



Introducing the Largest Offering of Propane-Powered School Buses



THESE ARE NOT YOUR FATHER'S PROPANE BUSES!



WESTERN BUS SALES, INC.



INTRODUCTION

Western Bus Sales (WBS) is proud to detail our alternative fuel school bus offerings and provide our customers with innovative and money-saving solutions to meet their school transportation needs.

WBS currently offers three (3) different school bus models that operate on clean-burning PROPANE fuel:

- ✓ **Blue Bird Type C Vision School Bus**
 - Capacity from 47 to 77 passengers
 - Special needs/wheelchair lift compatible
- ✓ **Micro Bird by Girardin Type A MB-IV G5 School Bus on a Ford E-450 DRW Chassis**
 - Capacity up to 30 passengers
 - Special needs/wheelchair lift compatible
- ✓ **Collins Type A Super/Grand Bantam School Bus on a Chevrolet CG-33803 DRW Chassis**
 - Capacity up to 30 passengers
 - Special needs/wheelchair lift compatible

These propane-powered school buses run on propane instead of diesel or gasoline. Unlike “retrofit” systems of the past, these are a fully integrated and purpose-built Original Equipment Manufacturer (OEM) bus, engineered to the same exacting standards as other Blue Bird, Micro Bird, or Collins buses.

All of the propane-powered buses we sell meet Environmental Protection Agency (EPA) and California Air Resources Board (CARB) certification requirements for the 2010 production year. Designed and built for maximum quality and reliability, they also meet all applicable School Bus Federal Motor Vehicle Safety Standards.

With approximately 70,000 miles of interstate pipelines and more than 2,500 public and 10,000 private refueling locations throughout North America, the infrastructure is in place to provide a filling station for each propane-powered school bus sold. Additionally, there are more than 5,000 propane marketers working to provide a seamless experience for the end customer.



Propane-powered school buses are the best choice for your school district's entrance in to the alternative fuel vehicle market. With the lowest cost of entry for alternative fuels, it is substantially lower in the incremental price differential vs. hybrid and other emerging technologies. Because these buses already meet the 2010 EPA diesel emission standards, it qualify for grant competitions that offer increased money or matching funds for vehicles that meet 2010 standards.

With new technology, the Liquified Propane Injected fuel systems designed by Roush or CleanFUEL USA are completely different than poorer-performing propane fuel systems of decades past. These are certainly not your father's propane school buses!

In addition to providing low emissions, the propane-powered school buses offer reduced maintenance costs and immediate fuel cost savings based on current propane vs. diesel fuel prices.

Purchasing propane-powered school buses currently offers access to both Federal tax credits and State BETC tax credits that can be passed through to businesses with tax liability. In addition, there is currently a \$.50/gallon Federal tax credit/refund for propane fuel was just extended for fuel used through December 31, 2011.

Now is the perfect time to seek out alternatives to inflating diesel engine prices and more complex technology.

Creative Lease Purchase Financing

Utilizing a lease purchase program can allow your School District to purchase and take delivery of new school buses with only a minimum cash outlay this year. In the last 60 days, we've seen interest rates as low as 2.90% for a standard five (5) year lease purchase with annual payments. Further, interest costs are reimbursed by the state at an approximate rate of 70%; that brings the net interest rate your School District pays down to below 0.87%. We can offer one stop shopping, as Blue Bird's financing partner provides lease purchase financing for school districts with extended terms as long as ten (10) years.

We at Western Bus Sales look forward to working with you and your transportation department to find ways to benefit both your district and our industry.



Contact Us For More Information

WESTERN BUS SALES, INC.

30355 S.E. HIGHWAY 212 • BORING, OR 97009

(800) 258-2473 Toll-Free • (503) 905-0002 Phone • (503) 905-0003 Fax

www.westernbus.com

OREGON ACCOUNTS

Shawn Choruby • (503) 975-7433 • shoruby@westernbus.com

WASHINGTON ACCOUNTS

Sarah Jones • (800) 258-2473 • sjones@westernbus.com



WHAT IF WE COULD DELIVER THIS

Our customers continue to be challenged by both reduced capital budgets and operating limitations. Blue Bird, Ford, and ROUSH CleanTech set out to offer you a broad range of benefits to selecting the Propane-Powered Vision for your school bus operation:

- ✓ **40% plus reduction in fuel costs** versus gas or diesel
- ✓ **97% of propane fuel is produced domestically**, reducing the country's dependence on foreign oil
- ✓ **No compromise in Ford OEM warranty**
- ✓ **No compromise in horsepower and torque**
- ✓ **Similar operating range** to gas and diesel
- ✓ **Low cost access to private fueling infrastructure**
- ✓ **24% reduction in greenhouse gas emissions**
- ✓ **Vehicles serviced with existing diagnostic equipment**
- ✓ **Immediate impact to daily import of 11 million barrels of oil**
- ✓ **POSITIVE ROI WITH AND WITHOUT GOVERNMENT INCENTIVES!**



PROPANE SAFETY

Propane-powered school buses are built to the same exacting safety standards as other Blue Bird products and meets all School Bus Federal Motor Vehicle Safety Standards (FMVSS) and Canadian Motor Vehicle Safety Standards (CMVSS), including CMVSS 301.1 Fuel System Integrity for Liquefied Natural Gas.

PROPANE
EXCEPTIONAL ENERGY®

Propane has a long history of serving as a safe and reliable alternative fuel choice:

- ✧ Propane has a remarkable safety record, due in large part to the stringent codes and regulations developed by the propane industry and the National Fire Protection Association (NFPA). Worldwide use of propane has shown that based on per capita of use, propane has one of the best automobile safety records of any fuel – conventional or alternative.
- ✧ Propane has been used as a commercial motor fuel for more than 80 years.
 - In the United States more than 190,000 propane-powered vehicles are in use today and approximately 60,000 propane vehicles are operating in Canada.
 - Worldwide, more than 15 million vehicles operate on propane.

Propane has built-in safety properties:

- ✧ Propane has a narrow range of flammability when compared to other petroleum products, and it has the lowest flammability range of any fossil fuel.
- ✧ Propane gas is nontoxic and nonpoisonous and produces minimal emissions.
- ✧ Propane is not harmful to soil or water.
- ✧ Propane tanks are 20 times more puncture resistant than conventional fuel tanks.
- ✧ The Propane Education & Research Council (PERC) has a number of safety programs available for use.

The propane industry has established methods to make the transport/use of propane safe:

- ✧ Propane equipment is manufactured to rigorous safety standards.
- ✧ In the rare event of a leak, propane dissipates into the air and doesn't puddle.
- ✧ Because it is released from a pressurized container as a vapor, propane cannot be ingested like gasoline or alcohol fuels.



- ✧ Because propane is virtually odorless and colorless in its natural state, a commercial odorant is added so it can be detected if it leaks from its container.
- ✧ Propane vehicle tanks are constructed from carbon steel, in compliance with a code developed by the American Society of Mechanical Engineers.
- ✧ New propane cylinders are manufactured with an Overfilling Prevention Device (OPD) that shuts off the filling process when the tank reaches 80 percent of its liquid capacity. This allows for changes in fuel volume caused by temperature variations, without any release of gas from the tank.
- ✧ Propane engine fuel systems are fitted with safety devices and shut-off valves that function automatically if the fuel line ruptures.

Frequently Asked Questions about Propane:

What is propane?

Propane is a nontoxic, colorless, and odorless gas produced from natural gas processing and crude oil refining. At ambient (normal) temperature it is a gas and a liquid under pressure. It emits fewer lifecycle greenhouse gas emissions than gasoline or diesel.

Is propane safe?

Yes, propane is a safe alternative fuel that is nontoxic and nonpoisonous. Propane has a narrow range of flammability and because it is released as a vapor from a pressurized container it cannot be ingested like gasoline or alcohol fuels.

The propane vehicle tanks are tested to four times the normal operating pressures, and are 20 times as puncture resistant as gasoline tanks.



Is propane dangerous to the environment?

No. Propane is an approved clean fuel listed in the 1990 Clean Air Act and the Energy Policy Act of 1992 and 2005. Propane is one of the cleanest burning fuels of all fossil fuels. Tests conducted by the U.S. Environmental Protection Agency show that propane fueled vehicles produce 30 percent to 90 percent less carbon monoxide and about 50 percent fewer toxins and other smog-producing emissions than gasoline engines. Propane is also nontoxic, so it's not harmful to soil, water or humans.



How readily available is propane?

With approximately 70,000 miles of interstate pipelines and more than 2,500 public and 10,000 private refueling locations throughout the United States, propane is readily available. Additionally, 90 percent of the U.S. propane supply is produced at existing domestic facilities, reducing our nation's dependence on foreign oil.

Who uses propane?

Propane is a trusted and reliable energy source that is used by millions of Americans and Canadians each day. It fulfills energy needs by burning cleanly and efficiently, giving consumers more value for their energy dollar. People use propane in and around their homes for furnaces, water heaters, air conditioners, outdoor grills, fireplaces, and appliances; on farms for uses such as pest control, crop drying, and irrigation pumps; for industrial uses such as forklifts and fleet vehicles; and in millions of commercial establishments, including restaurants and hotels that depend on propane for heating, cooking, and other uses.

What are the benefits of using a propane-powered school bus?

Benefits include reduced fuel costs, tax credits, lower emission levels, fewer oil changes, and better performance among alternative fuel vehicles. The Propane-Powered Vision, Micro Bird, and Collins Buses provide school districts with another fuel option besides diesel and CNG.

How does propane affect the engine's performance?

Fleet operators report horsepower and torque capability roughly comparable to gasoline. One added benefit of propane engines is that they perform exceptionally well in cold weather climates. The fuel is not affected by the lower temperatures like diesel fuel is. This eliminates the need for engine block heaters (and electricity use), and reduces idle time to warm up the engine, reducing emissions and fuel use.

Where do I go to find out more about Propane?

For more information on propane, contact the Propane Education & Research Council (PERC) at www.propanefreedom.com. PERC was formed to promote the safe, efficient use of odorized propane gas as a preferred energy source and to educate the public about propane and propane safety.



REFUELING INFRASTRUCTURE

Propane-powered school buses can help school districts and other customers dramatically reduce fuel expenses while simultaneously reducing toxic idling emissions. However, many customers are unfamiliar with propane fuel and infrastructure.

To facilitate an effortless purchasing experience, Western Bus Sales has teamed with Ferrellgas to offer customers a plan for purchasing fuel and refueling equipment that is:



Safe:

Recognizing that safety is first, the propane fuel marketer will be responsible for training and certifying the proper dispensing of propane motor fuel.

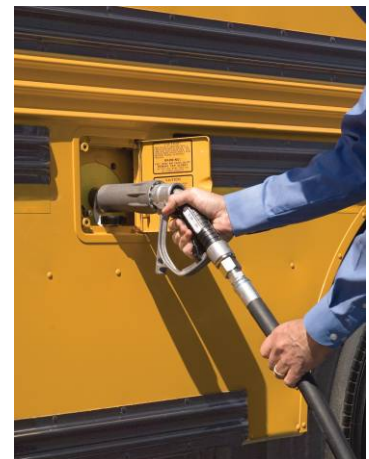
Seamless:

The propane marketer will assist customers with providing a seamless set-up experience by not only providing the initial equipment and fuel but also by providing service and maintenance on the equipment as well as any needed training. These combined efforts ensure that fleets maximize on-route time.

Cost Effective:

The propane marketers can provide a cost effective infrastructure solution by building the cost of the fuel dispensing equipment and storage tanks (skid system) into a fuel contract. This may eliminate a major capital expense for school districts and other customers.

Most customers who have decided to purchase propane-powered school buses have installed their own fueling infrastructure on site. In many cases, they have worked with Ferrellgas, a propane retailer, to set up the fuel station. Generally, the school district must have an appropriate site for the tank, pour a concrete pad, install crash barriers, and run electricity to the site.



Scalable:

The scalable infrastructure program can allow organizations to trade-up equipment as their propane fleets grow. As more dispensers and larger storage tanks are needed, adjustments can be made to accommodate the customer.



Ease of Use

Refueling is simple. Propane's fueling rate, 5 to 8 gallons per minute is comparable but a bit slower to that of gasoline or diesel. This translates into savings in time and money compared with other alternative fuels. Because propane is delivered through a sealed system (thereby protecting the environment), a simple threaded connection is used.

Infrastructure Resources:

Ferrellgas can be found online at www.ferrellgas.com. Additional propane retailers may be found by visiting www.usepropane.com and clicking on the link "Find A Propane Retailer."

Ferrellgas Sales Contacts in Oregon:

Larry Joholske, Field Account Manager
Territory is Northern & Eastern Oregon (south to Eugene)
(503) 510-0246
larryjoholske@ferrellgas.com

Jessica Joholske, Field Account Manager
Territory is Southern Oregon (south of Eugene)
(541) 520-4538
jessicajoholske@ferrellgas.com



TAX CREDITS & INCENTIVES

Cost Incentives

Federal and state grants as well as available fuel credits and tax incentives can make the initial cost difference negligible between the Propane-Powered Vision and a similarly equipped diesel-powered bus, making the switch to alternative fuel-powered fleets particularly attractive. Additionally, the switch to propane-powered buses can serve as a significant cost savings for fleet owners over time through reduced amounts of money spent on fuel, maintenance and upkeep, lending further credence to the initial investment and ensuring customer satisfaction throughout the life of the product.

United States Tax Credits and Incentives

The tax incentives that took effect December 31, 2005 and October 1, 2006 by the passage of the 2005 Energy and Highway bills create a significant growth opportunity for the propane engine fuel market, including the following three federal tax incentives available from the IRS:

Volumetric Excise Tax Credit (VEETC): 50-Cent-Per-Gallon Federal Tax Credit **- Extended in December 2010, now valid through December 31, 2011**

Under the Volumetric Excise Tax Credit, propane used in motor vehicles is eligible for a 50-cent-per-gallon federal motor fuel tax credit. With proper documentation of the number of gallons of propane purchased, there are no limits to the amount that can be claimed under this tax credit. Additionally, the VEETC tax credit applies to many different customer groups including:

- ✧ Non-profit Agencies (including most school districts)
- ✧ Private Companies
- ✧ State and Local Government Entities
- ✧ Private Individuals
- ✧ Propane Suppliers

In cases where an organization's tax credit is higher than the income tax owed, the organization may receive the remainder of the credits as a refund. For more information on how to take advantage of saving 50-cents on every gallon of propane fuel purchased, visit the US Department of Energy's Alternative Fuels & Advanced Vehicles Data Center at <http://www.afdc.energy.gov/afdc/laws/laws/US/tech/3254>



Other Resources

Many other opportunities exist to save money with propane-powered school buses. Visit the following resources for more information various federal, state, and local savings opportunities:

- ✧ Alternative Fuels & Advanced Vehicles Data Center
(http://www.eere.energy.gov/afdc/incentives_laws.html)
- ✧ EPA Clean School Bus USA (www.epa.gov/cleanschoolbus)
- ✧ EPA's Smart Growth Program
(www.epa.gov/smartgrowth/topics/transportation_funding.htm)
- ✧ EPA Performance Partnership Grants
(www.epa.gov/ocir/nepps/pp_grants.htm)
- ✧ U.S. Department of Energy Clean Cities Program
(www.eere.energy.gov/cleancities)



BLUE BIRD PROPANE-POWERED VISION VEHICLE DETAILS

What is the Blue Bird Propane-Powered Vision School Bus?

Blue Bird's Vision is a conventional Type C school bus that has a 47 to 77 passenger capacity with wheelbases ranging from 189 to 273 inches but instead of operating on diesel, the bus operates on propane.

Why did Blue Bird develop a propane-powered school bus?

Blue Bird developed the Propane-Powered Vision to meet the increasing environmental standards and customer demands. Blue Bird has long provided its customers a choice of diesel engine options, and with the launch of the Propane-Powered Vision, Blue Bird expanded its alternative fuel offerings beyond CNG.

What makes the Blue Bird Propane-Powered Vision School Bus different from other school buses currently on the market?

This propane-powered bus provides most of the same body and chassis features as Blue Bird's conventional Type C bus. The only major difference is that this bus is fueled by propane with ROUSH CleanTech Liquid Propane Autogas Fuel System instead of diesel.



What is the cost of a Propane-Powered Vision Bus?

The Propane-Powered Vision school bus is generally under \$5,000 more than a similarly equipped diesel-powered school bus. While the initial cost may be more, when you factor in potential federal and state grants, and the fuel credits you may be eligible to receive, the up-front cost may be negligible. Additionally, the amount of money you save over time in fuel, maintenance and upkeep, is well worth the initial investment.

Will the Blue Bird Propane-Powered Vision buses operate on gasoline?

No. The Liquid Propane Autogas fuel system replaces the gasoline fuel system with a propane fuel system. It is designed and engineered to run on propane only.

What type of engine does the Blue Bird Propane-Powered Vision School Bus use?

The first generation Propane-Powered Vision used the GM 8.1L Vortec engine with a propane fuel system. Since GM recently discontinued the 8.1L engine, Blue Bird will now be



using the Ford 6.8L V-10 engine with the ROUSH CleanTech Liquid Propane Autogas Fuel System.

What is the fuel range of the Propane-Powered Vision?

The fuel range of the Propane-Powered Vision is approximately 300 miles. The fuel tank on the Propane-Powered Vision is 67 gallon capacity.

Understanding the Technology

Technology Advancements with Blue Bird's Propane-Powered Vision

The Propane-Powered Vision School Bus utilizes the latest advancements in propane technology, including the Liquid Propane Autogas Fuel System, developed by ROUSH CleanTech and the Ford 6.8 liter V-10 engine.

ROUSH'S Liquid Propane Autogas Fuel System

Not just another LPG conversion or retrofit system, ROUSH CleanTech's technology is a fully integrated system, designed in complete harmony with the Ford OEM engine.

Utilizing the original Ford engine Powertrain Control Module (PCM) with a dedicated calibration specifically for propane, the Liquid Propane Autogas system replaces the diesel fuel tank, fuel pump and injector rails with a propane fuel tank, dual fuel pumps and injector rails. Liquid Propane Autogas is a direct replacement for the OEM gasoline injection system. Providing the best balance of fuel economy, performance and emissions, Liquid Propane Autogas meets EPA requirements through the 2010 production year for both 49-state and CARB certification while offering unsurpassed economics of ownership and operation, including:

- ✧ More complete combustion
- ✧ Lower emissions
- ✧ Improved fuel economy and performance
- ✧ Most drivers report improved acceleration, smoother shifts and better overall drivability compared to other propane-powered buses.

The Liquid Propane Autogas system is engineered to maximize the inherent design benefits of today's engines. Because the system delivers fuel to the engine in a liquid form, there are no additional components traditionally found on U.S. propane engine fuel tanks.



The tanks are built to meet and exceed the highest quality standards with additional corrosion, structural and functional elements, bringing a new level of safety and durability to the North American market. All LPI fuel tanks are ASME1 certified and compliant with NFPA2 58.

Ford 6.8L V-10 3 Valve Engine

Key specifications of the Ford 6.8L engine are:

- ✧ Overhead Cam V-10, 6.8L 3 Valve
- ✧ Horsepower – 362 hp @ 4750 RPM
- ✧ Torque – 457 lb. ft. @ 3250 RPM
- ✧ GVWR – Up to 33,000 lbs.
- ✧ Includes a LPG Prep Package, which includes hardened valves and valve seats
- ✧ Aluminum cylinder heads
- ✧ Hydraulic roller valve operation
- ✧ Silent chain camshaft drive
- ✧ 3.55” bore
- ✧ 4.17” stroke
- ✧ 9.2:1 compression ratio

Service & Warranty

Service on the Propane-Powered Vision

Many components of the Propane-Powered Vision remain consistent with those of a Diesel-Powered Vision. Service work on these items may be performed through typical channels at the Blue Bird Dealer level.

Component	Warranty Coverage	Who to Call for Service
<i>Ford 6.8L engine</i>	<i>5 years/100,000 miles</i>	<i>WBS or Ford Dealer</i>
<i>ROUSH fuel system</i>	<i>5 years/100,000 miles</i>	<i>WBS or Certified ROUSH Ford Dealer</i>
<i>Blue Bird body & chassis items</i>	<i>Varies</i>	<i>WBS</i>

Service/Warranty Administration Procedures

When a service event (defect) occurs:

- ✧ Owner/operator contacts WBS for assistance.



- ✧ Western Bus Sales assists owner/operator to have bus delivered to a qualified repair facility or schedules a Field Service Technician to customer's site.

Blue Bird's limited warranty on the Propane-Powered Vision is identical to the standard limited warranty on Diesel-Powered Visions. The warranties for key components of the Propane-Powered Vision are administered by the component manufacturers or suppliers, the same as with Diesel-Powered Visions.



MICRO BIRD BY GIRARDIN TYPE A BUS VEHICLE DETAILS

What is the Micro Bird by Girardin Propane-Powered School Bus?

Micro Bird by Girardin's MB-IV bus is a Type A school bus that has a 9 to 30 passenger capacity on a Ford E-450 dual rear wheel 158" wheelbase chassis. Instead of operating on diesel or gasoline, the bus operates on propane. Roush Engineering will prepare the Ford 6.8L gasoline engine to run on Roush's propane fuel system.



What is the cost of a Propane-Powered Micro Bird by Girardin?

The approximate upcharge over the gasoline engine feature is approximately \$15,000 more. While the initial cost is more, when you factor in potential federal and state grants, and the fuel credits you may be eligible to receive, the up-front cost may be negligible. The amount of money you save over time in fuel, maintenance and upkeep, is well worth the initial investment. Additionally, the diesel engine price upgrade has increase significantly due to new EPA emission standards, so the cost of propane over diesel is much less than it is versus gasoline.

Will the Micro Bird by Girardin Propane-Powered school bus operate on gasoline?

No. The Roush propane system replaces the gasoline fuel system with a propane fuel system. It is designed and engineered to run on propane only.

What type of engine does the Micro Bird by Girardin Propane-Powered school bus use?

The bus uses the Ford 6.8L V-10 gasoline engine with a propane fuel system.

What is the fuel range of the Micro Bird by Girardin Propane-Powered school bus be?

The fuel range is estimated at 300 miles, and the bus is equipped with a 42 gallon capacity.

Can I get special needs equipment, such as a wheelchair lift or flat floor, with the Propane fuel system?

Yes, a flat floor and wheelchair lift option is available if your requirements dictate that.



Service & Warranty

Service on the Micro Bird by Girardin Propane-Powered School Bus

When it comes to service and maintenance of your Roush Propane-Powered Ford E-450 cutaway chassis, you have the support of every Ford dealership in the country. Engineered by the same experts who have worked with Ford powertrain and calibration systems for years, the Roush propane system can be diagnosed and serviced with the same equipment Ford dealerships use to service gasoline-powered vehicles. If you run into a problem with the chassis within the warranty period, take it to your Ford dealership and Roush will work with the service department to get you on the road as fast as possible.

The factory warranty of your Ford chassis is left intact after a Roush propane fuel system is installed:

- ✓ Powertrain warranty is 5 years / 60,000 miles
- ✓ Drivetrain warranty is 3 years / 36,000 miles

Micro Bird's limited warranty on the Propane-Powered School bus is identical to the standard limited warranty on standard fuel buses. For an explanation of Micro Bird's warranty, refer to the Limited Warranty Certificate included with the bus.



COLLINS NEXBUS TYPE A BUS VEHICLE DETAILS

What is the Collins NEXBUS Propane-Powered School Bus?

Collins Bus Corporation's NEXBUS Propane-Powered school bus is a Type A school bus that has a 9 to 30 passenger capacity on a Chevy dual rear wheel 139" or 159" wheelbase chassis. Instead of operating on diesel or gasoline, the bus operates on propane. CleanFUEL USA's LPI system is installed on the 6.0L gasoline engine.



What is the cost of a Propane-Powered Collins NEXBUS?

The approximate upcharge over the gasoline engine feature is approximately \$15,000 more. While the initial cost is more, when you factor in potential federal and state grants, and the fuel credits you may be eligible to receive, the up-front cost may be negligible. The amount of money you save over time in fuel, maintenance and upkeep, is well worth the initial investment. Additionally, the diesel engine price upgrade has increase significantly due to new EPA emission standards, so the cost of propane over diesel is much less than it is versus gasoline.

Will the Collins NEXBUS Propane-Powered school bus operate on gasoline?

No. The CleanFUEL USA propane system replaces the gasoline fuel system with a propane fuel system. It is designed and engineered to run on propane only.

What type of engine does the Collins NEXBUS Propane-Powered school bus use?

The bus uses the Chevrolet Vortec 6.0L gasoline engine with a propane fuel system.

What is the fuel range of the Collins NEXBUS Propane-Powered school bus be?

The fuel range is estimated at 300 miles, and the bus is equipped with a 37 gallon capacity.

Can I get special needs equipment, such as a wheelchair lift or flat floor, with the propane fuel system?

Yes, a flat floor and wheelchair lift option is available if your requirements dictate that.



Service & Warranty

Service on the Collins NEXBUS

Many components of the Collins NEXBUS remain consistent with those of a standard fuel powered Collins bus. Service work on these items may be performed through typical channels at the Collins Dealer level.

Component	Warranty Coverage	Who to Call for Service
<i>GM 6.0L engine</i>	<i>5 years/100,000 miles</i>	<i>Nearest GM dealer</i>
<i>CleanFUEL USA LPI fuel system</i>	<i>3 years/36,000 miles</i>	<i>WBS</i>
<i>Other non-engine GM components</i>	<i>3 years/36,000 miles</i>	<i>Nearest GM dealer</i>
<i>Collins body items</i>	<i>Varies</i>	<i>WBS</i>

Service/Warranty Administration Procedures

When a service event (defect) occurs:

- ✧ Owner/operator contacts WBS for assistance.
- ✧ Western Bus Sales assists owner/operator to have bus delivered to a qualified repair facility or schedules a Field Service Technician to customer's site.

Collins' limited warranty on their school bus body is identical to the standard limited warranty on standard fuel powered Collins buses.



REFERENCES

School Districts in Oregon that are currently operating propane-powered school buses:

Portland School District – Portland, Oregon

Andy Leibenguth, Director of Transportation (503) 916-6901, ext. 77272

- ✓ *Operating five (5) Collins Super Bantam buses with CleanFUEL USA propane fuel system, delivered in Fall 2010*
- ✓ *Operating dozens of older Type A buses that were converted aftermarket to propane power*

Bend-LaPine School District – Bend, Oregon

Denice Blake, Transportation Supervisor (541) 383-6100

- ✓ *Operating twenty-one (21) Blue Bird Propane-Powered Vision school buses, delivered Summer 2009*
- ✓ *Operating two (2) Blue Bird Propane-Powered Vision school buses, delivered January 2011*

Jefferson County School District – Madras, Oregon

Tom Misfeldt, Transportation Supervisor (541) 475-3536

- ✓ *Operating one (1) Blue Bird Propane-Powered Vision school bus, delivered Fall 2009*

Head Start of Yamhill County – McMinnville, Oregon

Michael Eichmann, Executive Director (503) 472-2000, ext. 312

- ✓ *Operating one (1) Blue Bird Propane-Powered Vision school bus, delivered Summer 2010*

Harney County School District – Burns, Oregon

Scott Franklin, Transportation Supervisor (541) 573-2163

- ✓ *Operating two (2) Blue Bird Propane-Powered Vision school buses, delivered Summer 2010*

Culver School District – Culver, Oregon

Bob Keating, Transportation Supervisor (541) 546-7514, ext. 8114

- ✓ *Operating one (1) Blue Bird Propane-Powered Vision school bus, delivered Fall 2010*



MEDIA ARTICLES

2-year-old fleet of 21 vehicles kinder to budget as well as environment By Sheila G. Miller / The Bulletin Published: December 22, 2010 4:00AM PST

In December 2008, Bend-La Pine Schools canceled classes because cold temperatures gelled the diesel fuel in many of the district's 112 buses, rendering them useless. At the time, about 40 percent of the district's buses were more than 20 years old. Not coincidentally, in January 2009 the school board approved the \$2.9 million purchase of 31 buses to help bring the fleet up to snuff. Of those, 21 run on propane. Almost two years later, district officials are seeing even more cost savings than they hoped for when they made the purchase.

"We stepped out on a limb just a little when we bought these," said Dave Voiles, the district's transportation manager. "They're not new technology, but in the school bus world they're new. I knew that I didn't want to deal with any more diesel buses, and now we're all walking around with smiles."

The district has 118 buses based in Bend and La Pine. It's ordering two more special education buses, which will arrive in the coming months; both of those buses will be propane-fueled. Voiles said the district originally chose propane over diesel because of concerns about Environmental Protection Agency mandates that made diesel buses less reliable.

The EPA has changed emission standards on diesel vehicles, requiring a particulate filter and the injection of liquid urea to the tank to reduce emissions. Urea is a chemical compound used to reduce pollutants in exhaust. The school district has about 11 diesel buses from 2007 outfitted to comply with the most recent EPA mandates.

"We have almost literally had one in the shop every day since we leased those buses," Voiles said. "We looked at that as the writing on the wall as far as diesel is going," he said.

Disenchanted with diesel

With various additives going into diesel fuel, the gel point varied greatly. In 2008, the district's fuel gelled in cold weather, and students missed school as a result. When the district sold its oldest diesel buses in 2009, Deputy Superintendent John Rexford estimated they'd bring in about \$400 apiece.



Disenchanted with diesel, the district looked for an alternative fuel. It considered natural gas buses but learned many districts were unhappy with them. So officials decided on propane.

Each propane bus cost about \$105,000, and the 10 diesel buses, which the district had been leasing, were purchased for about \$68,000 apiece. In total, buying the 31 buses cost the district nearly \$2.9 million. The plan includes a 10-year financing program for the buses, with payments of about \$374,000 per year.

About 70 percent of transportation expenditures, including the cost of buying all buses, is reimbursed by the state over 10 years. Using that temporary program, Voiles said the district doesn't expect to have to make any payments on its 31 new buses for about five years. "And when we do make payments, they're going to be pretty small," he said. "We'll have this paid off pretty quick."

Meanwhile, the district has been pleased with its new buses. The propane buses run on local Bend bus routes, and Voiles said he's experimented sending a few across the mountains on field trips and athletic trips with success. Voiles said the same gelling with diesel buses happened again during the 2009-10 school year, but the new propane buses are reliable and run similarly to a car. "They start up and run. It's wonderful. Last year when it was close to 20 degrees below (zero), the drivers got in and started them up, warmed them up and drove them away," he said. "I've never purchased so many buses at one time and had so few problems." Now, even if the diesel fuel gels, "I have 21 buses I know will go out," he said.

District sees savings

In addition to getting more reliable buses, the district is seeing a cost savings. In 2009, Transportation Director Denice Blake said a propane company agreed to set up a fueling station and leased the district tanks for \$1 a year. In 2010, the federal government has given a 50-cent rebate on every gallon of alternative fuel, such as propane, that the district has purchased. Voiles received an e-mail Tuesday saying that program will be renewed in 2011. Currently, the district pays \$1.65 a gallon for propane before the rebate; Voiles said that's the most it will likely cost before prices drop in the spring. The district pays \$2.74 per gallon for diesel.

Even without the rebate, Voiles estimates the propane buses save about 22 cents per mile based on fuel costs and mileage. On average, the district's buses travel between 22,000 miles and 25,000 miles each year. That's a savings of more than \$4,800 on each bus and more than \$100,000 in savings for the fleet of 21 propane buses each year. And that's before the rebate the district is earning on each gallon of propane gas.



There are other ways Voiles sees the propane buses saving money now and, as the district buys more of the vehicles to replace its aging fleet, in the future. Voiles said the propane buses get better mileage than the diesel buses, which require more fuel to operate the low-emissions systems. At the time of the propane bus purchase, diesel buses were getting about 6 mpg.

They also require fewer oil changes; so far the buses average between 30,000 and 40,000 miles between changes. New parts are more available and easier to install than parts in diesel engines; Voiles said diesel parts can be three to five times more expensive than parts for propane engines.

The propane buses also don't have to be plugged into 2,000-watt heaters in the wintertime. "There are so many savings when you look at it," he said. "It isn't just the fuel. Even if the fuel was the same cost, there are savings."

'Lots of benefits'

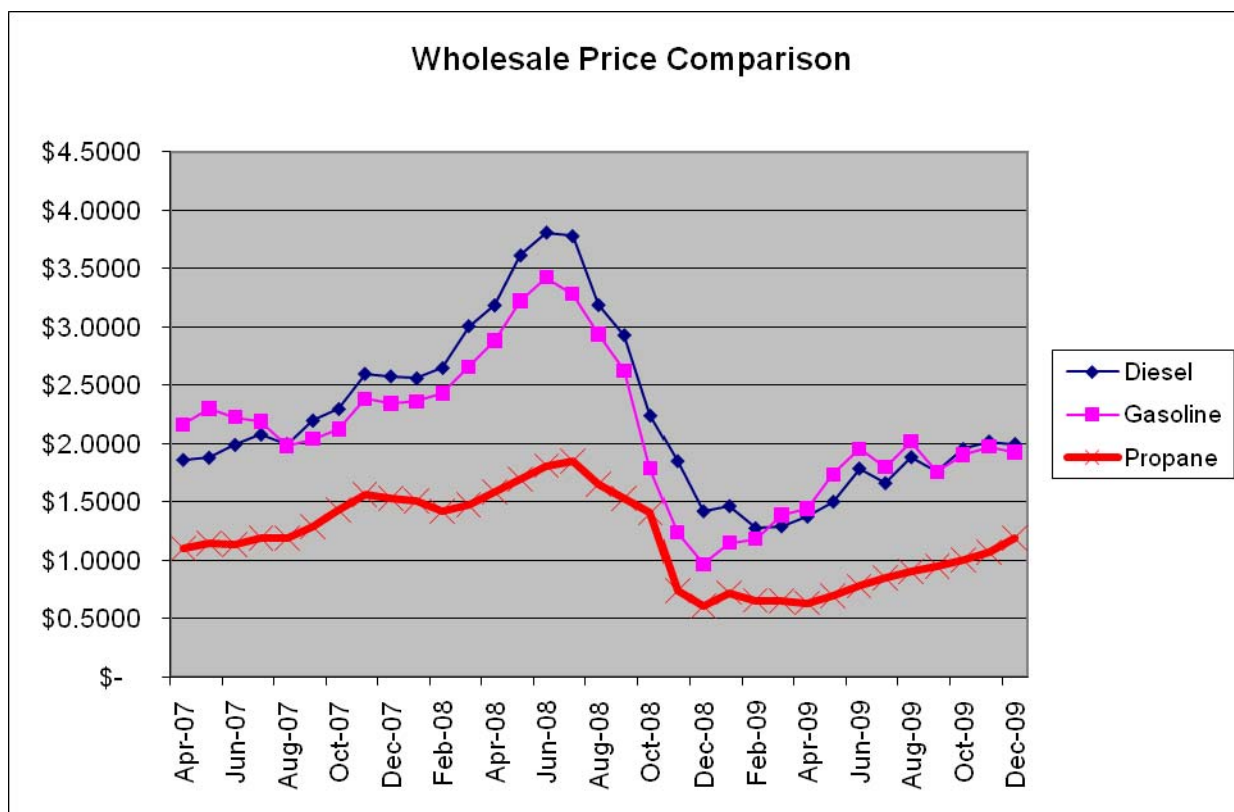
And then there are the other, non-cost improvements he's seeing. "They don't smell and they don't smoke," Voiles said. The tanks are more thick than gas or diesel tanks and feature an automatic shutoff valve in case of an accident. The gas burns cleaner than diesel fumes, although propane is more explosive than diesel. And because propane turns to gas and disappears, the bus barn doesn't have to follow as many requirements from the Department of Environmental Quality. "There are a lot of benefits to propane, and the more we use it the more we see it," Voiles said.

Sheila G. Miller can be reached at 541-617-7831 or at smiller@bendbulletin.com.



Wholesale Prices of Propane VS. Diesel VS. Gasoline

This chart shows the wholesale price of propane autogas versus diesel and gasoline from April 2007 through December 2009. As the data shows, wholesale propane is always cheaper than gasoline and diesel, and is generally less volatile in terms of pricing than the other two fuels.



SOURCE: ROUSH CLEANTECH, MAY 2011