

**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**

**THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA**

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# Table of Contents

	Page #
Executive Summary .....	1
Overview of District Fleet and Fueling Operations .....	2
Department of Transportation Fleet Summary .....	3
Fueling Costs .....	5
CNG Infrastructure Costs .....	6
Emissions/Environmental Impacts .....	7
Revenue-Generating Opportunities for CNG Operations .....	8
Retrofitting M-DCPS Diesel School Buses to CNG .....	9
Total Annual School Bus Cost by Type of Fuel .....	11
Fuel Cost per Equivalent Gallon by Type .....	12
Miles per Equivalent Gallon by Fuel Type .....	13
Analysis and Recommendations .....	14
Attachments:	
1. Facts About Selective Catalytic Reduction (SCR)	
2. Request for Information No. 42 - CNG Infrastructure Solutions	
3. Cost of Buses – Pricing and Ordering Guide	
4. M-DCPS Unit Fuel Utilization Summary Report	
5. M-DCPS 2012 Bluebird School Buses with Electronic Control	
6a. Fuel Invoice for Diesel	
6b. Actual Price of CNG in South Florida	
6c. Florida State Bid Price for Propane Gas	
7. Leon County Public Schools – CNG Bus Fleet	
8. Indian River School District – Propane Bus Fleet	
9. Cummins Westport Announces New Mid-Range ISB Natural Gas Engine for School Buses	

# **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	Type	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
<b>TOTALS</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>51</b>	<b>92</b>	<b>34</b>	<b>656</b>	<b>255</b>

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

YEAR	TYPE	CAP	ENG. MANUFACTURER & SIZE	ACTIVE
2006	A	29/LIFT/AC	FORD MOTOR 6.0L	34
2007	C	71/CONV/AC	CATERPILLAR C7	432
2007	C	71/LIFT/AC	CATERPILLARC7	157
2013	C	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**

<b>1251</b>
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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 Quality Link, Florida School District Transportation Profiles, 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) 0.01 g/bhp-hr.
- NOx 0.20 g/bhp-hr.
- NM HC 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 [Caterpillar](#) 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 ten-year-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>	<u>CNG without Incremental Costs</u>	<u>CNG</u>	<u>Propane</u>
<b>Bus Cost</b>	\$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
<b>Fuel Cost</b>	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
<b>Total Cost Per Year</b>	<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

<b><u>Diesel</u></b>	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.
<b><u>CNG</u></b>	The actual price of CNG in Leon County, Florida is \$2.55 per gallon, as listed on Attachment #6b.
<b><u>Propane</u></b>	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

<b><u>Diesel</u></b>	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.
<b><u>CNG</u></b>	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.
<b><u>Propane</u></b>	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.

## FactsAboutSCR.com

**SCR, 1. Selective Catalytic Reduction:** one of the most cost-effective and fuel-efficient vehicle emissions control technologies capable of reducing emissions to near-zero levels.

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- [Performance](#)
- [Environment](#)
- [Public Health Impact](#)
- [Diesel Exhaust Fluid](#)

[Home](#) > [Environmental](#) > Meeting EPA 2010

## Meeting EPA 2010

Key:

*g/bhp-hr* – Grams per Brake

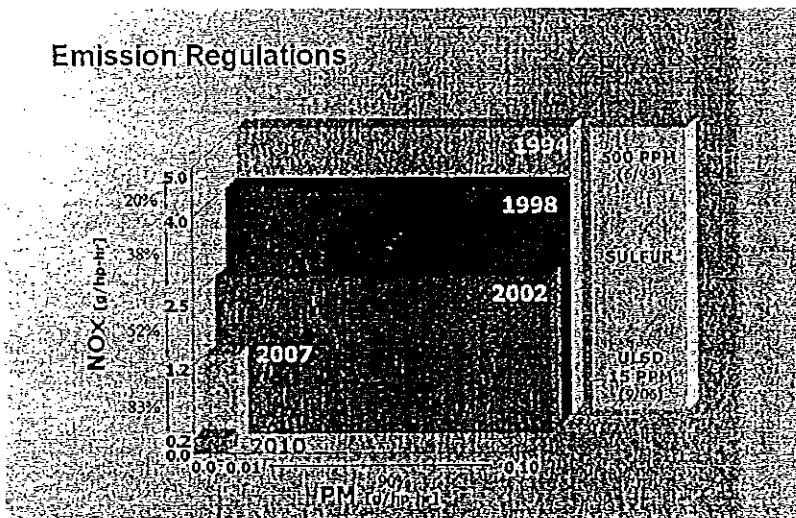
*Horsepower-Hour*

*PM* – Particulate Matter

*NOx* – Nitrogen Oxide

*NMHC* – Non-Methane Hydro Carbon

### Emission Regulations



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](#)
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**COMPARISON OF CLEAN DIESEL BUSES TO CNG BUSES**

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## Comparison of Clean Diesel Buses to CNG Buses

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/mi for both technologies on the CBD cycle and 0.05 – 0.07 gm/mile on the NYB cycle.

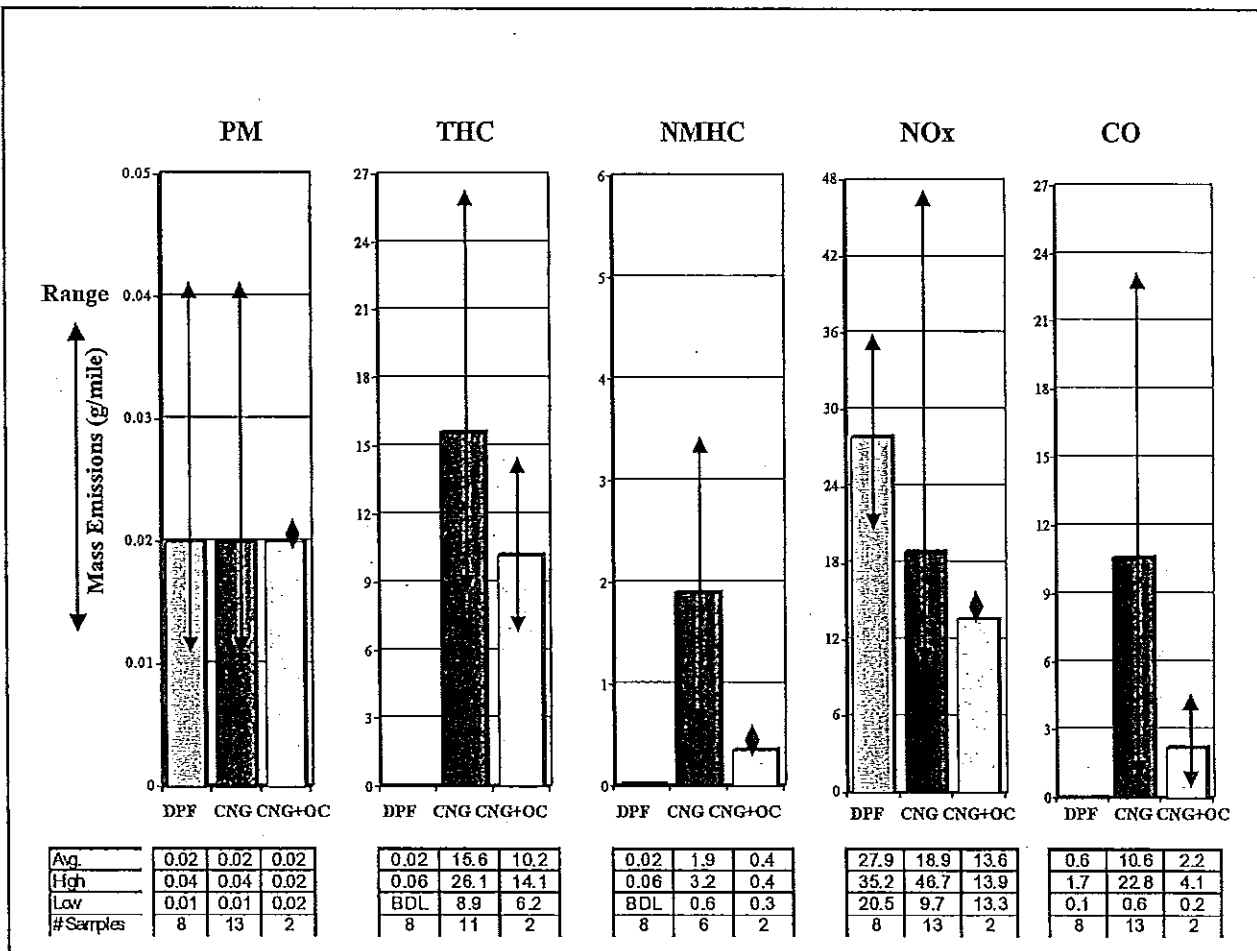


Figure 6 Comparison of Emissions: DPF-equipped Diesel, CNG, and CNG with Oxidation Catalyst Buses, CBD Cycle

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

## Comparison of Clean Diesel Buses to CNG Buses

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.

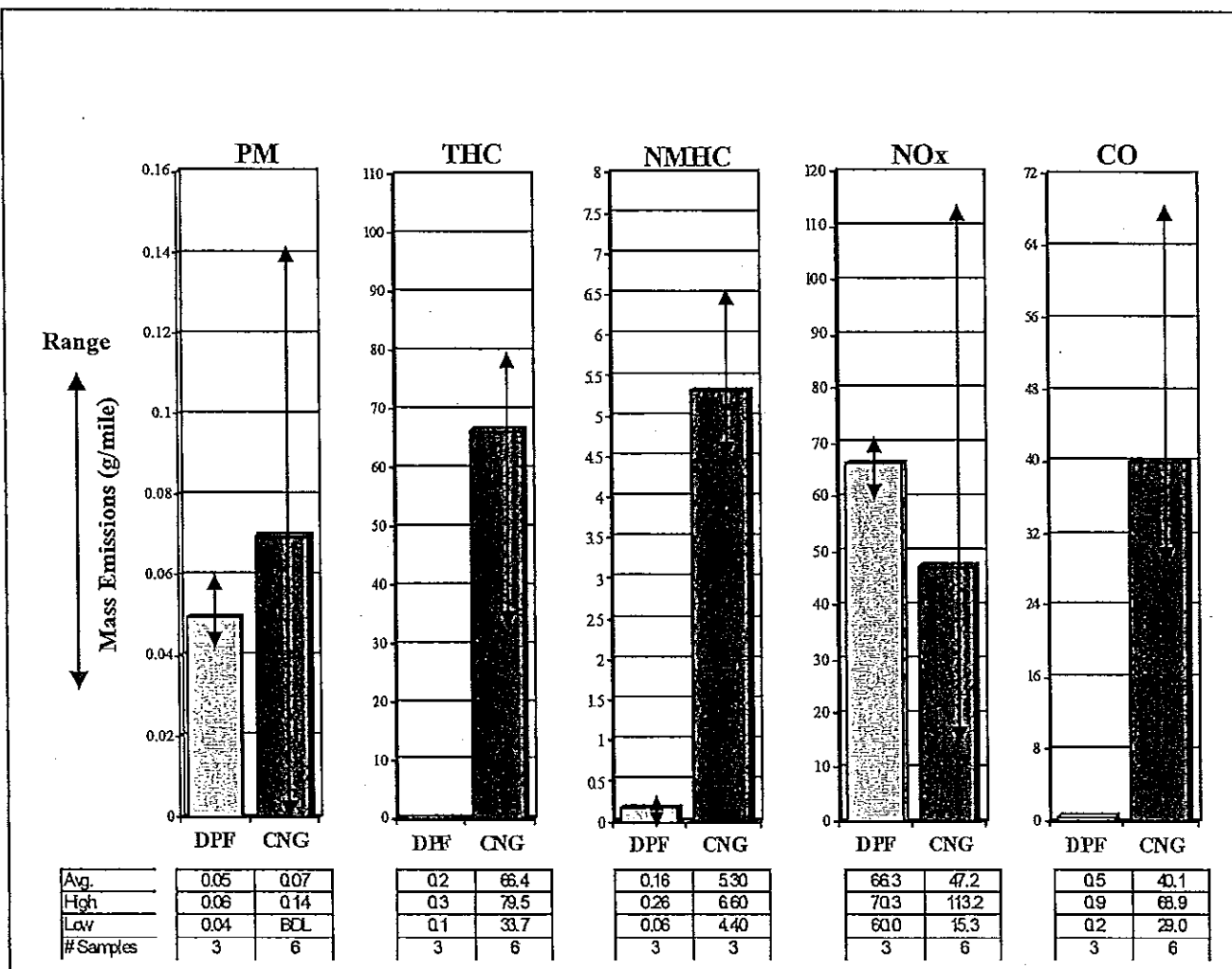


Figure 7 Comparison of Emissions: DPF-equipped Diesel and CNG Buses, NYB Cycle

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: [jl@miamidade.gov](mailto:jl@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 Fueling Lanes	Stage Time per Bus (1)	Maximum Fill Time per Bus (2)	Total Stage and Fuel Time per Bus (3) 1 + 2 = 3	DGE per Bus - empty tank
<b>Central O &amp; I Facility</b> 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
<b>Coral Way Facility</b> 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
<b>Northeast Facility</b> 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

\*Number of buses will vary

\*\*Allotted time to fuel and service each bus based on 284 buses

\*\*\*The number of lanes available for refueling is not anticipated to change.



- (1) Total time for bus hostlers to pull bus from 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	
Small 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				
Crane		10	9			6				
Roll-Off Truck	6			6	6	6	6	6		6
Vactor Truck	3	1	2				1			
Flat Bed Truck	2			4						
Dump Truck			4	5						
Knuckle Boom Truck		4								
Truck Tractor	10	16	12	10	10	10	10		10	20

TOTAL TRUCKS PER YEAR	64	79	87	72	47	69	54	46	43	64
AVERAGE TRUCKS PER YEAR	63									
TOTAL TRUCKS IN PLAN	625									

\* 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		Auto Side 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	Knuckle Boom Truck	Tractor	Site Totals	
<b>Waste Disposal &amp; Transfer Sites</b>																
1.	Central Transfer Station - 1150 NW 20 ST					1									19	20
2.	Northeast Transfer Station - 18701 NE 6 AVE					1									22	23
3.	West Transfer Station - 2900 SW 72 AVE					1									22	23
4.	Resources Recovery - 6990 NW 97 AVE <sup>1</sup>														30	30
5.	South Dade Landfill - 23700 SW 97 AVE <sup>2</sup>	14			5	3	1	4	6						27	60
<b>Waste Collection Sites</b>																
6.	3A - 18701 NE 6 AVE - ISD/FM facility on-site	50	3	2	12										13	80
7.	3B - 7900 SW 107 AVE ISD/FM facility on-site	46	1	2	12	29	9	10	31							140
8.	58ST - 8801 NW 58 ST - ISD/FM facility on-site	76	4	2	15	24	8	12	26							167
<b>Public Works Site</b>																
9.	Road and Bridge - 9301 NW 58 ST					32		7		14		34	3	7		97
															<b>Total</b>	<b>640</b>
<sup>1</sup>	CNG pipeline on-site															
<sup>2</sup>	CNG pipeline on adjacent WASD site															
<sup>3</sup>	6 are hydraulic hybrid															
<sup>4</sup>	For Public Works Trash Truck category includes: 12 flatbeds, 10 trash trucks, 7 patch trucks & 3 water trucks															
Note: ISD/FM operates a heavy fleet shop at 10800 SW 211 Street that serves vehicles 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

1. 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

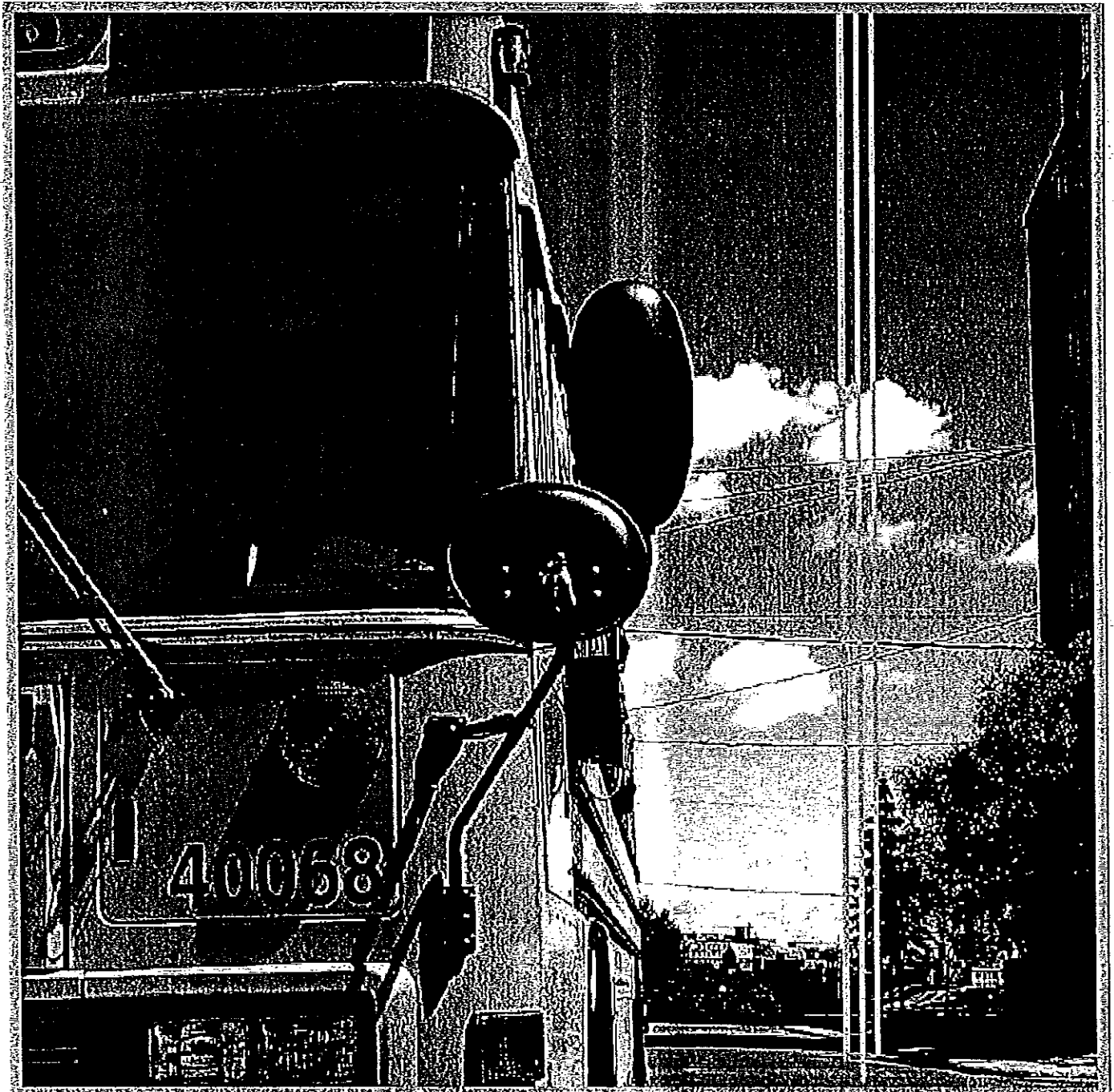
An Industry Day meeting with members of the CNG Planning Committee will take place on September 12, 2012, at 9:00 am at the address below.

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>DIESEL</u>	<u>CNG without Incremental Costs</u>	<u>CNG</u>	<u>PROPANE</u>
	"C" 77 w/AC	"D" 84 w/AC	"D" 84 w/AC	"C" 77 w/AC
Bus Manufacturer	BB	BB	BB	BB
Base Price	\$ 85,871.00	\$ 108,933.00	\$ 108,933.00	\$ 85,871.00
<b>Optional Equipment</b>				
[B4] 77" High Headroom	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)	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	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)	N/A	N/A	\$ 24,968.00	\$ 4,034.00
<b>Total Cost Per Bus</b>	<b>\$ 99,251.00</b>	<b>\$ 123,106.00</b>	<b>\$ 149,735.00</b>	<b>\$ 103,196.00</b>



# Pricing and Ordering Guide for School Buses 2013-2014



**77 Capacity Type C Conventional Bus WITHOUT Lift (Continued on next page)**

	<u>Blue Bird</u>	<u>IC</u>
<b>Base Bus Bidder:</b>	Florida Transportation Systems, Inc. (1)	LBS South (2)
<b>Dates Available for Ordering:</b>	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
<b>Body Make and Model:</b>	Blue Bird BBCV 3507S	IC CE
<b>Chassis Make and Model:</b>	Blue Bird BBCV	IC CE
<b>Standard Transmission:</b>	Allison PTS 2500	Allison PTS 2500
<b>Standard Engine, HP/LB-FT:</b>	Cummins ISB13 250/660	International Maxx Force-DT 215/560
<b>Wet Sleeve or Parent Bore Engine:</b>	Parent Bore	Wet Sleeve
<b>Standard Lift Model:</b>	N/A	N/A
<b>Base Bus Price:</b>	<b>\$85,871</b>	<b>\$89,151</b>

(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.

(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 airborne emissions using credits.

**Optional Equipment Prices**

[C1A] Front Tow Hooks	\$31	\$67
[C1B] Rear Tow Hooks	\$47	\$51
[C2] Spare Disc Wheel	\$112	\$149
[C3] Auto Trans Warranty (5 yr unlimited)	STD	Std
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$497
[C5] Low-Profile Radial Tires	N/C (Goodyear 255/70R22.5H, G661 HSA)	\$ -114 (Continental 255/C8-22.5H)
[C6] 270 Amp LN 4864 Alternator	\$687 (240 AMP LN STD)	\$458
[C8] Adjustable Pedals	N/A	N/A
[C9] 2500-PTS Transmission	STD	STD
[C10] Air Ride Rear Suspension	\$1,380	\$523
[C11] Silicone Only Heater and Engine Coolant Hoses	\$163	N/A
[C12] Straight Floor	N/A	N/A
[C13] Auto Headlamp System	N/A	N/A
[B1] Pro Lo Hatch	\$118	\$150
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	N/A	\$273
[B5B] PA with Radio	\$588 (AM/FM/COMP)	\$228
[B5C] Stereo Radio (no PA)	N/A	N/A
[B6] Locking Door at Fuel Tank	\$2	\$46
[B7A] CE White Integrated Child Restraint Seat	\$336 (See bidders' notes, Appendix J)	\$775
[B7B] IMMI Child Safety Seat	N/A	N/A
[B7C] Syntech (M2K) Integrated Child Restraint Seat	N/A	N/A
[B8] Exterior Body Light Monitor	\$166	\$128
[B11] Lap/Shoulder Belts	\$652 (CE White Quasi-Static-Price per seat)	\$580 (BTI Seat System-price per seat)
[B12] Full Perf Ceiling Panel	\$585	STD
[B13] Bus Lockup System	\$243	\$346
[B14] Wire Pupil Crossing Arm	N/A	N/A
[B15] Stainless Steel Mirror System (Brackets and Fasteners)	\$34	STD
[B16] Battery Disconnect Switch Label	\$10	\$33
[B17] Red Light Emergency Door	\$14	\$17
[B18] Underseat Rear Heater	\$473 (80K BTU)	\$515
[B19] Tallpipe through Bumper	N/C	STD
[B20] Powder-Coated Windows	N/A	\$359
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$263
[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	N/A	N/A
[B25] Track Seating	N/A	N/A
[B26] Standard Track Seating Seat	N/A	N/A

**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:	<b>\$89,075</b>	<b>\$90,722</b>

(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	STD	STD
[C1B] Rear Tow Hooks	\$87	\$87
[C2] Spare Disc Wheel	\$154	\$154
[C3] 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)
[C6] 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 Heater and Engine Coolant Hoses	N/A	N/A
[C12] Straight Floor	\$484	\$484
[C13] Auto Headlamp System	N/C	N/C
[B1] Pro Lo Hatch	STD	STD
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	\$508	\$508
[B5B] PA with Radio	\$597	\$597
[B5C] 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	N/A
[B8] Exterior Body Light Monitor	N/A	N/A
[B11] Lap/Shoulder Belts	\$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	N/A	N/A
[B15] Stainless Steel Mirror System (Brackets and Fasteners)	\$127	\$127
[B16] Battery Disconnect Switch Label	\$12	\$12
[B17] 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	N/A
[B23] Delete Seat - Add W/C	N/A	N/A
[B24] Wheelchair Securement Area Lighting	N/A	N/A
[B25] Track Sealing	N/A	N/A
[B26] Standard Track Seating Seat	N/A	N/A



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

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

(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.

(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 airborne emissions using credits.

**Optional Equipment Prices**

[C1A] Front Tow Hooks	\$31	\$87
[C1B] Rear Tow Hooks	\$47	\$61
[C2] Spare Disc Wheel	\$112	\$149
[C3] Auto Trans Warranty (5 yr unlimited)	STD	Std
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$497
[C5] Low-Profile Radial Tires	N/C (Goodyear 255/70R22.5R, G661 HSA)	\$ -114 (Continental 255/C8-22.5R)
[C6] 270 Amp L/N 4864 Alternator	\$687 (240 AMP L/N STD)	\$458
[C8] Adjustable Pedals	N/A	N/A
[C9] 2500-PTS Transmission	STD	STD
[C10] Air Ride Rear Suspension	\$1,380	\$523
[C11] Silicone Only Heater and Engine Coolant Hoses	\$153	N/A
[C12] Straight Floor	\$853 (See bidders' notes, Appendix J)	\$542
[C13] Auto Headlamp System	N/A	N/A
[B1] Pro Lo Hatch	\$118	\$150
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	N/A	\$273
[B5B] PA with Radio	\$566 (AM/FM/CD/PA)	\$228
[B5C] Stereo Radio (no PA)	N/A	N/A
[B6] Locking Door at Fuel Tank	\$2	\$46
[B7A] CE White Integrated Child Restraint Seat	\$336 (See bidders' notes, Appendix J)	\$775
[B7B] JMMI Child Safety Seat	N/A	N/A
[B7C] Syntech (M2K) Integrated Child Restraint Seat	N/A	N/A
[B8] Exterior Body Light Monitor	\$166	\$128
[B11] Lap/Shoulder Belts	\$652 (CE White Quasi-Static-Price per seat)	\$580 (BTI Seat System-price per seat)
[B12] Full Perf Ceiling Panel	\$565	STD
[B13] Bus Lockup System	\$243	\$346
[B14] Wire Pupil Crossing Arm	N/A	N/A
[B15] Stainless Steel Mirror System (Brackets and Fasteners)	\$34	STD
[B16] Battery Disconnect Switch Label	\$10	\$33
[B17] Red Light Emergency Door	\$14	\$17
[B18] Underseat Rear Heater	\$473 (60K BTU)	\$669 (Rear wall mount)
[B19] Tailpipe through Bumper	N/C	STD
[B20] Powder-Coated Windows	N/A	\$359
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$263
[B22] Delete W/C - Add Seat	-\$511	-\$549
[B23] Delete Seat - Add W/C	\$511	\$550
[B24] Wheelchair Securement Area Lighting	\$125 (Per wheelchair 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:	<b>\$93,403</b>	<b>\$93,214</b>

(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	STD	STD
[C1B] Rear Tow Hooks	\$87	\$87
[C2] Spare Disc Wheel	\$154	\$154
[C3] Auto Trans Warranty (5 yr unlimited)	STD	STD
[C4] 75-100 Gallon Fuel Tank	\$260 (See bidders' notes, Appendix J)	\$260 (See bidders' notes, Appendix J)
[C5] Low-Profile Radial Tires	\$74 (GDY IG661 HAS 255/70R22.5 16PR)	\$74 (GDY IG661 HAS 255/70R22.5 16PR)
[C6] 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 Heater and Engine Coolant Hoses	N/A	N/A
[C12] Straight Floor	\$484	\$484
[C13] Auto Headlamp System	N/C	N/C
[B1] Pro Lo Hatch	STD	STD
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	\$508	\$508
[B5B] PA with Radio	\$597	\$597
[B5C] 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	N/A
[B8] Exterior Body Light Monitor	N/A	N/A
[B11] Lap/Shoulder Belts	\$6,137 (Price per bus)	\$6,137 (Price per bus)
[B12] Full Perf Ceiling Panel	\$460	\$460
[B13] Bus Lockup System	\$173	\$173
[B14] Wire Pupil Crossing Arm	N/A	N/A
[B15] Stainless Steel Mirror System (Brackets and Fasteners)	\$127	\$127
[B16] Battery Disconnect Switch Label	\$12	\$12
[B17] Red Light Emergency Door	\$10	\$10
[B18] Underseat Rear Heater	\$420 (See bidders' notes, Appendix J)	\$420 (See bidders' notes, Appendix J)
[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	-\$509	-\$509
[B23] Delete Seat - Add W/C	\$509	\$509
[B24] Wheelchair Securement Area Lighting	\$430	\$430
[B25] Track Seating	\$5,990	\$5,990
[B26] Standard Track Seating Seat	\$373	\$373

**77 Capacity Type D Front Engine Bus WITHOUT Lift**

	<u>Blue Bird</u>	<u>Thomas</u>
<b>Base Bus Bidder:</b>	Florida Transportation Systems, Inc. (1)	Matthews Buses, Inc. (1)
<b>Dates Available for Ordering:</b>	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
<b>Body Make and Model:</b>	Blue Bird T3FE 3800	Thomas 1318S
<b>Chassis Make and Model:</b>	Blue Bird T3FE	Thomas CHSY1318S
<b>Standard Transmission:</b>	Allison PTS 3000	Allison PTS 3000
<b>Wet Sleeve or Parent Bore Engine:</b>	Parent Bore	Parent Bore
<b>Standard Engine, HP/LB-FT:</b>	Cummins ISB13 250/660	Cummins ISB13 250/660
<b>Standard Lift Model:</b>	N/A	N/A
<b>Base Bus Price:</b>	<b>\$94,952</b>	<b>\$102,538</b>

(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
[C1B] Rear Tow Hooks	\$47	\$150
[C2] Spare Disc Wheel	\$112	\$154
[C3] Auto Trans Warranty (5 yr unlimited)	STD	STD
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$360
[C5] Low-Profile Radial Tires	N/C (Goodyear 255/70R22.5H, G661 HSA)	\$74 (GOY IG661 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 Pedals	N/A	N/A
[C10] Air Ride Rear Suspension	\$1,380	\$1,981
[C11] Silicone Only Heater and Engine Coolant Hoses	\$306	N/A
[C12] Straight Floor	N/A	N/A
[C13] Auto Headlamp System	N/A	N/A
[B1] Pro Lo Hatch	\$118	STD
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	N/A	\$508
[B5B] PA with Radio	\$569 (AM/FM/CD/PA)	\$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 bidders' notes, Appendix J)	N/A
[B7B] IMMI Child Safety 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 White Quasi-Static-Price per seat)	\$9,386 (Price per bus)
[B12] Full Perf Ceiling Panel	\$565	\$460
[B13] Bus Lockup System	\$239	\$173
[B14] Wire Pupil Crossing Arm	N/A	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 (60K BTU)	\$420
[B19] Tailpipe through Bumper	N/C	N/A
[B20] Powder-Coated Windows	N/A	STD
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$353
[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	N/A	N/A
[B25] Track Sealing	N/A	N/A
[B26] Standard Track Seating Seat	N/A	N/A

**77 Capacity Type D Front Engine Bus WITH Lift**

	<u>Blue Bird</u>	<u>Thomas</u>
<b>Base Bus Bidder:</b>	Florida Transportation Systems, Inc. (1)	Mathews Buses, Inc. (1)
<b>Dates Available for Ordering:</b>	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
<b>Body Make and Model:</b>	Blue Bird T3FE 3800	Thomas 1318S
<b>Chassis Make and Model:</b>	Blue Bird T3FE	Thomas CHSY1318S
<b>Standard Transmission:</b>	Allison PTS 3000	Allison PTS 3000
<b>Wet Sleeve or Parent Bore Engine:</b>	Parent Bore	Parent Bore
<b>Standard Engine, HP/LB-FT:</b>	Cummins ISB13 250/660	Cummins ISB 250/660
<b>Standard Lift Model:</b>	Ricon S5510F-ADA/403	Braun NL9191B
<b>Base Bus Price:</b>	<b>\$100,944</b>	<b>\$106,233</b>

(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
[C1B] Rear Tow Hooks	\$47	\$150
[C2] Spare Disc Wheel	\$112	\$154
[C3] Auto Trans Warranty (5 yr unlimited)	STD	STD
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$360
[C5] Low-Profile Radial Tires	N/C (Goodyear 255/70R22.5H, G681 HSA)	\$74 (GOY V6661 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 Pedals	N/A	N/A
[C10] Air Ride Rear Suspension	\$1,380	\$1,981
[C11] Silicone Only Heater and Engine Coolant Hoses	\$306	N/A
[C12] Straight Floor	N/A	\$484
[C13] Auto Headlamp System	N/A	N/A
[B1] Pro Lo Hatch	\$118	STD
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	N/A	\$508
[B5B] PA with Radio	\$569 (AM/FM/CD/PA)	\$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 bidders' notes, Appendix J)	N/A
[B7B] IMMI Child Safety 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 White Quasi-Static-Price per seat)	\$4,332 (Price per bus)
[B12] Full Perf Ceiling Panel	\$565	\$460
[B13] Bus Lockup System	\$239	\$173
[B14] Wire Pupil Crossing Arm	N/A	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] Undersat Rear Heater	\$473 (60K BTU)	\$420 (See bidders' notes, Appendix J)
[B19] Tailpipe through Bumper	N/C	N/A
[B20] Powder-Coated Windows	N/A	STD
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$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 Seating	\$4,673	\$5,700
[B26] Standard Track Seating Seat	\$286	\$373

**83 Capacity Type D Front Engine Bus WITHOUT Lift**

	<u>Blue Bird</u>	<u>Thomas</u>
Base Bus Bidder:	Florida Transportation Systems, Inc. (1)	Mathews 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 4004	Thomas 1408S
Chassis Make and Model:	Blue Bird T3FE	Thomas CHSY 1408S
Standard Transmission:	Allison PTS 3000	Allison PTS 3000
Wet Sleeve or Parent Bore Engine:	Parent Bore	Parent Bore
Standard Engine, HP/LB-FT:	Cummins ISB13 250/660	Cummins ISB 250/660
Standard Lift Model:	N/A	N/A
Base Bus Price:	<b>\$96,015</b>	<b>\$103,367</b>

(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
[C1B] Rear Tow Hooks	\$47	\$150
[C2] Spare Disc Wheel	\$112	\$154
[C3] Auto Trans Warranty (5 yr unlimited)	STD	STD
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$360
[C5] Low-Profile Radial Tires	N/C (Goodyear 255/70R22.5H, G6611 HSA)	\$74 (GOY 1G661 HAS 255/70R22.5 18PR)
[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 Pedals	N/A	N/A
[C10] Air Ride Rear Suspension	\$1,380	\$1,981
[C11] Silicone Only Heater and Engine Coolant Hoses	\$366	N/A
[C12] Straight Floor	N/A	N/A
[C13] Auto Headlamp System	N/A	N/A
[B1] Pro Lo Hatch	\$118	STD
[B4] 77" High Headroom	STD	STD
[B5A] Intercom/PA	N/A	\$508
[B5B] PA with Radio	\$569 (AM/FM/C/D/PA)	\$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 bidders' notes, Appendix J)	N/A
[B7B] IMMI Child Safety 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 White Quasi-State-Price per seat)	\$10,108 (Price per bus)
[B12] Full Perf Ceiling Panel	\$565	\$460
[B13] Bus Lockup System	\$239	\$173
[B14] Wire Pull Crossing Arm	N/A	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 (80K BTU)	\$420
[B19] Tailpipe through Bumper	N/C	N/A
[B20] Powder-Coated Windows	N/A	STD
[B21] Driver's Seat with Integrated Seat Belt	\$433 (See bidders' notes, Appendix J)	\$353
[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	N/A	N/A
[B25] Track Seating	N/A	N/A
[B26] Standard Track Seating Seat	N/A	N/A

**78 Capacity Type D Rear Engine Bus WITHOUT Lift**

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

(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.

(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 airborne emissions using credits.

**Optional Equipment Prices**

[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 (5yr unlimited)	STD	STD	STD
[C4] 75-100 Gallon Fuel Tank	\$339 (100 Gallon Diesel)	\$497	\$260
[C5] Low-Profile Radial Tires	\$64 (Goodyear 235/75R22.5H G3)	N/A	N/A
[C6] 320 Amp Alternator	\$687 (240 AMP L/N 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	N/A	N/A
[C12] Straight Floor	N/A	N/A	N/A
[C13] Auto Headlamp System	N/A	N/A	N/A
[B1] Pro Lo Hatch	\$118	\$150	N/C
[B4] 77" High Headroom	STD	STD	N/C
[B5A] Intercom/PA	N/A	\$280	\$508
[B5B] PA with Radio	\$563 (AM/FM/CD/PA)	\$225	\$597
[B5C] Stereo Radio (no PA)	N/A	N/A	\$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
[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
[B11] Lap/Shoulder Belts	\$652 (CE White Quasi-Static-Price per seat)	\$580 (BTI Seat System-Price per seat)	\$9,386 (Price per bus)
[B12] Full Perf Ceiling Panel	\$565	\$62	\$460
[B13] Bus Lockup System	\$340	\$208	\$173
[B14] Wire Pupil Crossing Arm	N/A	N/A	N/A
[B15] Stainless Steel Mirror System (Brackets & Fasteners)	\$34	STD	\$127
[B16] Battery Disconnect Switch Label	\$10	\$33	\$12
[B17] Red Light Emergency Door	\$14	\$15	\$10
[B18] Underseat Rear Heater	\$473 (60K 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] Delete W/C - Add Seat	N/A	N/A	N/A
[B23] Delete Seat - Add W/C	N/A	N/A	N/A
[B24] Wheelchair Securement Area Lighting	N/A	N/A	N/A
[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 Engine Bus WITH Lift**

	<u>Blue Bird</u>	<u>IC</u>	<u>Thomas</u>
<b>Base Bus Bidder:</b>	Florida Transportation Systems, Inc. (1)	LBS South (2)	Matthews Buses, Inc. (1)
<b>Dates Available for Ordering:</b>	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014	November 1, 2012 through June 30, 2014
<b>Body Make and Model:</b>	Blue Bird T3RE 4006	IC RE	Thomas 140YS
<b>Chassis Make and Model:</b>	Blue Bird T3RE	IC RE	Thomas CHSY 140YS
<b>Standard Transmission:</b>	Allison PTS 3000	Allison PTS 3000	Allison PTS 3000
<b>Wet Sleeve or Parent Bore Engine:</b>	Wet Sleeve	Wet Sleeve	Wet Sleeve
<b>Standard Engine, HP/LB-FT:</b>	Cummins ISL13 260/660	International Maxx Force DT 230/620	Cummins ISL13 260/720
<b>Standard Lift Model:</b>	Ricon S5510-ADA/403	Ricon S-5510-403	Braun NL9191B
<b>Base Bus Price:</b>	<b>\$111,820</b>	<b>\$110,990</b>	<b>\$113,282</b>

(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.

(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 airborne emissions using credits.

**Optional Equipment Prices**

[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 Gallon Diesel)	\$497	\$260
[C5] Low-Profile Radial Tires	\$64 (Goodyear 295/76R22.5H, G3)	N/A	N/A
[C6] 320 Amp Alternator	\$687 (240 AMP LH 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	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	STD	STD	N/C
[B5A] Intercom/PA	N/A	\$280	\$508
[B5B] PA with Radio	\$569 (AM/FM/CD/PA)	\$225	\$597
[B5C] Stereo Radio (no PA)	N/A	N/A	\$476
[B6] Locking Door at Fuel Tank	\$2	\$46	\$10
[B7A] CE White Integrated Child Restraint Seat	\$336 (See bidder's notes, Appendix J)	\$775	N/A
[B7B] JMMI 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
[B11] Lap/Shoulder Belts	\$652 (CE White Quasi-Static-Price per seat)	\$580 (BTI Seat System-Price per seat)	\$6,137 (Price per bus)
[B12] Full Perf Ceiling Panel	\$565	\$62	\$460
[B13] Bus Lockup System	\$340	\$208	\$173
[B14] Wire Pupli Crossing Arm	N/A	N/A	N/A
[B15] Stainless Steel Mirror System (Brackets & Fasteners)	\$34	STD	\$127
[B16] Battery Disconnect Switch Label	\$10	\$33	\$12
[B17] Red Light Emergency Door	\$14	\$15	\$10
[B18] Underseat Rear Heater	\$473 (2xK 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 bidder's notes, Appendix J)	\$263	\$358
[B22] Delete 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 (per wheelchair position)	\$430
[B25] Track Seating	N/A	N/A	N/A
[B26] Standard Track Seating Seat	\$286	\$241	\$373

**FLORIDA SCHOOL BUS DELIVERY PRICE INFORMATION**

**BY BUS BIDDER/MANUFACTURER**

FLORIDA TRANSPORTATION		LBS SOUTH		MATTHEWS BUSES	
BLUE BIRD		IC OR TRANS TECH		THOMAS	
TYPE A		TYPES A, C, AND 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***
<b>TYPE C</b>					
Region 1	\$1,150*				
Region 2	\$975*				
Region 3	\$900*				
Region 4	\$875*				
Region 5	\$1,100*				
<b>TYPE D</b>					
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 additional \$250 per unit					
** CNG Type D Delivery add \$1,500 for Florida Transportation Systems, Inc.					
*** CNG Type D Delivery add \$780 for Matthews Buses, Inc.					



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

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:		PRICE
							EVAPORATORS	CONDENSERS	
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 CID	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 CID	133,000	115	3	2	\$9,477
BB07	With Lift:	ACC	RW45FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,355
BB08	71 Cap Type C	ACC	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,477
BB09	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	RW44FW45SM2255552121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$9,781
BB15	With Lift:	ACC	RW44FW45SM2255552121	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	140,000	131	4	2	\$10,538
BB17	With Lift:	ACC	RW44FW44SM22SM2255552121	Valeo, TM21, 13.1 CID	140,000	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	RW44FW44SM22SM225555F400	Bitzer	140,000	131	4	2	\$12,640*
BB18	78 Cap Type D (RE)	ACC	RW44FW44SM22SM225555F400	Bitzer	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	Bitzer	140,000	131	4	2	\$12,640*
BB18	With Lift:	ACC	RW44FW44SM22SM225555F400	Bitzer	140,000	131	4	2	\$12,640*

\* For CNG in Type D RE, please add \$350.

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
BB19	Type A1	MCC	AC-7w1k4	(1)TM-21	60 + dash	60	(1) hw-1	(1) k-410	\$4,785
BB19	With Lift:	MCC	AC-7w1k4	(1)TM-21	60 + dash	60	(1) hw-1	(1) k-410	\$4,785
BB20	29 Cap Type C	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	47 Cap Type C	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	65 Cap Type C	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	71 Cap Type C	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	77 Cap Type C	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	71 Cap Type D (FE)	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	77 Cap Type D (FE)	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB20	83-89 Cap Type D (FE)	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,767
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB21	72 Cap Type D (RE)	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB21	78 Cap Type D (RE)	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB21	84 Cap Type D (RE)	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645
BB21	With Lift:	MCC	AC-12w1hw1k4k4d	(2)TM-21	124k	126	(2) hw-1 (1) dash	(2) k-410	\$10,645

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
BB22	47 Cap Type C	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
BB22	65 Cap Type C	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
BB22	71 Cap Type C	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
BB22	77 Cap Type C	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
BB22	71 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
BB22	77 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
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
BB24	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

\* Integrated 24 volt batteryless alternator

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
BB25	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
BB25	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	83-99 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

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

\* Seltec TM-55 in lieu of TM-21's - add \$1750

**BLUE BIRD OPTIONAL ACC CLIMATE CONTROL  
SYSTEM B AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
BB26	Type A1	ACC	R236021	Valeo, TM21, 13.1 CID	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
BB27	29 Cap Type C	ACC	RW44FW4457572121	Valeo, TM21, 13.1 CID	100,000	80	2	2	\$6,571
BB28	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
BB30	65 Cap Type C	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,499
BB31	With Lift:	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,377
BB30	71 Cap Type C	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,499
BB31	With Lift:	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,377
BB30	77 Cap Type C	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,499
BB31	With Lift:	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,377
BB32	71 Cap Type D (FE)	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,803
BB33	With Lift:	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,681
BB32	77 Cap Type D (FE)	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,803
BB33	With Lift:	ACC	RW44FW455M2260602121	Valeo, TM21, 13.1 CID	133,000	115	3	2	\$8,681
BB34	83-89 Cap Type D (FE)	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,560
BB35	With Lift:	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,438
BB36	72 Cap Type D (RE)	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156*
BB36	With Lift:	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156*
BB36	78 Cap Type D (RE)	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156*
BB36	With Lift:	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156*
BB36	84 Cap Type D (RE)	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156*
BB36	With Lift:	ACC	RW44FW445M225M2260602121	Valeo, TM21, 13.1 CID	140,000	131	4	2	\$9,156*
*For CNG in Type D RE, please add \$500.									

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
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	With Lift:	MCC	AC-92222	(2)TM-21	86K	86	(2) em-2	(2) cm-2	\$7,045
BB38	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:	MCC	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	\$8,767
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**

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:		PRICE
							EVAPORATORS	CONDENSERS	
BB42	Type A1	MCC	AC-7fw13 max	(1)TM-21	60k + dash	60	(1) fw-1	(1) cm-3	\$4,055
BB42	With Lift:	MCC	AC-7fw13 max	(1)TM-21	60k + dash	60	(1) fw-1	(1) cm-3	\$4,055
BB43	29 Cap Type C	MCC	AC-9fw1fw222	(2)TM-21	97k	96	(1) fw-1 (1) fw-2	(2) cm-2	\$7,657
BB44	With Lift:	MCC	AC-9fw1fw222	(2)TM-21	97k	96	(1) fw-1 (1) fw-2	(2) cm-2	\$7,535
BB43	47 Cap Type C	MCC	AC-9fw1fw222	(2)TM-21	97k	96	(1) fw-1 (1) fw-2	(2) cm-2	\$7,657
BB44	With Lift:	MCC	AC-9fw1fw222	(2)TM-21	97k	96	(1) fw-1 (1) fw-2	(2) cm-2	\$7,535
BB45	65 Cap Type C	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB45	71 Cap Type C	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB45	77 Cap Type C	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB45	71 Cap Type D (FE)	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB45	77 Cap Type D (FE)	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB45	83-89 Cap Type D (FE)	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,357
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB46	72 Cap Type D (RE)	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB46	78 Cap Type D (RE)	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB46	84 Cap Type D (RE)	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235
BB46	With Lift:	MCC	AC-12fw1fw133d	(2)TM-21	124K	126	(2) fw-1 (1) dash	(2) cm-3	\$9,235

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
BB47	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-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	84 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

Please see Additional 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 ACT SYSTEM WITH MODULAR EVAPORATOR/CONDENSOR ASSEMBLY  
SYSTEM A AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
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
BB48	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

\* Available with Bock FK-40 K plate. Seitec TM-65 in lieu of Bitzer - deduct \$200  
\*\* Integrated 24 volt batteryless alternator



### BLUE BIRD AIR CONDITIONER SYSTEMS OPTIONS

Option Description	Manufacturer	Model #	Price
<b>5 Year Warranty in lieu of 3 YR/75,000 Mile Warranty</b>	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
<b>5 Year Warranty with Annual Service performed by Florida Transportation Systems</b>	ACC	All w/TM21's	\$2,500
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	Type C	\$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			
<b>5 Year Warranty in lieu of 2 YR/Unlimited Warranty</b>	MCC		
- AC-12iw1iw1k4k4d	MCC	All	\$900
- DC-353-24D	MCC	All	\$2,400
- AC - 713 max	MCC	Type A	\$950
- AC -92222	MCC	Type C	\$950
- AC -1212233	MCC	All	\$1,000
- AC - 7iw13 max	MCC	Type A	\$950
- AC -9iw1iw222	MCC	Type C	\$950
- AC -12iw1iw133d	MCC	All	\$950

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC01	29 Cap Type C LT	ACC	R22FW45581612	Seitec, TM16, 10cld	95,000 BTU/hr	96	1-Front In-Wall, 1-Ceiling	Dual Loop Roof Mount	\$10,349
IC01	With Lift:	ACC	R22FW45581612	Seitec, TM16, 10cld	95,000 BTU/hr	96	1-Front In-Wall, 1-Ceiling	Dual Loop Roof Mount	\$10,349
IC02	29 Cap Type C	ACC	R22FW44582121	Seitec, TM21, 13cld	90,000 BTU/hr	80	1-Front In-Wall, 1-Ceiling	Dual Loop Roof Mount	\$10,217
IC02	With Lift:	ACC	R22FW44582121	Seitec, TM21, 13cld	90,000 BTU/hr	80	1-Front In-Wall, 1-Ceiling	Dual Loop Roof Mount	\$10,217
IC03	47 Cap Type C	ACC	R22F45582121	Seitec, TM21, 13cld	100,000 BTU/hr	107	1-Front In-Wall, 1- ceiling	Dual Loop Roof Mount	\$10,754
IC03	With Lift:	ACC	R22F45582121	Seitec, TM21, 13cld	100,000 BTU/hr	107	1-Front In-Wall, 1- ceiling	Dual Loop Roof Mount	\$10,754
IC04	65 Cap Type C	ACC	R22FW455M2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	With Lift:	ACC	R22FW455M2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	71 Cap Type C	ACC	R22FW455M2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	With Lift:	ACC	R22FW455M2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	77 Cap Type C	ACC	R22FW455M2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC04	With Lift:	ACC	R22FW455M2255552121	Seitec, TM21, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2- ceiling	Single Loop Roof Mount	\$11,786
IC05	72 Cap Type D (RE)	ACC	TC-96-2121	Seitec, 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, 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	84 Cap Type D (RE)	ACC	TC-96-2121	Seitec, 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

**IC OPTIONAL TRANS/AIR  
SYSTEM A AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC06	29 Cap Type C	Trans/Air	71-93-27K Dash-R120-(2) 13	Que, TM21, 13 cld	78,000	103	1-Dash, 2-Ceiling	1-Dual Loop Roof Mnt	\$12,269
IC06	With Lift:	Trans/Air	71-93-27K Dash-R120-(2) 13	Que, TM21, 13 cld	78,000	103	1-Dash, 2-Ceiling	1-Dual Loop Roof Mnt	\$12,269
IC07	47 Cap Type C	Trans/Air	73-96-27K Dash-R120-(2) 13	Que, TM21, 13 cld	78,000	118	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt	\$12,706
IC07	With Lift:	Trans/Air	73-96-27K Dash-R120-(2) 13	Que, TM21, 13 cld	78,000	118	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt	\$12,706
IC08	65 Cap Type C	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cld	106,000	130	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,178
IC08	With Lift:	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cld	106,000	130	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,178
IC09	71 Cap Type C	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cld	120,000	130	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,228
IC09	With Lift:	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cld	120,000	130	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,228
IC10	77 Cap Type C	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cld	120,000	130	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,342
IC10	With Lift:	Trans/Air	73-96-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 cld	120,000	130	1-Dash, 2- ceiling	1-Dual Loop Roof Mnt, 1-Rad Mnt	\$15,342
IC11	72 Cap Type D (RE)	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 cld	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
IC11	With Lift:	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 cld	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 cld	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
IC11	With Lift:	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 cld	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 cld	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853
IC11	With Lift:	Trans/Air	KL80T w/ Corner Ducting-647	Bitzer 4NFCY, 40 cld	120,000	100 @ 24V	Roof Mount Ducted	Roof Mount	\$23,853

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
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 (10cid)	85,000	73 AMPS	1-Dash, 1-Ceiling	1 Radiator, 1 Roof	\$10,559
IC12	29 Cap Type C	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 (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 (13cid)	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	With Lift:	MCC	AC-132311R4	Valeo, TM-21 (13cid)	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- 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
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**

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC16	65 Cap Type C	ACT	5523CR4/21	Selec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC16	With Lift:	ACT	5523CR4/21	Selec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC16	71 Cap Type C	ACT	5523CR4/21	Selec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC16	With Lift:	ACT	5523CR4/21	Selec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC16	77 Cap Type C	ACT	5523CR4/21	Selec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC16	With Lift:	ACT	5523CR4/21	Selec, TM21,13cld	125,000	111	1-Dash, 2- ceiling	Dual Loop Roof	\$12,482
IC17	72 Cap Type D (RE)	ACT	ACT-350/BTZ	Bizer 41cld	180,000	94	1 Roof	1 Roof	\$24,864
IC17	With Lift:	ACT	ACT-350/BTZ	Bizer 41cld	180,000	94	1 Roof	1 Roof	\$24,864
IC17	78 Cap Type D (RE)	ACT	ACT-350/BTZ	Bizer 41cld	180,000	94	1 Roof	1 Roof	\$24,864
IC17	With Lift:	ACT	ACT-350/BTZ	Bizer 41cld	180,000	94	1 Roof	1 Roof	\$24,864
IC17	84 Cap Type D (RE)	ACT	ACT-350/BTZ	Bizer 41cld	180,000	94	1 Roof	1 Roof	\$24,864
IC17	With Lift:	ACT	ACT-350/BTZ	Bizer 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	2223CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-in-Wal	Dual Loop Roof	\$12,558
IC18	With Lift:	ACT	2223CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-in-Wal	Dual Loop Roof	\$12,558
IC18	71 Cap Type C	ACT	2223CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-in-Wal	Dual Loop Roof	\$12,558
IC18	With Lift:	ACT	2223CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-in-Wal	Dual Loop Roof	\$12,558
IC18	77 Cap Type C	ACT	2223CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-in-Wal	Dual Loop Roof	\$12,558
IC18	With Lift:	ACT	2223CR4/21	Selec, TM21,13cld	125,000	125	1-Dash, 2-in-Wal	Dual Loop Roof	\$12,558

**IC OPTIONAL TRANS/AIR  
SYSTEM A AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
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/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
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/Air	55-55-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 c/d	106,000	136	1-Dash, 2-In-Wall	1-Dual Loop Roof, 1-Radiator Mount	\$15,751
IC21	With Lift:	Trans/Air	55-55-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 c/d	106,000	136	1-Dash, 2-In-Wall	1-Dual Loop Roof, 1-Radiator 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 Roof, 1-Radiator Mount	\$15,839
IC22	With Lift:	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 Roof, 1-Radiator Mount	\$15,839
IC23	77 Cap Type C	Trans/Air	55-55-93-40K Dash-R120-FRC-(3) 13	Que, TM21, 13 c/d	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-R120-FRC-(3) 13	Que, TM21, 13 c/d	120,000	145	1-Dash, 2-In-Wall, 1-Ceiling	1-Dual Loop Roof, 1-Radiator Mount	\$17,234

**IC OPTIONAL MCC #2  
SYSTEM A AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC24	29 Type C LT	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
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 (13cld)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	With Lift	MCC	AC-1323W1W1R4	Valeo, TM-21 (13cld)	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 (13cld)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	With Lift	MCC	AC-1323W1W1R4	Valeo, TM-21 (13cld)	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 (13cld)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	With Lift	MCC	AC-1323W1W1R4	Valeo, TM-21 (13cld)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474
IC25	77 Cap Type C	MCC	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 (13cld)	130,000	120 AMPS	1-Dash, 2-In-Wall	Dual Loop Roof	\$13,474

**IC OPTIONAL ACC  
SYSTEM B AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC26	29 Cap Type C	ACC	R22FW4465652121	Seltec, TM21, 13cld	90,000 BTU/hr	80	1-Front In-Wall, 1-Ceiling	2-Skirt	\$9,336
IC26	With Lift:	ACC	R22FW4465652121	Seltec, TM21, 13cld	90,000 BTU/hr	80	1-Front In-Wall, 1-Ceiling	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-Skirt	\$10,039
IC27	With Lift:	ACC	R22F4565602121	Seltec, TM21, 13cld	100,000 BTU/hr	107	1-Front In-Wall, 1-ceiling	2-Skirt	\$10,039
IC28	65 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, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2-ceiling	2-Skirt	\$10,773
IC28	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, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2-ceiling	2-Skirt	\$10,773
IC28	77 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, 13cld	133,000 BTU/hr	115	1-Front In-Wall, 2-ceiling	2-Skirt	\$10,773
IC29	72 Cap Type D (RE)	ACC	R22FW44SM22SM226060212	Seltec, TM21, 13cld	140,000 BTU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489
IC29	With Lift:	ACC	R22FW44SM22SM226060212	Seltec, TM21, 13cld	140,000 BTU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489
IC29	78 Cap Type D (RE)	ACC	R22FW44SM22SM226060212	Seltec, TM21, 13cld	140,000 BTU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489
IC29	With Lift:	ACC	R22FW44SM22SM226060212	Seltec, TM21, 13cld	140,000 BTU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489
IC29	84 Cap Type D (RE)	ACC	R22FW44SM22SM226060212	Seltec, TM21, 13cld	140,000 BTU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489
IC29	With Lift:	ACC	R22FW44SM22SM226060212	Seltec, TM21, 13cld	140,000 BTU/hr	131	1-Front In-Wall, 3-ceiling	2-Skirt	\$11,489



**IC OPTIONAL TRANS/AIR  
SYSTEM B AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC30	29 Cap Type A2	Trans/Air	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 cld	78,000	75	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$8,882
IC30	With Lift:	Trans/Air	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 cld	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 cld	78,000	75	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$8,882
IC30	With Lift:	Trans/Air	73-27K Dash-3F-FRC-(1) 13-(1) 10	Sanden, TM16, 10 cld	78,000	75	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$8,882
IC31	29 Cap Type C	Trans/Air	71-27K Dash-2F-FRC-(2) 10	Sanden, TM16, 10 cld	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 cld	78,000	58	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,130
IC33	47 Cap Type C	Trans/Air	73-96-27K Dash-3F-3F-(2) 13	Que, TM21, 13 cld	78,000	127	1-Dash, 2-ceiling	2-Skirt	\$11,712
IC33	With Lift:	Trans/Air	73-96-27K Dash-3F-3F-(2) 13	Que, TM21, 13 cld	78,000	127	1-Dash, 2-ceiling	2-Skirt	\$11,712
IC34	65 Cap Type C	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	106,000	135	1-Dash, 2-ceiling	1-Radiator, 2-Skirt	\$14,088
IC34	With Lift:	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	106,000	135	1-Dash, 2-ceiling	1-Radiator, 2-Skirt	\$14,088
IC35	71 Cap Type C	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	120,000	135	1-Dash, 2-ceiling	1-Radiator, 2-Skirt	\$14,138
IC35	With Lift:	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	120,000	135	1-Dash, 2-ceiling	1-Radiator, 2-Skirt	\$14,138
IC36	77 Cap Type C	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	120,000	135	1-Dash, 2-ceiling	1-Radiator, 2-Skirt	\$14,241
IC36	With Lift:	Trans/Air	73-96-40K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cld	120,000	135	1-Dash, 2-ceiling	1-Radiator, 2-Skirt	\$14,241
IC37	72 Cap Type D (RE)	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cld	120,000	156	1-Dash, 3-ceiling	3-Skirt	\$22,141
IC37	With Lift:	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cld	120,000	156	1-Dash, 3-ceiling	3-Skirt	\$22,141
IC37	78 Cap Type D (RE)	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cld	120,000	156	1-Dash, 3-ceiling	3-Skirt	\$22,141
IC37	With Lift:	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cld	120,000	156	1-Dash, 3-ceiling	3-Skirt	\$22,141
IC37	84 Cap Type D (RE)	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cld	120,000	156	1-Dash, 3-ceiling	3-Skirt	\$22,141
IC37	With Lift:	Trans/Air	77-93-93-RE Dash-4C-4C-2F-647-13	Bitzer 4NFCY, 40 cld	120,000	156	1-Dash, 3-ceiling	3-Skirt	\$22,141

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC38	29 Type C LT	MCC	AC-82312	Valeo, TM-16 (10cid)	80,000	65 AMPS	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,534
IC38	With Lift:	MCC	AC-82312	Valeo, TM-16 (10cid)	80,000	65 AMPS	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,534
IC39	29 Cap Type C	MCC	AC-82312	Valeo, TM-16 (10cid)	80,000	65 AMPS	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,644
IC39	With Lift:	MCC	AC-82312	Valeo, TM-16 (10cid)	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-Ceiling	2-Skirt	\$10,619
IC40	With Lift:	MCC	AC-121133	Valeo, TM-21 (13cid)	120,000	100 AMPS	2-Ceiling	2-Skirt	\$10,619
IC41	65 Cap Type C	MCC	AC-13231133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,189
IC41	With Lift:	MCC	AC-13231133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,189
IC41	71 Cap Type C	MCC	AC-13231133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,189
IC41	With Lift:	MCC	AC-13231133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,189
IC41	77 Cap Type C	MCC	AC-13231133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,189
IC41	With Lift:	MCC	AC-13231133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,189
IC42	72 Cap Type D (RE)	MCC	AC-13251133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,739
IC42	With Lift:	MCC	AC-13251133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,739
IC42	78 Cap Type D (RE)	MCC	AC-13251333	Valeo, TM-21 (13cid)	130,000	130 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,739
IC42	With Lift:	MCC	AC-13251133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$11,739
IC43	84 Cap Type D (RE)	MCC	AC-13251133	Valeo, TM-21 (13cid)	130,000	120 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$12,409
IC43	With Lift:	MCC	AC-13251333	Valeo, TM-21 (13cid)	130,000	130 AMPS	1-Dash, 2-Ceiling	2-Skirt	\$12,409

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC44	Type A1	ACT	EZ-35/CS-2	Seitec, TM16, 10 cld	50,000	20	2	2	\$4,279
IC44	With Lift	ACT	EZ-35/CS-2	Seitec, TM16, 10 cld	50,000	20	2	2	\$4,279
IC45	Type A1	ACT	EZ-55/CS-3	Seitec, TM16, 10 cld	65,000	20	2	2	\$4,475
IC45	With Lift	ACT	EZ-55/CS-3	Seitec, TM16, 10 cld	65,000	20	2	2	\$4,475
IC46	Type A2	ACT	5/232R21	Seitec, TM21, 13cld	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	With Lift:	ACT	5/232R21	Seitec, TM21, 13cld	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	29 Type C LT	ACT	5/232R21	Seitec, TM21, 13cld	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	With Lift:	ACT	5/232R21	Seitec, TM21, 13cld	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	29 Cap Type C	ACT	5/232R21	Seitec, TM21, 13cld	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC46	With Lift:	ACT	5/232R21	Seitec, TM21, 13cld	80,000	70	1-Dash, 1-Ceiling	1-Radiator, 1-Skirt	\$9,338
IC47	47 Cap Type C	ACT	53/23232/21	Seitec, TM21, 13cld	110,000	108	2- ceiling	2-Skirt	\$10,889
IC47	With Lift:	ACT	53/23232/21	Seitec, TM21, 13cld	110,000	108	2- ceiling	2-Skirt	\$10,889
IC48	65 Cap Type C	ACT	55/23332/21	Seitec, TM21, 13cld	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, 13cld	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	77 Cap Type C	ACT	55/23332/21	Seitec, TM21, 13cld	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
IC49	72 Cap Type D (RE)	ACT	55/25332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561
IC49	With Lift:	ACT	55/25332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561
IC49	78 Cap Type D (RE)	ACT	55/25332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561
IC49	With Lift:	ACT	55/25332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561
IC49	84 Cap Type D (RE)	ACT	55/25332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561
IC49	With Lift:	ACT	55/25332/21	Seitec, TM21, 13cld	125,000	120	1-Dash, 2- ceiling	2-Skirt	\$11,561

**IC OPTIONAL TRANSAIR  
SYSTEM B AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
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 cid	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 cid	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 cid	78,000	78	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,755
IC52	29 Cap Type C	Trans/Air	55-27K Dash-3F-FRC-(1) 13-(1) 10	Que, TM21, 13 cid	78,000	78	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,755
IC52	With Lift:	Trans/Air	55-27K Dash-3F-FRC-(1) 13-(1) 10	Que, TM21, 13 cid	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 cid	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	\$12,406
IC54	65 Cap Type C	Trans/Air	55-55-42K 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	55-55-42K Dash-3F-3F-FRC-(3) 13	Que, TM21, 13 cid	108,000	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 cid	120,000	141	1-Dash, 2-In-Wall	1-Radiator, 2-Skirt	\$14,799
IC55	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
IC56	77 Cap Type C	Trans/Air	55-55-93-43K Dash-4C-3F-FRC-(3) 13	Que, TM21, 13 cid	120,000	144	1-Dash, 2-In-Wall, 1-Ceiling	1-Radiator, 2-Skirt	\$18,458
IC56	With Lift:	Trans/Air	55-55-93-43K Dash-4C-3F-FRC-(3) 13	Que, TM21, 13 cid	120,000	144	1-Dash, 2-In-Wall, 1-Ceiling	1-Radiator, 2-Skirt	\$18,458
IC57	72 Cap Type D (RE)	Trans/Air	55-55-93-83-RE Dash-4C-2F-4F-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	With Lift:	Trans/Air	55-55-93-83-RE Dash-4C-2F-4F-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	78 Cap Type D (RE)	Trans/Air	55-55-93-83-RE Dash-4C-2F-4F-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	With Lift:	Trans/Air	55-55-93-83-RE Dash-4C-2F-4F-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	84 Cap Type D (RE)	Trans/Air	55-55-93-83-RE Dash-4C-2F-4F-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363
IC57	With Lift:	Trans/Air	55-55-93-83-RE Dash-4C-2F-4F-13	Bitzer 4NFCY, 40 cid	120,000	176	1-Dash, 2-In-Wall, 2-Ceiling	3-Skirt	\$22,363

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC58	Type A1	MCC	IW-2/CM-2	TM-16 (10 cld)	60,000	20	2	2	\$4,030
IC58	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 cld)	60,000	20	2	2	\$4,358
IC59	With Lift:	MCC	IW-2/CM-3	TM-16 (10 cld)	60,000	20	2	2	\$4,358
IC60	Type A2	MCC	AC-823W12	Valeo, TM-16 (10cld)	80,000	65	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,504
IC60	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 LT	MCC	AC-823W12	Valeo, TM-16 (10cld)	80,000	65	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,504
IC60	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 (13cld)	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:	MCC	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 (13cld)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$11,039
IC62	With Lift:	MCC	AC-1323W1W133	Valeo, TM-21 (13cld)	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 (13cld)	130,000	120	1-Dash, 2-In-Wall	2-Skirt	\$11,039
IC63	72 Cap Type D (RE)	MCC	AC-1326W1133	Valeo, TM-21 (13cld)	130,000	120	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,729
IC63	With Lift:	MCC	AC-1326W1133	Valeo, TM-21 (13cld)	130,000	120	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,729
IC63	78 Cap Type D (RE)	MCC	AC-1326W1333	Valeo, TM-21 (13cld)	130,000	130	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,729
IC63	With Lift:	MCC	AC-1326W1333	Valeo, TM-21 (13cld)	130,000	120	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,729
IC64	84 Cap Type D (RE)	MCC	AC-1326W1133	Valeo, TM-21 (13cld)	130,000	120	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$12,399
IC64	With Lift:	MCC	AC-1326W1333	Valeo, TM-21 (13cld)	130,000	130	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$12,399

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC65	29 Type C LT	ACT	2I232R21	Seltec, TM21, 13cld	80,000	77	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,478
IC65	With Lift:	ACT	2I232R21	Seltec, 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
IC66	With Lift:	ACT	2I232R21	Seltec, TM21, 13cld	80,000	77	1-Dash, 2-In-Wall	2-Skirt	\$9,479
IC67	47 Cap Type C	ACT	23I23232/21	Seltec, TM21, 13cld	110,000	115	1-Dash, 2-In-Wall	2-Skirt	\$11,030
IC67	With Lift:	ACT	23I23232/21	Seltec, TM21, 13cld	110,000	115	1-Dash, 2-In-Wall	2-Skirt	\$11,030
IC68	65 Cap Type C	ACT	22I23332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	With Lift:	ACT	22I23332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	71 Cap Type C	ACT	22I23332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	With Lift:	ACT	22I23332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	77 Cap Type C	ACT	22I23332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC68	With Lift:	ACT	22I23332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 2-In-Wall	2-Skirt	\$11,197
IC69	72 Cap Type D (RE)	ACT	22I25332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,637
IC69	With Lift:	ACT	22I25332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,637
IC69	78 Cap Type D (RE)	ACT	22I25332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,637
IC69	With Lift:	ACT	22I25332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,637
IC69	84 Cap Type D (RE)	ACT	22I25332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,637
IC69	With Lift:	ACT	22I25332/21	Seltec, TM21, 13cld	125,000	134	1-Dash, 1-In-Wall, 1-Ceiling	2-Skirt	\$11,637

**IC OPTIONAL BUS-AIR  
SYSTEM B AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
IC70	29 Type C LT	Bus-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	Seltec, TM21, 13cld	110,000	72.1	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,300
IC70	29 Cap Type C	Bus-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	Seltec, TM21, 13cld	110,000	72.1	1-Dash, 1-In-Wall	1-Radiator, 1-Skirt	\$9,300
IC71	47 Cap Type C	Bus-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	65 Cap Type C	Bus-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	71 Cap Type C	Bus-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	77 Cap Type C	Bus-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	72 Cap Type D (RE)	Bus-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	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	84 Cap Type D (RE)	Bus-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

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

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:		PRICE
							EVAPORATORS	CONDENSERS	
T01	29 Cap Type C	RAC	RAC-BH1141	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)	72,000	66	3 (with dash)	3 (with dash)	\$11,704
T01	With Lift:	RAC	RAC-BH1141	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)	72,000	66	3 (with dash)	3 (with dash)	\$11,704
T02	47 Cap Type C	RAC	RAC-BH2241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)	120,000	96	3 (with dash)	3 (with dash)	\$12,219
T02	With Lift:	RAC	RAC-BH2241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)			3 (with dash)	3 (with dash)	\$12,219
T02	65 Cap Type C	RAC	RAC-BH2241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)	120,000	96	3 (with dash)	3 (with dash)	\$12,219
T02	With Lift:	RAC	RAC-BH2241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)			3 (with dash)	3 (with dash)	\$12,219
T02	71 Cap Type C	RAC	RAC-BH2241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)	120,000	96	3 (with dash)	3 (with dash)	\$12,219
T02	With Lift:	RAC	RAC-BH2241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)			3 (with dash)	3 (with dash)	\$12,219
T03	77 Cap Type C	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)	126,000	115	4 (with dash)	3 (with dash)	\$13,611
T04	With Lift:	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN (2) Seteco TM-18, 10 CIO (1)			4 (with dash)	3 (with dash)	\$13,111
T04	71 Cap Type D (FE)	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN	126,000	115	2	2	\$13,111
T05	With Lift:	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN			2	2	\$12,561
T05	77 Cap Type D (FE)	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN	126,000	115	2	2	\$12,561
T05	With Lift:	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN			2	2	\$12,561
T05	83-89 Cap Type D (FE)	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN	126,000	115	2	2	\$12,561
T05	With Lift:	RAC	RAC-BH12241	Seteco TM-21, 13 CU IN			2	2	\$12,561
T06	72 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	Bitzer F400 (399cc)	136,000	126	2	2	\$22,571
T06	78 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	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	Bitzer F400 (399cc)	136,000	126	2	2	\$22,571



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

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:		PRICE
							EVAPORATORS	CONDENSERS	
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	DC-350	Bitzer 4FNC (642cc)	180,000	1A(Chassis) 126A	E-350	K-350	\$21,220
T07	78 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
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 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:		PRICE
							EVAPORATORS	CONDENSERS	
T08	72 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	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	E-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:	MCC	DC-353N	O5G (672cc)	180,000	1A(Chassis) 126A	E-353	K-353	\$22,620

**THOMAS OPTIONAL RAC  
SYSTEM B AIR CONDITIONER SPECIFICATIONS**

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:		PRICE
							EVAPORATORS	CONDENSERS	
T09	29 Cap Type C	RAC	RAC-BH1122	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	83,000	90	3 (with dash)	3 (with dash)	\$10,873
T09	With Lift:	RAC	RAC-BH1122	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	83,000	90	3 (with dash)	3 (with dash)	\$10,873
T10	47 Cap Type C	RAC	RAC-BH2233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
T10	With Lift:	RAC	RAC-BH2233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
T10	65 Cap Type C	RAC	RAC-BH2233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
T10	With Lift:	RAC	RAC-BH2233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
T10	71 Cap Type C	RAC	RAC-BH2233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
T10	With Lift:	RAC	RAC-BH2233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	131,000	115	3 (with dash)	3 (with dash)	\$11,291
T11	77 Cap Type C	RAC	RAC-BH12233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	137,000	129	4 (with dash)	3 (with dash)	\$12,838
T11	With Lift:	RAC	RAC-BH12233	Selec TM-21, 13 CU IN (2) Selec TM-18, 10 CD (1)	137,000	129	4 (with dash)	3 (with dash)	\$12,338
T11	71-77 Cap Type D (FE)	RAC	RAC-BH12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$12,338
T12	With Lift:	RAC	RAC-BH12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$11,788
T12	83-89 Cap Type D (FE)	RAC	RAC-BH12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$11,788
T12	With Lift:	RAC	RAC-BH12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$11,788
T12	72 -84Cap Type D (RE)	RAC	RAC-BH12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$11,788
T12	With Lift:	RAC	RAC-BH12233	Selec TM-21, 13 CU IN	126,000	129	3	2	\$11,788
T13	47-77 Cap Type C	RAC	RAC-BH2222L w/ Dash Tie-In	Selec TM-21, 13 CU IN (2)	126,000	120	3 (with dash)	2	\$8,000.00
T13	With Lift:	RAC	RAC-BH2222L w/ Dash Tie-In	Selec TM-21, 13 CU IN (2)	126,000	120	3 (with dash)	2	\$8,000.00

**THOMAS BUILT BUSES AIR CONDITIONER SYSTEMS OPTIONS**

Option 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
Dash AC for Type D RE 72-84	TransArctic	DA 1010	\$1,450.00
Extended Warranties Carrier MCC	Carrier	DC-353N	\$3,055.00
Extended Warranties TA-ACT with Bitzer Only	ACT/Bitzer	DC-350	\$3,730.00
Dash Air Only on Type C product	FCCC	FL-700/130	\$1,250.00

**APPENDIX E**  
**OPTIONAL ENGINE INFORMATION**  
**BY BUS BIDDER/MANUFACTURER**

**BLUE BIRD OPTIONAL ENGINE PRICING**

TYPE and SIZE	Optional Engine #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
29 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
47 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
55 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
71 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
77 Cap. Type C Bus	IS3 260 HP/563	\$462	IS3 250 HP/550/300 PTE	\$4,943	IS3 260 HP/550/300 PTE	\$5,406
71 Cap. Type D FE Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
77 Cap. Type D FE Bus	IS3 260 HP/563	\$462	IS3 250 HP/560	\$2,171		
83 Cap. Type D FE Bus	IS3 260 HP/563	\$462	IS3 250 HP/560	\$2,171		
72 Cap. Type D RE Bus	IS3 220/250/250 Allison PTE	-\$6,488	IS3 250/550/250 Allison PTE	-\$4,884	ISL 270/300	\$1,745
78 Cap. Type D RE Bus	IS3 250/550	-\$4,100	IS3 250/550	-\$3,180	ISL 300/350	\$2,705
84 Cap. Type D RE Bus	IS3 250/550	-\$4,100	IS3 250/550	-\$3,180	ISL 300/350	\$2,705

**BLUE BIRD OPTIONAL ALTERNATIVE ENGINE PRICING**

TYPE and SIZE	CNG or LP Engine & Price*	
Model/HP & Torque	Price	
Type A LPI - 150' Wheelbase	Ford 6.8L LPI, 41 axle gallon	\$8,300
47 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R143 Transmission	\$3,268
55 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R140 Transmission	\$3,244
71 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R143 Transmission	\$3,331
77 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R143 Transmission	\$4,034

TYPE and SIZE	CNG Optional Engine #1		CNG Optional Engine #2		CNG MSRP	
	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
72 Cap. Type D RE Bus	ISL Gas (CNG) 250 HP, 750 FT LB	\$24,818	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,484	CNG, Dual fit front	\$1,100
78 Cap. Type D RE Bus	ISL Gas (CNG) 250 HP, 750 FT LB	\$24,818	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,484	CNG, Dual fit rear	\$1,300
84 Cap. Type D RE Bus	ISL Gas (CNG) 250 HP, 750 FT LB	\$24,818	ISL Gas (CNG) 250 HP, 900 FT LB	\$28,484		

\* Please provide complete documentation of system bid.

**Ford Rough Propane Modification:**

- \* Side exhaust required with addition of air ride rear suspension.
- \* Ford 6R140 transmission not available with TES-255 Transaxle & DL.
- \* Fuel sender access plate not required.
- \* Silicone banter hose (engine) not available.

**CNG Modifications**

- CNG system provides 4 BFR tanks providing a total of 7600 SCF @ 3600 PSL.
- Dedicated CNG fuel system with 15 year lifetime on cylinders.
- Not available with pass through luggage and some skirt-mounted accessories.

All optional engine prices listed are an upcharge from 2013 diesel emissions engines.

BLUE BIRD OPTIONAL ENGINE PRICING

TYPE and SIZE	Optional Engine #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
29 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
47 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
55 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
71 Cap. Type C Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
77 Cap. Type C Bus	IS3 260 HP/560	\$462	IS3 250 HP/550/200 PTS	\$4,943	IS3 260 HP/550/200 PTS	\$5,406
71 Cap. Type D FE Bus	IS3 220 HP/523	\$1,068	IS3 250 HP/560	\$2,672	IS3 260 HP/560	\$3,134
77 Cap. Type D FE Bus	IS3 260 HP/560	\$462	IS3 250 HP/560	\$2,171		
83 Cap. Type D FE Bus	IS3 260 HP/560	\$462	IS3 250 HP/560	\$2,171		
72 Cap. Type D RE Bus	IS3 220/523/2500 Allison PTS	-\$6,488	IS3 250/560/2500 Allison PTS	-\$4,884	ISL 270/500	\$1,745
78 Cap. Type D RE Bus	IS3 260/560	-\$4,100	IS3 250/560	-\$3,180	ISL 300/560	\$2,705
84 Cap. Type D RE Bus	IS3 260/560	-\$4,100	IS3 260/560	-\$3,180	ISL 300/560	\$2,705

BLUE BIRD OPTIONAL ALTERNATIVE ENGINE PRICING

TYPE and SIZE	CNG or LP Engine & Price*	Price
Type ALPI - 150" Wheelbase	Ford 6.8L LPI 41 enable option	\$8,300
47 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R140 Transmission	\$3,268
55 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R140 Transmission	\$3,244
71 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R140 Transmission	\$3,331
77 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R140 Transmission	\$4,034

TYPE and SIZE	CNG Optional Engine #1	Price	CNG Optional Engine #2	Price	CNG MISC	Price
72 Cap. Type D RE Bus	ISL Gas (CNG) 260 HP, 730 FT LB	\$24,948	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,484	CNG, Dual M front	\$1,100
78 Cap. Type D RE Bus	ISL Gas (CNG) 260 HP, 730 FT LB	\$24,918	ISL Gas (CNG) 260 HP, 900 FT LB	\$28,484	CNG, Dual M rear	\$1,300
84 Cap. Type D RE Bus	ISL Gas (CNG) 260 HP, 730 FT LB	\$24,918	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,484		

\* Please provide complete documentation of system bid.

Ford Rough Prepares Modifications:

\*Side exhaust required with addition of air side rear suspension.

\*Ford 6R140 transmission not available with TES-256 Traxrod Bush.

\*Fuel transfer access plate not required.

\*S/Kone heater hose (engine) not available.

CNG Modifications

CNG system provides 4 BFR tanks providing a total of 7500 SCF @3600 PSI.

Dedicated CNG fuel system with 15 year warranty on cylinders.

Not available with pass through luggage and some side-mounted condensers.

All optional engine prices listed are an upcharge from 2013 diesel engines engines.

IC OPTIONAL ENGINE PRICING						
TYPE and SIZE	Optional Engine #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
TYPE C BUS	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
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	MaxxForce7, 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	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
29 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
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, 660 lb-ft	\$1,250
65 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
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 #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
TYPE D RE BUS	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
72 Cap. Type D RE Bus	MaxxForce DT, 230 HP, 620 lb-ft	\$400	MaxxForce DT, 245 HP, 660 lb-ft	\$1,170	MaxxForce DT, 260 HP, 660 lb-ft	\$1,560
78 Cap. Type D RE Bus			MaxxForce DT, 245 HP, 660 lb-ft	\$780	MaxxForce DT, 260 HP, 660 lb-ft	\$1,160
84 Cap. Type D RE Bus			MaxxForce DT, 245 HP, 660 lb-ft	\$780	MaxxForce DT, 260 HP, 660 lb-ft	\$1,160
TYPE and SIZE	Optional Engine #4 & Price					
TYPE D RE BUS	Model/HP & Torque	Price				
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**

<b>TYPE C BUS</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>
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				
<b>TYPE D FE BUS</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>
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						
<b>TYPE D RE BUS</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>
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/660 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/660 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/660 LB-FT	\$2,180
<b>THOMAS OPTIONAL ALTERNATIVE ENGINE PRICING</b>						
<b>TYPE and SIZE</b>	<b>CNG Engine &amp; Price</b>		<b>Hybrid, Diesel/Electric Drive Train &amp; Price</b>			
<b>TYPE C BUS</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>		
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		
<b>TYPE D RE BUS</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>	<b>Model/HP &amp; Torque</b>	<b>Price</b>		
72 - 84 Cap. Type D RE Bus	Cummins ISLG - 280hp/900 lb.-ft.	\$29,937		N/B		

**BLUE BIRD OPTIONAL ENGINE PRICING**

TYPE and SIZE	Optional Engine #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
29 Cap. Type C Bus	IS3 220 HP/672	\$1,068	IS3 250 HP/663	\$2,672	IS3 260 HP/660	\$3,134
47 Cap. Type C Bus	IS3 220 HP/672	\$1,068	IS3 250 HP/660	\$2,672	IS3 260 HP/660	\$3,134
55 Cap. Type C Bus	IS3 220 HP/672	\$1,068	IS3 250 HP/660	\$2,672	IS3 260 HP/660	\$3,134
71 Cap. Type C Bus	IS3 220 HP/672	\$1,068	IS3 250 HP/660	\$2,672	IS3 260 HP/660	\$3,134
77 Cap. Type C Bus	IS3 250 HP/660	\$462	IS3 250 HP/660/3000 PTE	\$4,943	IS3 260 HP/660/3000 PTE	\$5,406
71 Cap. Type D FE Bus	IS3 220 HP/672	\$1,068	IS3 250 HP/660	\$2,672	IS3 260 HP/660	\$3,134
77 Cap. Type D FE Bus	IS3 250 HP/660	\$462	IS3 250 HP/660	\$2,171		
84 Cap. Type D FE Bus	IS3 250 HP/660	\$462	IS3 250 HP/660	\$2,171		
72 Cap. Type D RE Bus	IS3 220/250/2500 Allison PTE	-\$6,488	IS3 250/250/2500 Allison PTE	-\$4,884	ISL 270/300	\$1,745
78 Cap. Type D RE Bus	IS3 250/653	-\$4,100	IS3 260/653	-\$3,180	ISL 300/360	\$2,705
84 Cap. Type D RE Bus	IS3 260/660	-\$4,100	IS3 260/660	-\$3,180	ISL 300/360	\$2,705

**BLUE BIRD OPTIONAL ALTERNATIVE ENGINE PRICING**

TYPE and SIZE	CNG or LP Engine & Price*	
	Model/HP & Torque	Price
Type A LPI - 158" Wheelbase	Ford 6.8L LPI, 41 usable gallons	\$8,300
47 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R110 Transmission	\$3,268
55 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R110 Transmission	\$3,244
71 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R110 Transmission	\$3,331
77 Cap. Type C Bus	Ford 6.8L LPI, 362 HP, Ford 6R110 Transmission	\$4,034

TYPE and SIZE	CNG Optional Engine #1		CNG Optional Engine #2		CNG MISC	
	Model/HP & Torque	Price	Model/HP & Torque	Price		Price
72 Cap. Type D RE Bus	ISL Gas (CNG) 250 HP, 733 FT LB	\$24,558	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,444	CNG, Dual M front	\$1,100
78 Cap. Type D RE Bus	ISL Gas (CNG) 250 HP, 733 FT LB	\$24,988	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,484	CNG, Dual M rear	\$1,300
84 Cap. Type D RE Bus	ISL Gas (CNG) 250 HP, 733 FT LB	\$24,988	ISL Gas (CNG) 280 HP, 900 FT LB	\$28,484		

\* Please provide complete documentation of system bid.

Ford Rough Propane Modifiers:

\*Side exhaust required with addition of air ride rear suspension.

\*Ford 6R110 transmission not available with TES-260 Transmission Build.

\*Fuel tender access plate not required.

\*5/8" Dia. air line hose (engine) not available.

CNG Modifiers

CNG system provides 4 BFR tanks providing a total of 7600 SCF @3000 PSI.

Dedicated CNG fuel system with 15 year lifetime on cylinders.

Not available with pass through luggage and some skid-mounted components.

All optional engine prices listed are an upcharge from 2013 diesel emissions engines.

IC OPTIONAL ENGINE PRICING						
TYPE and SIZE	Optional Engine #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
TYPE C BUS	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
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	MaxxForce7, 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	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
29 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
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, 660 lb-ft	\$1,250
65 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
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 #1 & Price		Optional Engine #2 & Price		Optional Engine #3 & Price	
TYPE D RE BUS	Model/HP & Torque	Price	Model/HP & Torque	Price	Model/HP & Torque	Price
72 Cap. Type D RE Bus	MaxxForce DT, 230 HP, 620 lb-ft	\$400	MaxxForce DT, 245 HP, 660 lb-ft	\$1,170	MaxxForce DT, 260 HP, 660 lb-ft	\$1,560
78 Cap. Type D RE Bus			MaxxForce DT, 245 HP, 660 lb-ft	\$780	MaxxForce DT, 260 HP, 660 lb-ft	\$1,160
84 Cap. Type D RE Bus			MaxxForce DT, 245 HP, 660 lb-ft	\$780	MaxxForce DT, 260 HP, 660 lb-ft	\$1,160
TYPE and SIZE	Optional Engine #4 & Price					
TYPE D RE BUS	Model/HP & Torque	Price				
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				

Blue Bird Additional Seat Contract Options			
Option Description	Seating Capacity	Model # (If Applicable)	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 Additional Contract Options			
Option Description	Seating Capacity	Manufacturer	Price
Fuel filter/water separator with elec pump	Type C/D	Racor 790R	\$160
3000 PTS Upgrade -requires 250 HP engine or greater	Type C 77 Cap	Allison 3000 PTS/5 speed	\$4,950
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	Type C	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	Type C	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 Diagnostic Equipment Contract Options			
Computer diagnostic equipment for engine, transmission, brakes, body, and chassis multiplexing. Equipment shall consist of, but not be limited to, PC compatible software with perpetual license, and all required cables, leads, and adapters.		Model # (If Applicable)	Price
<b>Complete Set for Bus with:</b>			
<b>Cummins:</b>			
Dearborn Adapter Software/CD & one-year registration		Insite - 01	\$2,000
Cummins Quickserve Online w/10 users & one-year subscription		QSOL - 01	\$750
Insite Software CD & one-year subscription (no adapter)		Insite - 02	\$1,000
<b>Allison:</b>			
Allison Doc Software		DOC - Allison	\$1,250
Allison Cable Dearborn adapter Computer to Bus		DOC - Cable	\$1,250
<b>Ford:</b>			
IDS Software, one-year subscription		Ford - IDS	\$1,250

IC Additional Contract Options			
Option Description	Seating Capacity	Manufacturer	Price
CE White 39" 4-leg Seat w-UCRA, Replaces Std Seat	All	CE White	\$830
CE White 39" Track Seating Seat w-UCRA, Replaces Std Seat	All w-Lift	CE White	\$914
CE White 39" Track Seating Seat w-UCRA, Add On	All w-Lift	CE White	\$1,111
CE White 39" Track Seating Seat wo-UCRA, Replaces Std Seat	All w-Lift	CE White	\$792
CE White 39" Track Seating Seat wo-UCRA, Add on	All 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 equivalent to the training required and described on pages 19-20 in the ITB.			
Engine Electronic Diagnostics and Familiarization			
IC University, Tulsa OK Tuition Only per person \$400			

Unit Fuel Utilization Summary Report

12 MONTHS Miami-Dade Co. Schools DOT

Status: ACTIVE Activity Code: BUS Date: From 5/8/2012 Thru 5/8/2013 Unit Type: PRIMARY Units: All Units Fluids: Primary Only

DESCRIPTION	Utilization	Total Amount	Total Cost	Company Amount	Road Amount	Company Cost	Road Cost	% Road Amount	% Road Cost	Use Per Unit Fuel	Cost Per Unit Usage
DIESEL OS		52649.20	208984.17	52649.20	0.00	208984.17	0.00	0.00	0.00	312.075	0.013
DIESEL-N		1609081.39	5714272.72	1609081.39	0.00	5714272.72	0.00	0.00	0.00	10.211	0.348
DIESEL-S		921556.69	3275796.86	921556.69	0.00	3275796.86	0.00	0.00	0.00	17.829	0.199
<b>Totals:</b>	16430478.4	2583287.28	9199053.75	2583287.28	0.00	9199053.75	0.00	0.00	0.00	6.360	0.560

16430478 Total Miles / 1251 buses = 13,133.87

Miles per year.

# Unit Inventory Report

## Miami-Dade Co. Schools DOT

Status: ACTIVE    Activity Code: BUS    Group: Unit ID

Unit	Shop	Description	License#	Year	Make	Model	Serial#	Activity	Cost Code	Util Base	Last Reading	Meter Date
97016	9234	1048175 -	COLN234719	2007	BLBRD	ALL	1BABNBKA37F239796	BUS	DIESEL	ODOMETER	93958	5/8/2013
97017	9234	1048184 -	COLN234720	2007	BLBRD	ALL	1BABNBKA57F239797	BUS	DIESEL	ODOMETER	130324	5/8/2013
97018	9234	1048183 -	COLN234721	2007	BLBRD	ALL	1BABNBKA77F239798	BUS	DIESEL	ODOMETER	89655	5/7/2013
97019	9233	1048188 -	COLN234707	2007	BLBRD	ALL	1BABNBKA97F239799	BUS	DIESEL	ODOMETER	134914	4/1/2013
97020	9233	1048245 -	COLN234708	2007	BLBRD	ALL	1BABNBKA17F239800	BUS	DIESEL	ODOMETER	114163	5/7/2013
97021	9235	1048246 -	COLN234709	2007	BLBRD	ALL	1BABNBKA37F239801	BUS	DIESEL	ODOMETER	85392	1/31/2013
97022	9235	1048244 -	COLN234710	2007	BLBRD	ALL	1BABNBKA57F239802	BUS	DIESEL	ODOMETER	99814	5/7/2013
97023	9235	1048236 -	COLN234711	2007	BLBRD	ALL	1BABNBKA77F239803	BUS	DIESEL	ODOMETER	90694	5/8/2013
97024	9235	1048247 -	COLN234712	2007	BLBRD	ALL	1BABNBKA97F239804	BUS	DIESEL	ODOMETER	92471	5/7/2013

**REPORT TOTALS:**

TOTAL NUMBER OF UNITS:	1251
TOTAL RPT ONLY UNITS:	0
TOTAL MISC. UNITS:	0

**MDCPS 2012 BLUEBIRD SCHOOL BUSES**  
**WITH ELECTRONIC CONTROL**

<b>Bus #</b>	<b>M.P.G</b>
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



Trip Information

Engine Serial Number : 733996556  
 Customer Unit Number : x03BBBBBBB  
 Work Order Name : NA

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

32035

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Coast Distance	730.0	mi
<input checked="" type="checkbox"/> Cruise Control Distance	174.0	mi
<input checked="" type="checkbox"/> ECM Distance	12641.7	mi
<input checked="" type="checkbox"/> Engine Brake Distance	0.0	mi
<input checked="" type="checkbox"/> Engine Distance	12630.8	mi
<input checked="" type="checkbox"/> Gear Down Distance	3828.6	mi
<input checked="" type="checkbox"/> Loaded PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Distance	4.9	mi
<input checked="" type="checkbox"/> PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Service Brake Distance	1863.7	mi
<input checked="" type="checkbox"/> Top Gear Distance	3932.3	mi
<input checked="" type="checkbox"/> Trip Drive Distance	12630.8	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Distance	12636.2	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Distance	12636.2	mi
<input checked="" type="checkbox"/> Fuel Used		
<input checked="" type="checkbox"/> Coast Fuel Used	0.5	gal
<input checked="" type="checkbox"/> Cruise Control Fuel Used	17.9	gal
<input checked="" type="checkbox"/> Drive Average Fuel Economy	7.1	mpg
<input checked="" type="checkbox"/> Drive Fuel Used	1785.0	gal
<input checked="" type="checkbox"/> Gear Down Fuel Used	303.5	gal
<input checked="" type="checkbox"/> Loaded PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Fuel Used	0.7	gal
<input checked="" type="checkbox"/> PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Top Gear Fuel Used	260.4	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Fuel Used	1833.1	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Fuel Used	1833.1	gal

Trip Information

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

Engine Serial Number :73398786  
 Customer Unit Number :x03BBB8888  
 Work Order Name :NA

32036

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Distance		
❖ Coast Distance	611.9	mi
❖ Cruise Control Distance	451.5	mi
❖ ECM Distance	15556.6	mi
❖ Engine Brake Distance	0.0	mi
❖ Engine Distance	15546.1	mi
❖ Gear Down Distance	3550.7	mi
❖ Loaded PTO Drive Distance	0.0	mi
❖ Maximum Accelerator Vehicle Speed Distance	272.4	mi
❖ PTO Drive Distance	0.0	mi
❖ Service Brake Distance	1679.3	mi
❖ Top Gear Distance	7552.8	mi
❖ Trip Drive Distance	15546.1	mi
❖ Vehicle Overspeed 1 Distance	15552.5	mi
❖ Vehicle Overspeed 2 Distance	15552.5	mi
<input checked="" type="checkbox"/> Fuel Used		
❖ Coast Fuel Used	0.6	gal
❖ Cruise Control Fuel Used	43.6	gal
❖ Drive Average Fuel Economy	7.7	mpg
❖ Drive Fuel Used	2026.6	gal
❖ Gear Down Fuel Used	320.6	gal
❖ Loaded PTO Drive Fuel Used	0.0	gal
❖ Maximum Accelerator Vehicle Speed Fuel Used	31.1	gal
❖ PTO Drive Fuel Used	0.0	gal
❖ Top Gear Fuel Used	649.5	gal
❖ Vehicle Overspeed 1 Fuel Used	2069.4	gal
❖ Vehicle Overspeed 2 Fuel Used	2069.4	gal

Trip Information

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

Engine Serial Number :73396034  
Customer Unit Number :X03BBBBBBB  
Work Order Name :NA

32037

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Coast Distance	612.8	mi
<input checked="" type="checkbox"/> Cruise Control Distance	134.0	mi
<input checked="" type="checkbox"/> ECM Distance	15404.0	mi
<input checked="" type="checkbox"/> Eng In Brake Distance	0.0	mi
<input checked="" type="checkbox"/> Eng In Distance	15388.0	mi
<input checked="" type="checkbox"/> Gear Down Distance	4041.9	mi
<input checked="" type="checkbox"/> Loaded PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Distance	43.2	mi
<input checked="" type="checkbox"/> PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Service Brake Distance	2073.2	mi
<input checked="" type="checkbox"/> Top Gear Distance	895.7	mi
<input checked="" type="checkbox"/> Trip Drive Distance	15388.0	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Distance	15398.5	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Distance	15398.5	mi
<input checked="" type="checkbox"/> Fuel Used		
<input checked="" type="checkbox"/> Coast Fuel Used	0.3	gal
<input checked="" type="checkbox"/> Cruise Control Fuel Used	11.7	gal
<input checked="" type="checkbox"/> Drive Average Fuel Economy	8.1	mpg
<input checked="" type="checkbox"/> Drive Fuel Used	1895.1	gal
<input checked="" type="checkbox"/> Gear Down Fuel Used	311.7	gal
<input checked="" type="checkbox"/> Loaded PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Fuel Used	4.7	gal
<input checked="" type="checkbox"/> PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Top Gear Fuel Used	479.7	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Fuel Used	1957.2	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Fuel Used	1957.2	gal

Trip Information

Engine Serial Number :73398778  
 Customer Unit Number :X03BBB8888  
 Work Order Name :NA

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

32038

Name	ECM Value	Units
⊕ Trip Since Last Reset - Drive (Vehicle Speed >0)		
⊕ Distance		
⊕ Coast Distance	773.9	mi
⊕ Cruise Control Distance	536.4	mi
⊕ ECM Distance	13803.3	mi
⊕ Engine Brake Distance	0.0	mi
⊕ Engine Distance	13790.6	mi
⊕ Gear Down Distance	3760.4	mi
⊕ Loaded PTO Drive Distance	0.0	mi
⊕ Maximum Accelerator Vehicle Speed Distance	2.4	mi
⊕ PTO Drive Distance	0.0	mi
⊕ Service Brake Distance	2149.4	mi
⊕ Top Gear Distance	4886.8	mi
⊕ Trip Drive Distance	13790.6	mi
⊕ Vehicle Overspeed 1 Distance	13798.3	mi
⊕ Vehicle Overspeed 2 Distance	13798.3	mi
⊕ Fuel Used		
⊕ Coast Fuel Used	0.6	gal
⊕ Cruise Control Fuel Used	49.7	gal
⊕ Drive Average Fuel Economy	6.5	mpg
⊕ Drive Fuel Used	2123.3	gal
⊕ Gear Down Fuel Used	405.2	gal
⊕ Loaded PTO Drive Fuel Used	0.0	gal
⊕ Maximum Accelerator Vehicle Speed Fuel Used	0.3	gal
⊕ PTO Drive Fuel Used	0.0	gal
⊕ Top Gear Fuel Used	331.6	gal
⊕ Vehicle Overspeed 1 Fuel Used	2168.7	gal
⊕ Vehicle Overspeed 2 Fuel Used	2168.7	gal

Trip Information

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

Engine Serial Number : 73396030  
 Customer Unit Number : X03B8BBB  
 Work Order Name : NA

32039

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed > 0)		
<input type="checkbox"/> Coast Distance	895.4	mi
<input type="checkbox"/> Cruise Control Distance	184.1	mi
<input type="checkbox"/> ECM Distance	16108.2	mi
<input type="checkbox"/> Engine Brake Distance	0.0	mi
<input type="checkbox"/> Engine Distance	16095.9	mi
<input type="checkbox"/> Gear Down Distance	5630.9	mi
<input type="checkbox"/> Loaded PTO Drive Distance	0.0	mi
<input type="checkbox"/> Maximum Accelerator Vehicle Speed Distance	9.4	mi
<input type="checkbox"/> PTO Drive Distance	0.0	mi
<input type="checkbox"/> Service Brake Distance	2156.9	mi
<input type="checkbox"/> Top Gear Distance	5429.4	mi
<input type="checkbox"/> Trip Drive Distance	16095.9	mi
<input type="checkbox"/> Vehicle Overspeed 1 Distance	16102.3	mi
<input type="checkbox"/> Vehicle Overspeed 2 Distance	16102.3	mi
<input type="checkbox"/> Fuel Used		
<input type="checkbox"/> Coast Fuel Used	1.1	gal
<input type="checkbox"/> Cruise Control Fuel Used	19.3	gal
<input type="checkbox"/> Drive Average Fuel Economy	7.4	mpg
<input type="checkbox"/> Drive Fuel Used	2178.7	gal
<input type="checkbox"/> Gear Down Fuel Used	480.9	gal
<input type="checkbox"/> Loaded PTO Drive Fuel Used	0.0	gal
<input type="checkbox"/> Maximum Accelerator Vehicle Speed Fuel Used	1.4	gal
<input type="checkbox"/> PTO Drive Fuel Used	0.0	gal
<input type="checkbox"/> Top Gear Fuel Used	360.6	gal
<input type="checkbox"/> Vehicle Overspeed 1 Fuel Used	2224.9	gal
<input type="checkbox"/> Vehicle Overspeed 2 Fuel Used	2224.9	gal

Trip Information

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

32040

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Coast Distance	468.9	mi
<input checked="" type="checkbox"/> Cruise Control Distance	209.7	mi
<input checked="" type="checkbox"/> ECM Distance	14136.2	mi
<input checked="" type="checkbox"/> Engine Brake Distance	0.0	mi
<input checked="" type="checkbox"/> Engine Distance	14122.0	mi
<input checked="" type="checkbox"/> Gear Down Distance	4130.3	mi
<input checked="" type="checkbox"/> Loaded PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Distance	22.8	mi
<input checked="" type="checkbox"/> PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Service Brake Distance	1830.1	mi
<input checked="" type="checkbox"/> Top Gear Distance	4815.2	mi
<input checked="" type="checkbox"/> Trip Drive Distance	14122.0	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Distance	14131.6	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Distance	14131.6	mi
<input checked="" type="checkbox"/> Fuel Used	1.6	gal
<input checked="" type="checkbox"/> Coast Fuel Used	23.7	gal
<input checked="" type="checkbox"/> Cruise Control Fuel Used	8.0	mpg
<input checked="" type="checkbox"/> Drive Average Fuel Economy	1762.6	gal
<input checked="" type="checkbox"/> Drive Fuel Used	300.6	gal
<input checked="" type="checkbox"/> Gear Down Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Loaded PTO Drive Fuel Used		
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Fuel Used	2.5	gal
<input checked="" type="checkbox"/> PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Top Gear Fuel Used	365.3	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Fuel Used	1825.4	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Fuel Used	1825.4	gal

Trip Information

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

Engine Serial Number :73396591  
 Customer Unit Number :X03BBBBBBB  
 Work Order Name :NA

3204

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed > 0)		
<input type="checkbox"/> Distance		
◇ Coast Distance	562.6	mi
◇ Cruise Control Distance	525.4	mi
◇ ECM Distance	12586.1	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	12574.9	mi
◇ Gear Down Distance	2765.9	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	201.4	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	1417.7	mi
◇ Top Gear Distance	6305.9	mi
◇ Trip Drive Distance	12574.9	mi
◇ Vehicle Overspeed 1 Distance	12582.9	mi
◇ Vehicle Overspeed 2 Distance	12582.9	mi
<input type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	2.1	gal
◇ Cruise Control Fuel Used	52.9	gal
◇ Drive Average Fuel Economy	7.7	mpg
◇ Drive Fuel Used	1628.2	gal
◇ Gear Down Fuel Used	281.4	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	22.1	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	500.2	gal
◇ Vehicle Overspeed 1 Fuel Used	1685.4	gal
◇ Vehicle Overspeed 2 Fuel Used	1685.4	gal

Trip Information

INSITE 7.6.1.1.195 SP4  
 Company Name :Cummins  
 ECM Image Name :NA

Engine Serial Number :73395984  
 Customer Unit Number :X03BBBBBBB  
 Work Order Name :NA

32042

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Distance		
◇ Coast Distance	699.0	mi
◇ Cruise Control Distance	234.0	mi
◇ ECM Distance	13179.8	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	13167.2	mi
◇ Gear Down Distance	3494.7	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	78.3	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	2564.6	mi
◇ Top Gear Distance	5697.0	mi
◇ Trip Drive Distance	13167.2	mi
◇ Vehicle Overspeed 1 Distance	13175.6	mi
◇ Vehicle Overspeed 2 Distance	13175.6	mi
<input checked="" type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	0.4	gal
◇ Cruise Control Fuel Used	22.5	gal
◇ Drive Average Fuel Economy	6.3	mpg
◇ Drive Fuel Used	2105.7	gal
◇ Gear Down Fuel Used	472.0	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	9.2	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	414.6	gal
◇ Vehicle Overspeed 1 Fuel Used	2153.6	gal
◇ Vehicle Overspeed 2 Fuel Used	2153.6	gal



Trip Information

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

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

32043

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Distance		
◇ Coast Distance	923.6	mi
◇ Cruise Control Distance	437.0	mi
◇ ECM Distance	15951.5	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	15935.5	mi
◇ Gear Down Distance	4006.4	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	187.7	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	1416.5	mi
◇ Top Gear Distance	7027.8	mi
◇ Trip Drive Distance	15935.5	mi
◇ Vehicle Overspeed 1 Distance	15947.5	mi
◇ Vehicle Overspeed 2 Distance	15947.5	mi
<input checked="" type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	0.7	gal
◇ Cruise Control Fuel Used	40.1	gal
◇ Drive Average Fuel Economy	7.3	mpg
◇ Drive Fuel Used	2173.1	gal
◇ Gear Down Fuel Used	405.7	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	20.8	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	575.9	gal
◇ Vehicle Overspeed 1 Fuel Used	2241.6	gal
◇ Vehicle Overspeed 2 Fuel Used	2241.6	gal

Trip Information

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

Engine Serial Number :73396595  
Customer Unit Number :x03B8BBB8B  
Work Order Name :NA 32044

32044

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input type="checkbox"/> Distance		
◇ Coast Distance	448.0	mi
◇ Cruise Control Distance	6.6	mi
◇ ECM Distance	11538.6	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	11530.7	mi
◇ Gear Down Distance	3049.1	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	27.9	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	1331.0	mi
◇ Top Gear Distance	4717.6	mi
◇ Trip Drive Distance	11530.7	mi
◇ Vehicle Overspeed 1 Distance	11534.2	mi
◇ Vehicle Overspeed 2 Distance	11534.2	mi
<input type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	0.3	gal
◇ Cruise Control Fuel Used	0.6	gal
◇ Drive Average Fuel Economy	7.1	mpg
◇ Drive Fuel Used	1618.4	gal
◇ Gear Down Fuel Used	264.3	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	3.3	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	341.0	gal
◇ Vehicle Overspeed 1 Fuel Used	1655.0	gal
◇ Vehicle Overspeed 2 Fuel Used	1655.0	gal

Trip Information

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

32045

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Coast Distance	591.4	mi
<input checked="" type="checkbox"/> Cruise Control Distance	522.1	mi
<input checked="" type="checkbox"/> ECM Distance	13069.3	mi
<input checked="" type="checkbox"/> Engine Brake Distance	0.0	mi
<input checked="" type="checkbox"/> Engine Distance	13055.5	mi
<input checked="" type="checkbox"/> Gear Down Distance	4341.1	mi
<input checked="" type="checkbox"/> Loaded PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Distance	99.2	mi
<input checked="" type="checkbox"/> PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Service Brake Distance	1658.1	mi
<input checked="" type="checkbox"/> Top Gear Distance	3534.1	mi
<input checked="" type="checkbox"/> Trip Drive Distance	13055.5	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Distance	13064.6	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Distance	13064.6	mi
<input checked="" type="checkbox"/> Fuel Used		
<input checked="" type="checkbox"/> Coast Fuel Used	0.5	gal
<input checked="" type="checkbox"/> Cruise Control Fuel Used	52.1	gal
<input checked="" type="checkbox"/> Drive Average Fuel Economy	7.5	mpg
<input checked="" type="checkbox"/> Drive Fuel Used	1732.8	gal
<input checked="" type="checkbox"/> Gear Down Fuel Used	330.9	gal
<input checked="" type="checkbox"/> Loaded PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Fuel Used	11.4	gal
<input checked="" type="checkbox"/> PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Top Gear Fuel Used	283.9	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Fuel Used	1799.8	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Fuel Used	1799.8	gal

Trip Information

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

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

32046

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input type="checkbox"/> Distance		
◇ Coast Distance	1096.1	mi
◇ Cruise Control Distance	405.5	mi
◇ ECM Distance	18241.8	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	18227.5	mi
◇ Gear Down Distance	5307.1	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	25.3	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	2917.7	mi
◇ Top Gear Distance	5937.0	mi
◇ Trip Drive Distance	18227.5	mi
◇ Vehicle Overspeed 1 Distance	18236.6	mi
◇ Vehicle Overspeed 2 Distance	18236.6	mi
<input type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	1.4	gal
◇ Cruise Control Fuel Used	42.0	gal
◇ Drive Average Fuel Economy	7.3	mpg
◇ Drive Fuel Used	2484.4	gal
◇ Gear Down Fuel Used	463.1	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	2.9	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	419.6	gal
◇ Vehicle Overspeed 1 Fuel Used	2551.9	gal
◇ Vehicle Overspeed 2 Fuel Used	2551.9	gal

Trip Information

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

Engine Serial Number :73392959  
 Customer Unit Number :x03BBBBBBB  
 Work Order Name :NA

32047

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input type="checkbox"/> Distance		
Coast Distance	568.8	mi
Cruise Control Distance	586.4	mi
ECM Distance	21329.8	mi
Engine Brake Distance	0.0	mi
Engine Distance	21313.7	mi
Gear Down Distance	3801.3	mi
Loaded PTO Drive Distance	0.0	mi
Maximum Accelerator Vehicle Speed Distance	345.6	mi
PTO Drive Distance	0.0	mi
Service Brake Distance	2055.1	mi
Top Gear Distance	11737.6	mi
Trip Drive Distance	21313.7	mi
Vehicle Overspeed 1 Distance	21325.7	mi
Vehicle Overspeed 2 Distance	21325.7	mi
<input type="checkbox"/> Fuel Used		
Coast Fuel Used	2.3	gal
Cruise Control Fuel Used	65.8	gal
Drive Average Fuel Economy	8.1	mpg
Drive Fuel Used	2624.2	gal
Gear Down Fuel Used	348.5	gal
Loaded PTO Drive Fuel Used	0.0	gal
Maximum Accelerator Vehicle Speed Fuel Used	40.3	gal
PTO Drive Fuel Used	0.0	gal
Top Gear Fuel Used	1125.5	gal
Vehicle Overspeed 1 Fuel Used	2703.8	gal
Vehicle Overspeed 2 Fuel Used	2703.8	gal

Trip Information

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

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

32048

Name	ECM Value	Units
⊕ Trip Since Last Reset - Drive (Vehicle Speed >0)		
⊖ Distance		
⊕ Coast Distance	562.8	mi
⊕ Cruise Control Distance	567.1	mi
⊕ ECM Distance	10347.8	mi
⊕ Engine Brake Distance	0.0	mi
⊕ Engine Distance	10336.7	mi
⊕ Gear Down Distance	3010.7	mi
⊕ Loaded PTO Drive Distance	0.0	mi
⊕ Maximum Accelerator Vehicle Speed Distance	11.6	mi
⊕ PTO Drive Distance	0.0	mi
⊕ Service Brake Distance	1407.2	mi
⊕ Top Gear Distance	3270.6	mi
⊕ Trip Drive Distance	10336.7	mi
⊕ Vehicle Overspeed 1 Distance	10344.0	mi
⊕ Vehicle Overspeed 2 Distance	10344.0	mi
⊕ Fuel Used		
⊕ Coast Fuel Used	0.7	gal
⊕ Cruise Control Fuel Used	55.9	gal
⊕ Drive Average Fuel Economy	7.1	mpg
⊕ Drive Fuel Used	1462.9	gal
⊕ Gear Down Fuel Used	293.0	gal
⊕ Loaded PTO Drive Fuel Used	0.0	gal
⊕ Maximum Accelerator Vehicle Speed Fuel Used	1.0	gal
⊕ PTO Drive Fuel Used	0.0	gal
⊕ Top Gear Fuel Used	241.5	gal
⊕ Vehicle Overspeed 1 Fuel Used	1518.5	gal
⊕ Vehicle Overspeed 2 Fuel Used	1518.5	gal

Trip Information

Engine Serial Number :73392862  
 Customer Unit Number :x038888888  
 Work Order Name :NA

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

32049

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Coast Distance	2005.2	mi
<input checked="" type="checkbox"/> Cruise Control Distance	518.8	mi
<input checked="" type="checkbox"/> ECM Distance	17305.2	mi
<input checked="" type="checkbox"/> Engine Brake Distance	0.0	mi
<input checked="" type="checkbox"/> Engine Distance	17294.2	mi
<input checked="" type="checkbox"/> Gear Down Distance	5856.8	mi
<input checked="" type="checkbox"/> Loaded PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Distance	74.7	mi
<input checked="" type="checkbox"/> PTO Drive Distance	0.0	mi
<input checked="" type="checkbox"/> Service Brake Distance	1773.1	mi
<input checked="" type="checkbox"/> Top Gear Distance	5009.9	mi
<input checked="" type="checkbox"/> Trip Drive Distance	17294.2	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Distance	17300.5	mi
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Distance	17300.5	mi
<input checked="" type="checkbox"/> Fuel Used		
<input checked="" type="checkbox"/> Coast Fuel Used	2.1	gal
<input checked="" type="checkbox"/> Cruise Control Fuel Used	50.2	gal
<input checked="" type="checkbox"/> Drive Average Fuel Economy	7.4	mpg
<input checked="" type="checkbox"/> Drive Fuel Used	2341.5	gal
<input checked="" type="checkbox"/> Gear Down Fuel Used	482.9	gal
<input checked="" type="checkbox"/> Loaded PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Maximum Accelerator Vehicle Speed Fuel Used	8.7	gal
<input checked="" type="checkbox"/> PTO Drive Fuel Used	0.0	gal
<input checked="" type="checkbox"/> Top Gear Fuel Used	352.1	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 1 Fuel Used	2396.8	gal
<input checked="" type="checkbox"/> Vehicle Overspeed 2 Fuel Used	2396.8	gal

Trip Information

Engine Serial Number : 73396609  
 Customer Unit Number : x03BBBBBBB  
 Work Order Name : NA

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

32051

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed > 0)		
<input type="checkbox"/> Distance		
◇ Coast Distance	785.0	mi
◇ Cruise Control Distance	388.2	mi
◇ ECM Distance	11722.0	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	11709.4	mi
◇ Gear Down Distance	3446.6	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	23.4	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	1908.5	mi
◇ Top Gear Distance	3806.2	mi
◇ Trip Drive Distance	11709.4	mi
◇ Vehicle Overspeed 1 Distance	11716.8	mi
◇ Vehicle Overspeed 2 Distance	11716.8	mi
<input type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	0.9	gal
◇ Cruise Control Fuel Used	43.0	gal
◇ Drive Average Fuel Economy	6.4	mpg
◇ Drive Fuel Used	1840.4	gal
◇ Gear Down Fuel Used	286.5	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	2.6	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	262.8	gal
◇ Vehicle Overspeed 1 Fuel Used	1893.6	gal
◇ Vehicle Overspeed 2 Fuel Used	1893.6	gal



Trip Information

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

Engine Serial Number :73395966  
 Customer Unit Number :x03BBBBBBBB  
 Work Order Name :NA

32052

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input type="checkbox"/> Distance		
◇ Coast Distance	827.8	mi
◇ Cruise Control Distance	401.6	mi
◇ ECM Distance	16452.2	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	16435.9	mi
◇ Gear Down Distance	4406.2	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	142.6	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	2048.7	mi
◇ Top Gear Distance	7160.7	mi
◇ Trip Drive Distance	16435.9	mi
◇ Vehicle Overspeed 1 Distance	16446.9	mi
◇ Vehicle Overspeed 2 Distance	16446.9	mi
<input type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	2.6	gal
◇ Cruise Control Fuel Used	45.3	gal
◇ Drive Average Fuel Economy	8.4	mpg
◇ Drive Fuel Used	1957.3	gal
◇ Gear Down Fuel Used	354.9	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	15.9	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	540.8	gal
◇ Vehicle Overspeed 1 Fuel Used	2010.7	gal
◇ Vehicle Overspeed 2 Fuel Used	2010.7	gal

Trip Information

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

Engine Serial Number : 73399813  
 Customer Unit Number : x03BBBBBBB  
 Work Order Name : NA

32053

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed > 0)		
<input checked="" type="checkbox"/> Distance		
❖ Coast Distance	1965.9	mi
❖ Cruise Control Distance	1007.4	mi
❖ ECM Distance	21430.1	mi
❖ Engine Brake Distance	0.0	mi
❖ Engine Distance	21412.1	mi
❖ Gear Down Distance	4881.0	mi
❖ Loaded PTO Drive Distance	0.0	mi
❖ Maximum Accelerator Vehicle Speed Distance	791.5	mi
❖ PTO Drive Distance	0.0	mi
❖ Service Brake Distance	1991.9	mi
❖ Top Gear Distance	10334.9	mi
❖ Trip Drive Distance	21412.1	mi
❖ Vehicle Overspeed 1 Distance	21425.1	mi
❖ Vehicle Overspeed 2 Distance	21425.1	mi
<input checked="" type="checkbox"/> Fuel Used		
❖ Coast Fuel Used	6.9	gal
❖ Cruise Control Fuel Used	106.7	gal
❖ Drive Average Fuel Economy	7.6	mpg
❖ Drive Fuel Used	2802.6	gal
❖ Gear Down Fuel Used	430.2	gal
❖ Loaded PTO Drive Fuel Used	0.0	gal
❖ Maximum Accelerator Vehicle Speed Fuel Used	91.8	gal
❖ PTO Drive Fuel Used	0.0	gal
❖ Top Gear Fuel Used	1010.1	gal
❖ Vehicle Overspeed 1 Fuel Used	2894.7	gal
❖ Vehicle Overspeed 2 Fuel Used	2894.7	gal

Trip Information

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

Engine Serial Number :73399814  
 Customer Unit Number :x039BBBBBBB  
 Work Order Name :NA

32054

Name	ECM Value	Units
<input type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed > 0)		
<input type="checkbox"/> Distance		
◇ Coast Distance	360.0	mi
◇ Cruise Control Distance	420.9	mi
◇ ECM Distance	12301.0	mi
◇ Engine Brake Distance	0.0	mi
◇ Engine Distance	12290.2	mi
◇ Gear Down Distance	3344.1	mi
◇ Loaded PTO Drive Distance	0.0	mi
◇ Maximum Accelerator Vehicle Speed Distance	21.6	mi
◇ PTO Drive Distance	0.0	mi
◇ Service Brake Distance	1418.0	mi
◇ Top Gear Distance	5041.3	mi
◇ Trip Drive Distance	12290.2	mi
◇ Vehicle Overspeed 1 Distance	12296.2	mi
◇ Vehicle Overspeed 2 Distance	12296.2	mi
<input type="checkbox"/> Fuel Used		
◇ Coast Fuel Used	4.3	gal
◇ Cruise Control Fuel Used	42.4	gal
◇ Drive Average Fuel Economy	7.7	mpg
◇ Drive Fuel Used	1592.3	gal
◇ Gear Down Fuel Used	294.7	gal
◇ Loaded PTO Drive Fuel Used	0.0	gal
◇ Maximum Accelerator Vehicle Speed Fuel Used	2.3	gal
◇ PTO Drive Fuel Used	0.0	gal
◇ Top Gear Fuel Used	363.3	gal
◇ Vehicle Overspeed 1 Fuel Used	1638.3	gal
◇ Vehicle Overspeed 2 Fuel Used	1638.3	gal

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

Trip Information

Engine Serial Number : 73396629  
 Customer Unit Number : x09BBB8888  
 Work Order Name : NA

32056

Name	ECM Value	Units
<input checked="" type="checkbox"/> Trip Since Last Reset - Drive (Vehicle Speed >0)		
<input checked="" type="checkbox"/> Distance		
Coast Distance	757.1	mi
Cruise Control Distance	7.7	mi
ECM Distance	12556.1	mi
Engine Brake Distance	0.0	mi
Engine Distance	12541.4	mi
Gear Down Distance	4318.5	mi
Loaded PTO Drive Distance	0.0	mi
Maximum Accelerator Vehicle Speed Distance	49.1	mi
PTO Drive Distance	0.0	mi
Service Brake Distance	1364.1	mi
Top Gear Distance	2991.4	mi
Trip Drive Distance	12541.4	mi
Vehicle Overspeed 1 Distance	12550.8	mi
Vehicle Overspeed 2 Distance	12550.8	mi
<input checked="" type="checkbox"/> Fuel Used		
Coast Fuel Used	0.8	gal
Cruise Control Fuel Used	0.7	gal
Drive Average Fuel Economy	7.6	mpg
Drive Fuel Used	1640.9	gal
Gear Down Fuel Used	292.8	gal
Loaded PTO Drive Fuel Used	0.0	gal
Maximum Accelerator Vehicle Speed Fuel Used	5.4	gal
PTO Drive Fuel Used	0.0	gal
Top Gear Fuel Used	199.7	gal
Vehicle Overspeed 1 Fuel Used	1722.8	gal
Vehicle Overspeed 2 Fuel Used	1722.8	gal

\*\*\*\*\* 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  
MIAMI, FL 33157

----- CONTROL # -----  
780616

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	06:27 7499	7429	3.096000	23,000.18
	FED EXC LUST GOVT TA			.001000	7.43
	FL LOCAL OPTION TAX			.141000	1,047.49
	FL MTR FJEL TAX - D			.169000	1,255.50
	FL POLLUTION TAX			.020714	153.88
	FED ENV REC FEE			.001901	14.12
DUE DATE 6/16/2013				AMOUNT DUE	\$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

7.8 RVP

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

UNLEADED E-10 FUEL - INVENTORY

	N	NE	NW	JS	CW	Maintenance	CE	R	SW	S
MANSFIELD										
OPIS Price	2.888100	2.888100	Does not	2.888100	2.888100	2.888100	2.888100	2.888100	2.888100	2.888100
Taxes	0.364674	0.364674	have unleaded	0.364674	0.364674	0.364674	0.364674	0.364674	0.364674	0.364674
Service Charge	-0.007100	-0.001700	at this location	-0.003000	-0.000900	-0.001700	-0.002100	0.005900	0.000600	0.011900
Total	3.245674	3.251074		3.249774	3.251874	3.251074	3.250674	3.258674	3.253374	3.264674

AVERAGE COST FOR E-10 UNLEADED 3.252985

DIESEL FUEL - INVENTORY

	N	NE	NW	JS	CW	Maintenance	CE	R	SW	S
MANSFIELD										
OPIS Price	3.000000	3.000000	3.000000	3.000000	3.000000	3.000000	3.000000	3.000000	3.000000	3.000000
Taxes	0.333614	0.333614	0.333614	0.333614	0.333614	0.333614	0.333614	0.333614	0.333614	0.333614
Service Charge	-0.005700	-0.004400	-0.002000	-0.001100	0.005700	-0.004400	-0.000500	0.008200	0.002500	0.014900
Total	3.327914	3.329214	3.331614	3.332514	3.339314	3.329214	3.333114	3.341814	3.336114	3.348514

AVERAGE COST FOR DIESEL 3.334934

ONSITE FUELING

MACMILLAN OIL COMPANY - UNLEADED

OPIS Price	2.888100
Taxes	0.364674
Service Charge	0.219000
Total	3.471774

MACMILLAN OIL COMPANY - DIESEL

OPIS Price	3.000000
Taxes	0.333614
Service Charge	0.219000
Total	3.552614

Klein, Jerry

---

From: Brown, Regina M.  
Sent: Tuesday, May 21, 2013 3:30 PM  
To: Klein, Jerry  
Cc: Alonso, Orlando L.; Hicks, James  
Subject: FW: question regarding tax credit rate

See below.

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

---

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

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>>> "Brown, Regina M." <ReginaMBrown@dadeschools.net> 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.

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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.



Brown, Regina M.

From: opisadmin@opisnet.com  
Thursday, May 09, 2013 5:29 PM  
Subject: OPIS Wholesale Racks with OPIS Spot Mean

Account #146491

To 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

	Terms	Unl	Move	Mid	Move	Pre	Move	Date	Time
Marathon	b 1-10	---	---	---	---	323.84	+ 1.52	05/08	18:00
Marathon	u N-10	---	---	---	---	319.60	+ 1.50	05/08	18:00
Valero	b 1-10	---	---	---	---	323.95	+ 1.00	05/08	18:00
Valero	u N-10	---	---	---	---	320.20	+ 1.25	05/08	18:00
LOW RACK		---		---		319.60			
HIGH RACK		---		---		323.95			
RACK AVG		---		---		321.90			
OPIS GULF COAST SPOT MEAN - 05/08									
FOB COLONIAL		274.730		---		---			
OPIS GULF WATERBORNE DELIVERED SPOT (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

	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
COM	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	05/08	18:00
Pexaco	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 WATERBORNE DELIVERED SPOT (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

	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	05/08	18:00
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	- .55	05/08	18:00
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	+ .80	05/08	18:00
TransMont	u N-10	281.29	+ 2.02	297.95	+ 1.39	320.66	+ .21	05/08	18:00
Shamrock	b 1-10	281.30	+ 2.00	292.30	+ 2.00	314.30	+ 2.00	05/08	18:00
Valero	b 1-10	281.30	+ 2.00	292.30	+ 2.00	314.30	+ 2.00	05/08	18:00
XOM	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

Global	b 1-10	281.65	+ 1.67	293.65	+ 1.67	316.65	+ 1.67	05/08	18:00
Global	u 1-10	281.76	+ .80	294.01	+ .80	317.02	+ .80	05/08	18:00
Chevron	b 1t45c	282.00	+ 1.90	294.50	+ 1.90	318.50	+ 1.90	05/08	18:00
Exxon	b 1t45c	282.00	+ 1.90	294.50	+ 1.90	318.50	+ 1.90	05/08	18:00
Shell	u 1-10	290.70	+ .80	302.70	+ .80	324.70	+ .80	05/08	18:00
BP	u 1-10	294.95	- 3.00	297.60	- 3.00	333.50	- 3.00	05/08	18:01
LOW RACK		277.15		291.15		311.90			
HIGH RACK		294.95		306.20		333.50			
RACK AVG		281.89		294.88		318.88			
OPIS GULF WATERBORNE DELIVERED SPOT (SRI)									
FOB MIAMI		286.97		-- --		-- --			
5-DAY AVG		281.01		294.13		318.56			

MIAMI, FL									
LOW RETAIL		336.50							
AVG RETAIL		351.02							
LOW RETAIL EX-TAX		281.71							
AVG RETAIL EX-TAX		296.24							

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\*\*

	Terms		Move	Date	Time
TransMont	u N-10	284.71	- .40	05/08	18:00
LOW RACK		284.71			
HIGH RACK		284.71			
RACK AVG		284.71			
5-DAY AVG		279.75			

OPIS NEWSLETTER PRICES - MIAMI, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013

~~\*\*OPIS GROSS ULTRA LOW SULFUR DISTILLATE PRICES\*\*~~

	Terms	No.2	Move	No.1	Move	Pre	Move	Date	Time
Marathon	u N-10	304.50	- .15	-- --	-- --	-- --	-- --	05/08	18:00
Colonial	u N-10	304.65	- .15	-- --	-- --	-- --	-- --	05/08	18:00
TransMont	u N-10	304.84	- .15	-- --	-- --	-- --	-- --	05/08	18:00
Valero	u N-10	304.90	+ .25	-- --	-- --	-- --	-- --	05/08	18:00
Shell	u N-10	305.24	+ .16	-- --	-- --	-- --	-- --	05/08	18:00
FlntHlsRs	u N-10	305.65	+ 1.25	-- --	-- --	-- --	-- --	05/07	18:00
Shell	b 1-10	308.33	+ .17	-- --	-- --	-- --	-- --	05/08	18:00
Marathon	b 1-10	308.43	- .16	-- --	-- --	-- --	-- --	05/09	00:01
Coastal	b 1-10	308.45	- .62	-- --	-- --	-- --	-- --	05/09	00:01
Sunoco	b 1-10	308.45	- .62	-- --	-- --	-- --	-- --	05/09	00:01
Citgo	b 1-10	308.70	+ 1.00	-- --	-- --	-- --	-- --	05/07	18:00
Citgo	u 1-10	308.70	+ 1.00	-- --	-- --	-- --	-- --	05/07	18:00
KOM	b 1-10	308.71	- .56	-- --	-- --	-- --	-- --	05/08	19:00
Shamrock	b 1-10	308.85	+ 1.20	-- --	-- --	-- --	-- --	05/07	18:00
Valero	b 1-10	308.85	+ 1.20	-- --	-- --	-- --	-- --	05/07	18:00
Chevron	b 1t45c	309.00	+ .20	-- --	-- --	-- --	-- --	05/08	18:00
Texaco	b 1t45c	309.00	+ .20	-- --	-- --	-- --	-- --	05/08	18:00
BP	b 1-10	309.06	+ .19	-- --	-- --	-- --	-- --	05/08	18:00
Global	u 1-10	309.36	+ 1.00	-- --	-- --	-- --	-- --	05/07	18:00
LOW RACK		304.50		-- --	-- --	-- --	-- --		
HIGH RACK		309.36		-- --	-- --	-- --	-- --		
RACK AVG		307.56		-- --	-- --	-- --	-- --		
OPIS GULF COAST SPOT MEAN - 05/08									
FOB COLONIAL		288.970		-- --	-- --	-- --	-- --		
OPIS GULF WATERBORNE DELIVERED SPOT (SRI)									
FOB MIAMI		295.90		-- --	-- --	-- --	-- --		
5-DAY AVG		305.12		-- --	-- --	-- --	-- --		

OPIS NEWSLETTER PRICES - MIAMI, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013

\*\*OPIS GROSS ULTRA LOW SULFUR RED DYE DISTILLATE PRICES\*\*

	Terms	No.2	Move	No.1	Move	Pre	Move	Date	Time
Marathon	u N-10	305.00	- .15	-- --	-- --	-- --	-- --	05/08	18:00

Colonial	u N-10	305.15	- .15	---	---	---	---	---	---	05/08	18:00
Valero	u N-10	305.30	+ .25	---	---	---	---	---	---	05/08	18:00
TransMont	u N-10	305.34	- .15	---	---	---	---	---	---	05/08	18:00
Shell	u N-10	305.74	+ .16	---	---	---	---	---	---	05/08	18:00
AlsRs	u N-10	306.40	+ 1.25	---	---	---	---	---	---	05/07	18:00
Marathon	b 1-10	308.94	- .15	---	---	---	---	---	---	05/08	18:00
Coastal	b 1-10	308.95	- .62	---	---	---	---	---	---	05/09	00:01
Sunoco	b 1-10	308.95	- .62	---	---	---	---	---	---	05/09	00:01
Citgo	b 1-10	309.10	+ 1.00	---	---	---	---	---	---	05/07	18:00
Citgo	u 1-10	309.10	+ 1.00	---	---	---	---	---	---	05/07	18:00
Chevron	b 1t45c	309.50	+ .20	---	---	---	---	---	---	05/08	18:00
Texaco	b 1t45c	309.50	+ .20	---	---	---	---	---	---	05/08	18:00
BP	b 1-10	309.56	+ .19	---	---	---	---	---	---	05/08	18:00
LOW RACK		305.00		---	---	---	---	---	---		
HIGH RACK		309.56		---	---	---	---	---	---		
RACK AVG		307.61		---	---	---	---	---	---		
OPIS GULF WATERBORNE DELIVERED SPOT (SRI)											
FOB MIAMI		296.25		---	---	---	---	---	---		
5-DAY AVG		305.21		---	---	---	---	---	---		

OPIS NEWSLETTER PRICES - MIAMI, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013

~~\*\*OPIS GROSS NO. 2 DISTILLATE PRICES\*\*~~

Terms	No.2	LS	Move	No.2		Move	HS	Move	Date	Time	
				LS	RD						
Marathon	u N-10	---	---	304.65	---	.15	---	---	05/08	18:00	
Marathon	b 1-10	---	---	308.59	---	.15	---	---	05/08	18:00	
LOW RACK		---		304.65			---				
HIGH RACK		---		308.59			---				
RACK AVG		---		306.62			---				
OPIS GULF WATERBORNE DELIVERED SPOT (SRI)											
FOB MIAMI		---		283.37			---				
5-DAY AVG		---		304.33			---				

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\*\*~~

Terms	No.2	U/S	Move	Date	Time
LOW RACK		306.21			
HIGH RACK		306.21			
RACK AVG		306.21			
5-DAY AVG		303.53			

OPIS NEWSLETTER PRICES - Miami, FL

Vol 33, No. 19 Issued 05-13-13 for Prices confirmed through 05-09-2013

~~\*\*OPIS GROSS WHOLESALE B10 MULT BIODIESEL PRICES\*\*~~

Terms	No.2	U/S	Move	Date	Time
LOW RACK		304.95			
HIGH RACK		304.95			
RACK AVG		304.95			
5-DAY AVG		302.33			

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 BIODIESEL PRICES\*\*~~

Terms	No.2	U/S	Move	Date	Time
LOW RACK		303.64			
HIGH RACK		303.64			
RACK AVG		303.64			
5-DAY AVG		301.08			

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	
Mont u N-10	303.31	05/08	18:00	
WACK	303.31			
HIGH RACK	303.31			
WACK AVG	303.31			
5-DAY AVG	300.82			

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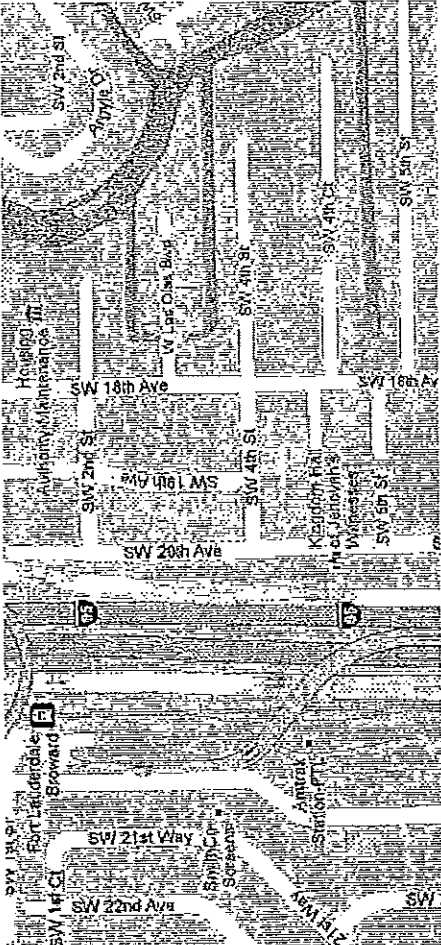
*Compressed Natural Gas C+G*  
*Propane*

# Public Compressed Natural Gas (CNG) stations in Ft Lauderdale

Use the interactive map to find stations.

Fuel Type	Name	Address	Current price	More info
CNG	Wise Gas	650 NW 27th Ave	2.29 (\$ per gge) updated 2013-03-25	

See a list of all public Compressed Natural Gas (CNG) stations in Florida. There are lots of public alternative fuel stations in the USA. We have links to a large map of alternative fuel fill stations.



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

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 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 easier!

## Sitemap

- Home
- Trip planner
- Add a station
- Station listing
- For station owners
- Advertising

## Explore CNG

- Station map
- CNG Conversion
- Update a price
- Report a problem
- CNG Chat
- The Pickens Plan
- CNG Now

*See - Gasoline Station equivalent*

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

\$0.3890

\$1.37529/gallon

Report/Purchase Date:

Tuesday, May 21, 2013

State Purchasing

Florida Department of Management Services

BPN's Newsletter - Hattiesburg 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



District	County	Commodity Codes			Contractor
		405-200-440-1000 Bobtail Delivery		405-440-1100 Transport Delivery	
		Facility Owned Tank, Unit Price per Gallon	Rental Tank, Unit Price per Gallon	Unit Price per Gallon	
Southern	Broward	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban
	Collier	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban
	Dade	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban
	Glades	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban
	Hendry	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban
	Martin	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban
	Monroe	\$ 0.5090	\$ 0.5390	\$ 0.3890	Suburban
		\$ 0.52	\$ 0.55	\$ 0.38	Ferrellgas
Palm Beach	\$ 0.3590	\$ 0.3890	\$ 0.2390	Suburban	

**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 buy 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.