,6	the content of the co	
	3760.4		wal phonomental mental depth (19) (Approximate annual content of the Approximate annual content of the Approximate and the Approximate annual content of the Approximate annual
♦ Loaded PTO Drive Distance	0,0	in the second state of the second sec	has different (respectations and constructive constitutions and all shades in productive and and a state in a constitution and
Maximum Accelerator Vehicle Speed		-	
W Distance	2,4	mi	semedial network distributions in the content of th
♦ PTO Drive Distance	0.0	i i i i i i i i i i i i i i i i i i i	Contains and dest extending experimentation of the Section of the
Service Brake Distance	2149.4	A THE STATE OF THE	, with hardestermine of manufacture for Manufacture properties of the control of
◆ Top Gear Distance	4886.8	miles and the second se	advant (ambanism) professor for the enterprofessor is represented by the enterprofessor in the enterprofessor
¦ ♦ Trip Drive Distance	13790.6	La constant and the con	t and destructions, that is not the state of
♦ Vehicle Overspeed 1 Distance	13798.3	i i	wave descripting and and a company of the company of the company of the state of the company of
Vehicle Overspeed 2 Distance	13798.3	mi	presentabilitati international plansatemantemant into a test of more and control and the police of the test of the second control and the police of the test of the second control and the police of the test of the second control and the test of the test of the second control and the test of the
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Coast Fuel Used	9.0	gal	Proposition juris in proposition and commence of the commence
\$ Cruise Control Fuel Used	49.7	gal	menterunderunderunderunderunderunderunderund
♦ Orive Average Fue! Economy	(6.5)	bdw	Operations and the second of the second operations and the second operations of the second operations and the second operations of the second oper
besl Used ♦	2123.3	gai	emperaturan destablication and experimental production of the
Gear Down Fuel Used	405.2	gal	
♦ Loaded PTO Drive Fuel Used	0,0	lgal	THE PROPERTY AND THE CONTRACT OF THE PROPERTY AND THE PRO
Maximum Accelerator Vehicle Speed	е С		
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♦ Vehicle Overspeed 1 Fuel Used	2168.7	to large space of the state of	Last the Control of t
♦ Vehicle Overspeed 2 Fuel Used	2168.7	gal	

Trip Information

Engine Serial Number :73396030 Customer Unit Number :x03BBBBBB Work Order Name :NA

32039

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Maximum Accelerator Vehicle Speed	0	Andrean despression of the Control o
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◆ PTO Drive Distance	O O	I I I I I I I I I I I I I I I I I I I
Service Brake Distance	12156.9	The state of the s
Top Gear Distance	5429.4	The state of the s
A Trin Drive Distance		The second of th
♦ Vehicle Overspeed 1 Distance	16102.3	Marketin the the transfer extended to the contract of the cont
♦ Vehicle Overspeed 2 Distance	16102,3	Andread in the contract of the
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nsed	480,9	TO THE PROPERTY OF THE PROPERT
A Loaded PTO Drive Fuel Used	0.0	The state of the contract of t
Maximum Accelerator Vehicle Speed	,	CI-
Fuel Used	T + T	
pasa Fuel Used	CONTRACTOR OF CONTRACTOR CONTRACT	AND THE PROPERTY OF THE PROPER
↑ Top Gear Fuel Used	360.6	to data della della communication della commun
♦ Vehicle Overspeed 1 Fuel Used	2224.9	100   Company of the contract
Vehicle Overspeed 2 Fuel Used	2224.9	[gal

INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

> Engine Serial Number :73396548 Customer Unit Number :x03BBBBBBB Work Order Name :NA

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| ustomer Unit Number :x03BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB | THE CHINAIN  | Name Tale Circo Last Baset - Drive (Vehicle  | Speed >0)  | in memory superior designation of the superior designation | Management of the Court of the | Annese e primité de la participa de la partici | ST DIGI   
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   |  | nœ   | Ton Gear Distance  |  |   
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  | omy  | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  | Used   | 0.0 Caded PTO Drive Fuel Used  |  | File Used   
  | 000  | 365.3  | Control of the second country.   | Vehicle Overspeed 1 rue! Used   
| ♦ Vehicle Overspeed 2 Fuel Used |

INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

> Engine Serial Number :73396591 Customer Unit Number :x03BBBBBB Work Order Name :NA

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ive (Vehicle	ECM Value		
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The state of the s	12586,1	ТШ ;	Apply 10 (CE) of the contract
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j	0.0	The same of the sa	1 年間 1 年間 1 年間 1 年間 1 年間 1 年間 1 年間 1 年間
nge	1417.7	1 m to attended the about any and a second the second	and annuary - Majartan professionary and a state of the contraction of
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all interests for all interests and all interest	12574.9	in the second contract of the second contract	a camica stemp conjusted define in the first of the state state state and conjust and the state state of the
1 Distance	12582.9	1. Company of the second of th	er et er en de melde e e e de en en de melde e e en en en en en en en en en en en e
A CONTRACTOR OF THE PARTY OF TH	12582.9	The section of the second particular and the second section of the second second second section of the second seco	of the same as the desire that the same the same the same the same the same that the s
Feel Used	my je miliete je enemej – pjesjoch, emoste – positije je se enemejore je ene pjese pjese pjesovite prejective j	A resident of the second secon	Construction of the contract o
	2.1	gal	
Jel Used	52.9	gal	
◆ Drive Average Fuel Economy	NAMES OF THE PROPERTY OF THE P	MDDG Herester free Propriess and Section of the Sec	
	1628.2	gal	TOTAL PROPERTY OF THE PROPERTY
Used	281,4	gal	
	0.0	120	
Speed	22.1	leg	
	0.0	gal	TO ACT AND THE PROPERTY OF THE
	500.2	BB	And the property of the proper
Fuel Used	1685.4	leg	在,我们,我们是一个人,我们就是一个人,我们就是一个人,我们就会
(A) VANICE OVERDEED 2 Fuel Used	1685.4	gal	

Trip Information

> Engine Serial Number :73395984 Customer Unit Number :x03BBBBBB Work Order Name :NA

	A STATE OF THE STA	
/ 中國 Trip Since Last Reset - Drive (Vehicle / 中國 Speed >0)		
incomments of commissional feminiman incomments from a commentation of confidences of commentations of comme		AND ACTION OF CHARACTERS OF CH
COAST DISTANCE (**)	0'669	
A Cruise Control Distance	234.0	
S & ECM Distance	13179.8	
(a) Engline Brake Distance	0.0	reduction debender to the contract of the cont
f & Endine Distance	13167.2	
(A) Gear Down Distance	3494,7	
A & Loaded PTO Drive Distance	0.0	
Maximum Accelerator Vehicle Speed		
Distance	78.3	The second distribution of the second distributi
♦ PTO Drive Distance	0'0	with the second second section of the president control of the presiden
Service Brake Distance	2564.6	Separate de commencia de la composition della co
↑ ♦ Top Gear Distance	5697.0	- Compart January Compart State State Compart
	13167.2	Test Change Control of the Control o
∴ Vehicle Overspeed 1 Distance	13175.6	Japan and and the first and the second and the seco
♦ Vehicle Overspeed 2 Distance	13175.6	and the design of the first of the contract of
Fuel Used	ADMENTS HE AS COMPOSED I. Date descriptions of descriptions of the second secon	inquisimentelestricitation in menominationis interestricitation production and the control of th
Coast Fuel Used	6,0	Teammentalista de la companya del la companya de la
Cruise Control Fuel Used	22.5	A proposed contract of the con
© Drive Average Fuel Economy	6.3	ter general menter de des des propries de la companya de la compan
/ Ø Drive Fue! Used	2105.7	Technologisti un un international un international un international un international un international un international uniformatical uniformat
∴ ♦ Gear Down Fuel Used	472.0	wasterprojections and the contract of the cont
\$ Caded PTO Drive Fuel Used	0.0	
Maximum Accelerator Vehicle Speed	, c	
Fuel Used	**************************************	
♦ PTO Drive Fuel Used	0.0	MANUTE TO THE PARTY AND THE PA
↑ Top Gear Fuel Used	414.6	ED
♦ Vehicle Overspeed 1 Fuel Used	2153.6	Control Company of the Company of th
	2153.6	93

Trip Information

Engine Serial Number :73396627 Customer Unit Number :x03BBBBBBB Work Order Name :NA

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Sold Name to the Sold of the s	ECM/Value	Unite See See See See See See See See See S	
ोन् 🔄 Trip Since Last Reset - Drive (Vehicle Speed >0)			operation and an annual return construction of a graph of property of the construction
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© Coast Distance	923.6	$\mu \mu$	
Cruise Control Distance	437.0	mi	
↑ ◆ ECM Distance	15951.5		THE PROPERTY OF THE PROPERTY O
│ ◆ Engine Brake Distance	0.0	III.	
♦ Engline Distance	15935.5	IW.	
∫	4006,4	mi	
/ 🔷 Loaded PTO Drive Distance	0.0	Π I	
Maximum Accelerator Vehicle Speed			
Distance	187.7	management of the control of the con	
♦ PTO Drive Distance		į.	
◆ Service Brake Distance		i i i	
◆ Top Gear Distance		Į <b>L</b> I	Transported the tiple process of process of the state of
◆ Trip Drive Distance			· War - War - The Arm - Andrew Constitution of the Constitution of
♦ Vehicle Overspeed 1 Distance	15947.5		
⇒ Vehicle Overspeed 2 Distance		ĵ <b>u</b>	
는 금(레) Fuel Used			- New Address of the Control of the
♦ Coast Fuel Used	0,7	lap	The second secon
⟨ ◇ Cruise Control Fuel Used	40.1	gal	
♦ Drive Average Fuel Economy	7.3	Satu	
◆ Drive Fuel Used	2173.1	lag	T) V constructed by
Gear Down Fuel Used	405,7	ga!	
♦ Loaded PTO Drive Fuel Used	0,0	gal	
Maximum Accelerator Vehicle Speed			Photographic and the state of t
Fuel Used	20.8	TER VICTORIA SIGNAMENTI (ANDRESSO CANTERSO CANTE	
PTO Drive Fuel Used	O O	Sept.	Par at the state of the state o
◆ Top Gear Fuel Used	575.9		
A Vehicle Overspeed 1 Fuel Used	2241.6	ED	
♦ Vehicle Overspeed 2 Fuel Used		gal	

Trip Information

Engine Serial Number:73396595 Customer Unit Number:x038BBBBBBB Work Order Name:NA 32044

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Service of the servic	ECM Value	Units	
Trip Since Last Reset - Drive (Vehicle			entencionale mai destribuent a comprese i citalorie de desempelaristationami equiparistation destribuidades entended ent
	communications represent the contract of the c	AGRADIANA (M. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	office of the second se
THE REPRESENTATION OF THE PROPERTY OF THE PROP	448.0	mi i	ATTACHER PROFESSION STATEMENT AND ADMINISTRATION OF THE PROFESSION
connections and production of the control of the co	6.6	min	Мендендения институция дентерывання общений настройный общений выполнений выс
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Commission of the Brake Distance	0.0	er saldens periodenheldent – der fran enerfebetri se des menchemenblikkelijkelijkelijk (ministerijkelijkelijke Til	анияныя посторующих посторующ
Commence of the control of the contr	11530.7		
(A) Gear Down Distance	3049.1	III.	COMPANY OF THE PROPERTY OF THE
A Loaded PTO Drive Distance	0,0	TITI	amendiret i i i i i i i i i i i i i i i i i i i
Maximum Accelerator Vehicle Speed			
Distance	27.9	Land of the second seco	ANNOCATE OF THE PROPERTY OF PROPERTY OF THE CONTROL
	0.0	TALL	The second secon
♦ Service Brake Distance	1331.0	III	The property of the Administration of the designature is the property of the Administration of the second of the property of the Administration of the second of the property of the Administration of the second of the Administration of the Adm
♦ Top Gear Distance	4717.6	William Control of the Control of th	rimmedianes suppressed in the experimental of the production of the contract of the contract of the state of the contract of t
Trip Drive Distance	11530.7	III	employment of the form of the company of the company of the second of th
♦ Vehicle Overspeed 1 Distance	11534.2	military and the second	e de l'addrinative (Baltistate). Les lais et les les les les les les des décès de la les des des les les les les les les les les les l
↑ Vehicle Overspeed 2 Distance	11534.2	reasoners in the service of the serv	tenden heter et det men mener en se dat de plante en en enterment promoter mer ver de strikt se devel et de se les este et se est les este en en en en en en en en en en en en en
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Coast Fuel Used	0.3	(SD)	estimpelmaninamunumettyksistäämigatoisentimettyksijätyiminamunumeteintyksiytyksimmunumeteintyksiytyiminamunumeteintyksiyty
© Cruise Control Fuel Used	0.6	resistance resistance can be be secured of the accordance of the first resistance by the secure of t	на в серения пределения в переводительного в переводительного пределения в переводительного пред
O Drive Average Fuel Economy	(7.1)	The section of the se	Instrumental first constituents that distributed (1960) (Analysis and instrumental (1960)) (Analysis and instrumental (19
Drive Fuel Used	7618,4	(applications in designate and in a proper and interest and in the property of	apincpiantinimmeromoodusjiklemalij
A Gear Down Fuel Used	264.3	lep	AMARIAN MARIAN M
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↑ Top Gear Fuel Used	341.0	gal	and immediate the companies and interestination of the control of
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Engine Serial Number :73392911 Customer Unit Number :x03BBBBBBB Work Order Name :NA

INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA Section 18 gal gal mpg 3 3 3 Ē Έ E E 百百百百百百百 gal gal 8 gal gai ECM Value 13069.3 13055.5 13055.5 13064.6 13064.6 4341.1 591,4 522.1 1658.1 3534.1 1799.8 1799.8 1732.8 330.9 283.9 99.2 0.0 11.4 0.0 0.0 o,55 52.1 75 0.0 0.0 Trip Since Last Reset - Drive (Vehicle Speed >0) Maximum Accelerator Vehicle Speed Maximum Accelerator Vehicle Speed ♦ PTO Drive Fuel Used
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INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

Engine Serial Number :73392974 Customer Unit Number :x03BBBBBBB Work Order Name :NA

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Gear Down Distance	5307.1		- Martin Printer bassissen bereiter bereiter bet de Delbek (MCDE) e sejese
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♦ Gear Down Fuel Used	463,1	The state of the s	Tracked a Particular selected and a Phabet Chapt of section by master than
, ♦ Loaded PTO Drive Fuel Used	0.0	ED	Personal property (Pricing Personal Per
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INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

Work Order Name : NA	war amen	レインナノ		
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INSITE 7.6.1.195 SP4
Company Name :Cummins
ECM Image Name :NA

Engine Serial Number :73392858 Gustomer Unit Number :x038BBBBBB Work Order Name :NA

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Cruise Control Fuel Used	55.9	EQD	н миницов ( сманевреванизациям мен не менерементельная переделення
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♦ Vehicle Overspeed 2 Fuel Used	1518.5	gal	- Address

INSITE 7.6.1.195 SP4
Company Name :Cummins
ECM Image Name :NA

Engine Serial Number :73392862 Customer Unit Number :x03BBBBBB Work Order Name :NA

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Engine Serial Number :73396609 Customer Unit Number :x03BBBBBBB Work Order Name :NA	32051	TITOTHACTON	INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA
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Gear Down Fuel Used	286,5	(a)	
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♠ Maximum Accelerator Vehicle Speed Fuel Used	2.6	TO SECOND PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY	
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INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

Engine Serial Number :73395966 Customer Unit Number :x03BBBBBBB Work Order Name :NA

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Gear Down Distance	4406.2	Mi	
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♠ Maximum Accelerator Vehicle Speed	142.6	Ē	
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Service Brake Distance	2048.7	mj	անդապատարը կ համած երկատատություն հայտարականում մի հայտարականին արկանացականից անտարարացին հայտարականի հայտարակա
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♦ Trip Drive Distance	16435.9	mi	the entropy of the control of the property of the control of the c
♦ Vehicle Overspeed 1 Distance	16446.9	i Wi	tion you gain to be superinged the tenderson that y sealer a market becomes constituted account that is a referred better fundamental and the field of the field
♦ Vehicle Overspeed 2 Distance	16446.9	I W I MAN STORE STORE OF THE STORE S	and designations of an individual substitution of the contract
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Cruise Control Fuel Used	45.3	ga;	антарандың арқызуындын жалынынын танының танын танын танын арқызуынын жалын танын т
♦ Drive Average Fuel Economy	(8.4	pd W	ausende bleicheid seider des des Wasten speiz einem einem einem besteht stock aus der die Klack in (Weste in die objestigen nammen num num men einem Gesteht werden werden werden met werden nicht werden werden der der der der der der der der der der
) & Drive Fuel Used	1957.3	ieg	
♦ Gear Down Fuel Used	354,9	isp in the second secon	аний онд обража до подражения в принципальной потовый потовый ображения ображения потовый от в п
↑ ♦ Loaded PTO Drive Fuel Used	0,0	and the second s	ақырылындағында қайында қайында бара қара қара қара қара қара қара қар
♠ Maximum Accelerator Vehicle Speed Fuel Used	15.9	gal	
PTO Drive Fuel Used	0.0	gal	AMERICAN CONTRACTOR CO
\$\triangle \triangle \tria	540.8	SD	angum bengan yan tanyangan bengan pangan sa ta banya man menghapam bengan tanya mangkan bengan bangan bangan d
♦ Vehicle Overspeed 1 Fuel Used	2010.7	ICD COMMISSION OF THE PERSON O	de before the months of the desire of the de
Vehicle Overspeed 2 Fuel Used	2010.7	gal	

Page 6 of 7

Trip Information

Engine Serial Number :73399813 Customer Unit Number :x03BBBBBB Work Order Name :NA

ork Order Name :NA	してついい		
Name	ECM Value	Unitsky States of States	
Trip Since Last Reset - Drive (Vehicle		с сало во А мен непопнетивненно питетиран салантнутелицирациях балука	THE ART OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE PRO
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Cruise Control Distance	1007.4	miles in the second of the sec	The software the property of the software of t
A ECM Distance	21430.1	AMPRIDANT OPENITATION AND AND AND AND AND AND AND AND AND AN	
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◆ Maximum Accelerator Vehicle Speed	791.5	gas y 1 1 (Caraman Cara) (cara cara a	THE PART OF A SECURE OF THE PROPERTY OF THE PARTY OF THE
A PTO Dive Distance	0.0	in the second section represents the analysis and the second seco	personance or distribute transformation of the contraction of the cont
Service Brake Distance	1991.9	This is the second seco	Transporter professional of the contract of th
t & Ton Gear Distance	10334.9	mile and the second a	The second secon
A Trip Drive Distance	21412.1	mi c'ellente cerementamentamentament es es es estenics	person of a time design the section of the section
♦ Vehicle Overspeed 1 Distance	21425.1	The state of the second control of the second secon	The Appear of Trade Policy Control of Control
Vehicle Overspeed 2 Distance	21425.1	initianisti on on the second in the second s	- And the second of the second
The second secon	·	AND ME ASSESSED MADE MATERIAL PROMISE	The state of the s
A Coast Fuel Used	6.9	(CD)	paradamp
Cruise Control Fuel Used	106.7	(ap)	entere de la company de la com
Drive Average Fuel Economy	7.6	M D D C Commission of the Comm	carried a physicarried particular particular physicarried
Delye Fuel Used	2802,6	TED	The section of the se
gear Down Fuel Used A Gear Down	430,2	ingo	1) (Sparster unique manue providégie) enclédée paracie encourabiles servinées (Sparster encourabiles) encourabiles servinées (Sparster encourabiles) encourabiles
i @ Loaded PTO Drive Fuel Used	0'0	CONTRACTOR CONTRACTOR	and the section of th
Maximum Accelerator Vehicle Speed	81.8	100	entamphily year ethin days for company influence of reported a secundary experience the nations has a training and the nation
more properties of the party p	0.0	ED	equise filling this mater as a comprehensive to the planners of the planners at the planners of the planners o
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♦ Vehicle Overspeed 1 Fuel Used	2894.7	TEST	And the second section of the second section of the second section is a second section of the section of the section of t
( A Vehicle Overspeed 2.Fuel Used	2894.7	gai	

Trip Information

Engine Serial Number :13399814 Customer Unit Number :x03BBBBBBB Work Order Name :NA

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"The Name of Street Str	ECM Value	Units	the second secon
Trip Since Last Reset - Drive (Vehicle		даржава, сап. Да за опитент мітай, II дарження часкей прітада I, че тека форму на комент редакт павал	шат дарын на алыны мен болбоорон салынынынындарынынынынынынынынынынынынынын салын карассы, касынынын каныманынынынын
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f & Engine Distance	12290,2	1	
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♦ PTO Drive Distance	0.0	And many the set of the property of the second states the second states and the second states of the second states	the second of th
♦ Service Brake Distance	1418.0	TILL	diese far to the two many developments and the farmer members of the farmer of the far
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♦ Trip Drive Distance	12290,2	The second management of the contract of the second of the	and and the control of the control o
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♦ Vehicle Overspeed 2 Distance	12296.2	THE STATE OF THE PROPERTY OF THE PROPERTY OF THE STATE OF	American company is a fine of the contract company of the contract of the cont
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Secretary of Coast Fuel Used	4,3	usp demonstration/demons specifically investigate and demonstration and demonstration and demonstration (and demonstration).	emperaturation of the contract
Cruise Control Fuel Used	42.4	gal	and in the state of the state o
Drive Average Fuel Economy	ter (included a long in the international state of the international state	THE PARTY OF THE CHARLES AND T	тайн тайууланын алынанын Майуулунан алынан айуулун алынан айуулун алынан айуулун ун айуулун айуулун айуулун айуулун айуулун айуулуулун айуулуулуулуулуулуулуулуулуулуулуулуулуул
♦ Drive Fuel Used	1592.3	Indiana militari araturan markatan a mara a araturan mara mara a araturan maraturan maraturan maraturan a la b	The state of the s
\$ & Gear Down Fuel Used	294,7	indianimaniminiminiminiminiminiminiminimini	underlin gereinen erfen der er eine der der der erfen der der der der der der der der der der
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Maximum Accelerator Vehicle Speed		90	
Fuel Used	Andreadin and an and a second a	TO THE PROPERTY OF THE PROPERT	では、「「「「「「」」」」というない。「「「「」」」というないが、「「」」」というないが、「「」」」というないでは、「「」」」というないでは、「「」」」というないでは、「「」」」というないでは、「「」 「」」というないでは、「「」」」というないでは、「「」」」というないでは、「「」」」というないでは、「「」」」というないでは、「「」」」というないでは、「「」」」というないできます。「「」」」」というないできます。「「」」」というないできます。「「」」」というないできます。「「」」」というないできます。「「」」」というないできます。「「」」」というないできます。「「」」」というないできます。「「」」」というないできます。「「」」」
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◆ Top Gear Fuel Used	363,3	na in Indian (1 ft ) , d an mineralised destrument one of an an and in the properties of insert or an and the Co	A management of the strain of
♦ Vehicle Overspeed 1 Fuel Used	1638.3	productive for the control of the second second second second second second second second second second second	Anderson and the second of the
♦ Vehicle Overspeed 2 Fuel Used	1638.3	gai	

INSITE 7.6.1.195 SP4 Company Name :Cummins ECM Image Name :NA

Engine Serial Number :73396629 Customer Unit Number :x03BBBBBBB Work Order Name :NA

?. 72	Williams Name (Sept. Carp. Car	ECM Value	Wints (Section 1)		_
	二四四 Trip Since Last Reset - Drive (Vehicle Speed >0)				
	ी.च्यी Distance	Apply and regarded to the feature of the second tenter of the second tenter of the second tenter of the second			
	} ◆ Coast Distance	757.1	lπ		
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	} ◆ ECM Distance	12556.1	[m]		
	♦ Engine Brake Distance	0.0	lmi		
	}	12541,4	imi		
	♦ Gear Down Distance	4318,5	mi		
	∫ ♦ Loaded PTO Drive Distance	0.0	imi j		
	Maximum Accelerator Vehicle Speed				
	Distance	49.1	market and the second s	ing Anderson distributed to the set set of the production of the set of the s	
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	↑ Top Gear Distance	2991.4	mi		
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	} ♦ Coast Fuel Used	0,8	jeg j	The second of th	
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	♦ Drive Fuel Used	1640.9	gal		
	♦ Gear Down Fuel Used	292,8	, leb		
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	A Maximum Accelerator Vehicle Speed				
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	LIO DIIVE L'UEI OSSU			المعاقبة المستقدين والمراقبة والمراقبة المراقبة	
	♦ Top Gear Fuel Used	189./	And the many is not between the control of the Art of the same and the	THE PROPERTY OF THE PROPERTY O	
	◆ Vehicle Overspeed 1 Fuel Used	1722.8	gal		
. ~	♦ Vehicle Overspeed 2 Fuel Used	1722.8	gai		

\*\*\*\*\* PLEASE PAY \*\*\*\*\*

\*\*\*\*\* FROM THIS \*\*\*\*\*

\*\*\*\*\* ORIGINAL \*\*\*\*\*

\*\*\*\*\* INVOICE \*\*\*\*\*

. INVOICE # 780616

SHIP TO:

MIAMI-DADE CO SCHOOL BOARD TRANSP DEPT, NEW SOUTH 660 SW 3RD AVE

• FLORIDA CITY, FL 33034-4826

REMIT TO:

MANSFIELD OIL COMPANY
P. O. BOX 934067
ATLANTA, GA 31193-4067

FEIN 58-1091383

ACCOUNT # 9883-49-780616 ORDER # 90001084505

BILL TO: MIAMI-DADE CO SCHOOL BOARD

ATTN: LORRAINE MIROWITZ 11601 SW 160TH STREET 780616 CONTROL # -----

MIAMI, FL 33157

TERMS: .	SHIP VIA:	TERMINAL:	REL #	DEL DATE	INV DATE
NET 30 DAYS	PIPELINE TRANS	PT EVERGLADE, FL	890-917	05/16/2013	05/17/2013

•	B/L NO	DESCRIPTION		GROSS	NET	PRICE	AMOUNT
	685582	ULSD CLEAR FED EXC LUST GOVT TA FL LOCAL OPTION TAX FL MTR FJEL TAX - D FL POLLUTION TAX FED ENV REC FEE	06:27	7499	7429	3.096000 .001000 .141000 .169000 .020714 .001901	23,000.18 7.43 1,047.49 1,255.50 153.88 14.12
• • [	OUE DATE	6/16/2013				= EUG TRUOMA	\$25,478.60

DELAY LOADING

FUEL SOLD AT A TAX-EXCLUDED PRICE. WE CERTIFY THAT THE DIESEL FUEL DOES NOT CONTAIN VISIBLE EVIDENCE OF DYE.

# DEPARTMENT OF TRANSPORTATION/VEHICLE MAINTENANCE FUEL INVENTORY

OPIS DATED 05/16/13 for 05/20/13 thru 05/24/13 New Bid/New Service Charges

### Klein, Jerry

From:

Brown, Regina M.

Sent:

Tuesday, May 21, 2013 3:30 PM

To: Cc: Klein, Jerry

Subject:

Alonso, Orlando L.; Hicks, James FW: question regarding tax credit rate

See below.

Regina M. Brown Coordinator II Transportation Wehicle Maintenance (305) 278-5150 phone (305) 278-5136 fax

From: Kim Truelove [mailto:truelovk@dor.state.fl.us]

Sent: Monday, April 15, 2013 10:55 AM

To: Brown, Regina M.

Subject: Re: question regarding tax credit rate

Hi Regina...I asked one of our experts in fuel tax and this is the answer to your question. I hope this helps. take care Please reference 206.41 (4)(d), Florida Statutes. It states in part, "a municipality or county, when licensed as a local government user, shall be entitled to take a credit on the monthly diesel fuel tax return not to exceed the tax imposed under paragraphs (1)(b) and (g) on those gallons which would otherwise be eligible for refund. 206.471 (4) (b) and (g), FS, read as follows.

- (b) An additional tax of 1 cent per net gallon, which is designated as the "county fuel tax" and which shall be used for the purposes described in s. 206.60.
- (g)1. An additional tax is imposed on each net gallon of motor fuel, which tax is on the privilege of selling motor fuel and which is designated the "fuel sales tax," at a rate determined pursuant to this paragraph.

The fuel sales tax = .129. The county fuel tax = .01.

Kim Truelove
Florida Department of Revenue
Refunds and Distribution
BLDG 1 3rd floor
Phone (850) 717-7438
Fax (850) 410-2526

CONFIDENTIAL AND PRIVILEGED: The information contained in this message is confidential and privileged information. It is intended only for the use of the person or entity named above. If you receive this message and you are not the intended recipient, you are hereby notified that any copy, dissemination or distribution of this information is prohibited. If you have received this message in error, please notify us immediately by telephone at (850) 717-7438\_ (Senders THANK YOU FOR YOUR CONSIDERATION.

>>> "Brown, Regina M." <<u>ReginaMBrown@dadeschools.net</u>> 4/15/2013 9:08 AM >>> Kim,

Good morning. I hope all is well. I was wondering if you could tell me what taxes the credit rate (.1390) is comprised of. My supervisor wants to know the name of the tax(es) being returned to us.

Thanks for your assistance.

Regina M. Brown Coordinator II Transportation|Vehicle Maintenance (305) 278-5150 phone (305) 278-5136 fax

NOTIFICATION TO RECIPIENTS: If you have received this e-mail in error, please notify us immediately by return e-mail. If you receive a Florida Department of Revenue communication that contains personal or confidential information, and you are not the intended recipient, you are prohibited from using the information in any way. All record of any such communication (electronic or otherwise) should be destroyed in its entirety.

Cautions on corresponding with Revenue by e-mail:

Under Florida law, e-mails received by a state agency are public records. Both the message and the e-mail address it was sent from (excepting any Information that is exempt from disclosure under state law) may be released in response to a public records request.

Internet e-mail is not secure and may be viewed by someone other than the person you send it to. Please do not include your social security number, federal employer identification number, or other sensitive information in an e-mail to us.

```
rown, Regina M.
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rom:

ubject:

opisadmin@opisnet.com

Thursday, May 09, 2013 5:29 PM

Brown, Regina M.

OPIS Wholesale Racks with OPIS Spot Mean

.ccount #146491

'o align the following data, change the font size to 9 in Courier New.

### OPIS NEWSLETTER PRICES - MIAMI, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
\*\*OPIS GROSS CLEAR PRICES\*\*
9.0 RVP

								Move	
	Terms	Unl	Move	Mid	Move	Pre	Move	Date	Time
iarathon	b 1-10					323.84	+ 1.52	05/08	18:00
ſarathon	u N-10					319.60	+ 1.50	05/08	18:00
<sup>†</sup> alero	b 1-10					323.95	+ 1.00	05/08	18:00
7alero	u N-10					320.20	+ 1.25	05/08	18:00
JOW RACK						319.60			
HIGH RACK						323.95			
RACK AVG						321.90			
)PIS GULF	COAST SPO	T MEAN	- 05/08						
FOB COLON		274.730				<u>-</u> -			
OPIS GULF		E DELIV	ERED SPO	T (SRI)					
FOB MIAMI						299.59			
5-DAY AVG	-					320.69			

### OPIS NEWSLETTER PRICES - MIAMI, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
\*\*OPIS GROSS CBOB ETHANOL(10%) PRICES\*\*
7.8 RVP

(			•					Move	
	Terms	Unl	Move	Mid	Move	Pre	Move	Date	Time
Shell	u N-10	278.95	+ 1.20	290.95	+ 1.20	317.95	+ 1.20	05/08	18:00
KOM	b 1-10	281.35	+ .90	293.65	+ .90	315.15	+ .90	05/08	19:00
Chevron	b 1t45c	281.50	+ 1.80	289.50	+ 1.80	316.20	+ 1.80		
ľexaco	b 1t45c	281.50	+ 1.80	289.50	+ 1.80	316.20	+ 1.80	05/08	18:00
Shell	b 1-10	281.55	+ 1.22	293.16	+ 1.21	318.41	+ 1.21	05/08	18:00
Hess	u 1-10	308.55	- 3.00	313.55	- 3.00	345.10	- 3.00	05/09	00:01
Global	u 1-10	315.67	78	328.12	18	351.24	+ .93	05/09	00:01
LOW RACK		278.95		289.50		315.15			
HIGH RACK		315.67		328.12		351.24			
RACK AVG		289.87		299.78		325.75			
OPIS GULF	WATERBOR	NE DELIV	ERED SP	OT (SRI)					
FOB MIAMI		286.97							
5-DAY AVG		289.64		300.15		326.17			

### OPIS NEWSLETTER PRICES - MIAMI, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
\*\*OPIS GROSS CBOB ETHANOL(10%) PRICES\*\*
9.0 RVP

								Move	
	Terms	Unl	Move	Mid	Move	Pre	Move	Date	Time
FlntHlsRs	u N-10	277.15	+ .75	291.15	+ .75	317.15	+ .75	05/08	18:00
Marathon	u N-10	277.45	+ 1.75	294.12	+ 1.75	327.45	+ 1.75		
Valero	u N-10	278.20	+ 1.25	306.20	+ 1.25	331,20	+ 1.25	05/08	18:00
Colonial	u N-10	279.70	+ .35			311.90		05/08	
Coastal	b 1-10	280.80	+ .78	292.80	+ .78	315.53	+ .78	05/09	00:01
Sunoco	b 1-10	280.80	+ .78	292.80	+ .78	315.53	+ .78	05/09	00:01
Citgo	b 1-10	281.00	+ .80	293,55	+ .80	315.25		05/08	
TransMont	u N-10	281.29	+ 2.02	297.95	+ 1.39	320.66	+ .21	05/08	18:00
Sh=mrock	b 1-10	281.30	+ 2.00	292.30	+ 2.00	314.30	+ 2.00		
O: W	b 1-10	281.30	+ 2.00	292.30	+ 2.00	314.30	+ 2.00		
XÒm	b 1-10	281.35	+ .90	293.65	+ .90	315.15	+ .90	05/08	19:00
Marathon	b 1-10	281.41	+ 1.36	292.76	+ 1.37	315.45	+ 1.36	05/08	18:00
MPC2	b 1-10	281.41	+ 1.36	293.08	+ 1.36	316.41	+ 1.36	05/08	18:00
Shell	b 1-10	281.55	+.1.22	293.16	+ 1.21	318.41	+ 1.21	05/08	18:00

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b 1-10 281.65 + 1.67 293.65 + 1.67 316.65 + 1.67 05/08 18:00
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                                         + .80 317.02
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          b 1t45c 282.00 + 1.90 294.50 + 1.90 318.50
                                                        + 1.90 05/08 18:00
hevron
                                        + 1.90 318.50
                                                        + 1.90 05/08 18:00
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ACK AVG
PIS GULF WATERBORNE DELIVERED SPOT (SRI)
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                  286.97
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FOB MIAMI ·
                                                 318.56
                                 294.13
-DAY AVG
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[IAMI, FL
                       336.50
OW RETAIL
                        351.02
VG RETAIL
                        281.71
OW RETAIL EX-TAX
                        296.24
VG RETAIL EX-TAX
                      OPIS NEWSLETTER PRICES - MIAMI, FL
   Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
                      **OPIS GROSS E-85 PRICES**
                                 Move
                           Move Date Time
             Terms
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          u N-10 284.71
fransMont
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LOW RACK
                   284.71
1IGH RACK
                   284.71
RACK AVG
                   279.75
5-DAY AVG
                      OPIS NEWSLETTER PRICES - MIAMI, FL
    Vol 33, No. 19 Issued 15-13-13 for Prices confirmed through 05-09-2013
           **OPIS GROSS ULTRA LOW SULFUR DISTILIATE PRICES**
                                                                Move
                                                          Move Date Time
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                    295.90
 FOB MIAMI
 5-DAY AVG
                    305,12
                       OPIS NEWSLETTER PRICES - MIAMI, FL
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\*\*OPIS GROSS ULTRA LOW SULFUR RED DYE DISTILLATE PRICES\*\*

Move

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    Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
                 **OPIS GROSS NO. 2 DISTILLATE PRICES**
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 FOR MIAMI
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5-DAY AVG
                       OPIS NEWSLETTER PRICES - Miami, FL
    Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013 **OPIS GROSS WHOLESALE B6 MULT BIODIESEL PRICES**
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     Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
           **OPIS GROSS WHOLESALE BIO MULT BIODIESEE PRICES **
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                        OPIS NEWSLETTER PRICES - Miami, FL
     Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013
            **OPIS GROSS WHOLESALE B15 MULT BIODIESED PRICES *
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                             Date Time
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OPIS NEWSLETTER PRICES - Miami, FL Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013

\*\*OPIS GROSS WHOLESALE B20 MULT BIODIESEL PRICES\*\*;
ULS Move

Terms No.2 Date Time

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LIGH RACK 303.31

ACK AVG: 303.31

5-DAY AVG 300.82

Copyright, Oil Price Information Service

Confressed Dutural Csas
Crane
Propone



	Fuel Type Name	Name	Address	Current price	More into	
					W. Carlotte and Ca	
					The state of the s	
	CNG	Wise Gas	Wise, Gas 650 NW 27th Ave 2.29 (5 per 9ge)	2.29 (\$ per gge)	(1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
				updated 2013-03-25		
See a list of	all public Con	noressed Na	See a list of all public Compressed Natural Gas (CNG) stations In Florida.	tions In Florida.	The contract of the contract o	
					に何時期のは自己を見る。「ある」「可能」は一定では、これで	

There are lots of public alternative fuel stations in the USA. We have links to a large map alternative fuel fill stations.

More info

CNG Prices.com shows only public stations throughout the USA, so if it is on the map, you can use itl

If you didn't find what you are looking for here, try typing your zip code in the search box on the left or go to the main page for a larger map.

About CNGPrices.com

CNGPrices.com was founded in 2007 to facilitate finding CNG stations and prices. We are a community of users dedicated to CNG. Pricing data is trip planner obtained from both station operators and station users. We hope you find this service useful, and that it makes your transition to CNG that much Add a station

 Sitemap
 Explore CNG

 Home
 Station map
 CNG Chat

 Trip planner
 CNG Conversion
 The Pickens Plan

 Add a station
 Update a price
 Station listing

 Report a problem
 For station owners
 Advertising

CNG Now

rollas súllosas -92.

### FUEL COST AS OF 5/14/2013

Fuel Type	OPIS Price 5/13/2013-5/17/2013
Ultra Low Sulfur #2	3.075600
B6 Mult Biodiesel	3.062100
B10 Mult Biodiesel	3.049500
B15 Mult Biodiesel	3.036400
B20 Mult Biodiesel	3.033100
Compressed Natural Gas (C&G)	2.290000
Propane	0.939375

### Propane Fuel Costs

Florida Bid – Liquefied Petroleum Gas (LPG) BPN's newsletter – Hattiesburg average (LPG) May 21, 2013 – 0.98629/Gallon.

Dade Rental Tank Unit Price - \$1.37 Suburban (Contractor)

Price Per Gallon \$0.98629

<u>\$0. 3890</u>

\$1.37529/gallon

### Report/Purchase Date:

### State Purchasing

Tuesday, May 21, 2013

Florida Department of Management Services

BPN's Newsletter - Hattlesburg Average - Liquefied Petroleum Gas (LP Gas)

0.98629

Wall Street Journal - Average Price for 100% Soybean Oil for Bio Diesel Purchases

3.63458

### DTN FastRacks Average Prices

### 9.0 RVP

Terminal	#	Ultra Low Sulfur No. 2	Ultra Low Sulfur Red No.2	Gasoline E-10 Unleaded 87 Octane 10% Ethanol
Pensacola	1	2.9938	2,9986	2.8066
Panama City	2	3.0090	3.0036	2.8493
Jacksonville	3	3.0567	3.0609	2.8396
Orlando	4	3.1110	3.1143	2.8506
Tampa	5	3.0926	3.1000	2.8190
Miami	6	3.0600	3.0561	2.8110
Bainbridge, GA	7	3.0164	3.0108	2.7909

### 7.8 RVP

### Prices are for deliveries to the following Counties.

Terminal	#	E-10 Unleaded	
Jacksonville	3	2.8646	Duval
Tampa	5 .	2.8383	Pinellas and Hillsborough
Miami	6	2.8487	Palm Beach, Broward and Dade

• .								
		Commodity Codes						1000年
-District	County	405-200-440-1000 Bobtail Delivery			740 Tra	5-440- 1100 Insport Elivery	Contract	
		Ta	acility Dwned nk, Unit rice per Gallon	Un	ental Fank, it Price per iallon		it Price per Vallon	
	Broward	\$	0.3590	\$	0.3890	\$	0.2390	Suburbar
Southern	Collier	\$	0.3590	\$	0.3890	\$	0.2390	Suburbai
	Dade	\$	0.3590	\$	0.3890	\$	0.2390	Suburbai
	Glades	\$	0.3590	\$	0.3890	\$	0.2390	Suburba
	Hendry	\$	0.3590	\$	0.3890	\$	0.2390	Suburba
	Martin	\$	0.3590	\$	0.3890	\$	0.2390	Suburba
	Monroe	\$	0.5090 0.52	\$ \$	0.5390 0.55	\$	0.3890	Suburba Ferreliga
		, A	0.2500	۲.	0.3000	٠.	0.2390	Suburba
	Palm Beach	\$	0.3590	\ 	0.3890	<u>ې</u>	0.2390	Janurua

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### **CNG Savings**

1) Fuel saving \$81,200.00 per year in CNG Fuel for 14 CNG school bus Fleet

Bus Number	Mileage Trip Total	Total Gallons	diesel equivalency	Estimate MPG
3045	206	44.44	37.77	5.45
3050	175	35.29	31.4	5.57
3051	155	36.15	32.17	4.81

Fuel Tanks are 65.7 equivalency

Alonso, Orlando L

To: M Hicks, James Sent Items Thursday, May 16, 2013 10:20 AM

Millar, George [George.Millar@indianriverschools.org]

Actions

To:

M

Alonso, Orlando L.

Wednesday, May 15, 2013 4:07 PM

You forwarded this message on 5/16/2013 10:20 AM.

I spoke with Alex yesterday and sent him some cost figures and a power point I did last year. We currently have 14 LP fueled buses. 3 with an 8.1 Ltr GM engine by clean Fuels USA with an Allison Transmission and 11 with a 6.7 ltr Ford Engine by ROUSH Clean Tech with a Ford Transmission. Our average MPG is 3.66. We are working closely with Blue Bird and Roush on trying to determine why the mileage is lower than some of the buses in other states. We are currently running monitors of 2 of our buses to investigate some issues. We also changed the rear end to try and adjust some shift points in the transmission. Results from those experiments have not been determined. Additionally BB is increasing the size of the fuel tanks this summer to have approximately 95 usable gallons of fuel instead of the smaller 67 gallon tank. Tanks can only be filled to 80% capacity due to the over fill protection valve. This should extend the range of the buses.

Cost of infrastructure is minimal. We did not have to modify anything in our shop for the LP buses. There are significant modification if we went with CNG. Our current dispenser looks like a slim gas pump and a similar nozzle. We worked a deal with Ferrell Gas where they supplied the tanks and dispenser for free provided we would by fuel from them for three years off the state bid. We had to supply electric to the dispenser. Additionally, we are implementing the collar and fuel master to monitor the fuel being dispensed. We are hoping to achieve better record keeping with the new system and possibly increase mpg with more accurate records. CNG fuel stations are significantly more expensive and then you have to determine if you are going slow fill (8hrs) or rapid fill which is more expensive.

Additionally, over 40% of our roads are still dirt. CNG is only currently in rear engine buses. We only use conventional style buses due to how often filters would need changing on the transit style buses. I still believe that LP is more cost effective in the short and long run.

If you would like to see the new Roush bus, just give me a call for a visit.

Please contact me if additional information is needed. George

### **Cummins Westport Announces New Mid-Range ISB Natural Gas Engine for School Buses**

WRITTEN BY RYAN GRAY

THURSDAY, 04 OCTOBER 2012 07:56

Cummins Westport Inc. has begun development on the ISB6.7 G natural gas engine that the company said is designed to meet the increasing demand for on-highway vehicles powered by lower cost, cleaner alternative fuels. It is expected to be in production by 2015.



The new CNG engine has a similar size as the Cummins ISB6.7L diesel engine, shown here.

The 6.7L G engine is based on the Cummins ISB6.7 diesel engine for school buses and other medium-duty vocational vehicles. It will use Cummins Westport's spark-ignited, stoichiometric cooled exhaust gas recirculation (SEGR) technology.

The company added that exhaust after treatment to meet EPA and California Air Resources Board regulations will be provided by a simple, maintenance-free, three-way catalyst.

While the ISB6.7 G will run on CNG, Cummins Westport said natural gas may also be stored on the vehicle in an LNG state.

"The addition of the ISB6.7 G will round out our family of high performance natural gas engines," said Jim Arthurs, president of Cummins Westport. "It joins the 8.9-liter ISL G, with over 16,000 engines in service, and the 11.9-litre ISX12 G, which will start production in 2013, to give our customers a broad range of natural gas engines for on-highway applications."

Cummins introduced its ISB6.7L diesel in 2007. It replaced the 5.9 liter engine to meet stricter emissions requirements.