

Large operator sues Cat over engine defects

OKLAHOMA CITY — One of the nation's largest operators of motorcoaches powered by Caterpillar engines has filed suit against Caterpillar, claiming its engines failed repeatedly, resulting in large financial losses and other damage to the business.

The suit was filed in U.S. District Court here by Transportation Specialists Inc., which does business as Red Carpet Charters, and C&J Leasing, an affiliated company. Red Carpet is based here but also has operations in Tulsa, Okla., and metropolitan Dallas.

In addition to Caterpillar, the suit also targets Caterpillar Financial Services Corp., which financed coaches purchased and leased by Red Carpet and C&J, and Warren Power & Machinery, the local Caterpillar dealer.

Initially, the suit also named ABC Companies but it has been dropped as a defendant.

The suit says that in 2006 and 2007, Red Carpet and C&J acquired 40 new Van Hool coaches from ABC that were equipped with Cat engines.

After purchasing the Cat-powered coaches, Red Carpet said it began experiencing "numerous"

CONTINUED ON PAGE 18 ►

UNITED MOTORCOACH ASSOCIATION MOTORCOACH EXPO 2013



Pathway to UMA-NTA Travel Exchange

The Orange County Convention Center in Orlando, Fla., will host UMA Motorcoach Expo and the NTA Annual Meeting at Travel Exchange from Jan. 20-24. Late show and exhibitor news can be found on pages 21-22.

The second Obama term: A regulatory onslaught?

WASHINGTON — While the "fiscal cliff" dominated political discourse in Washington in recent weeks, some business groups and Republicans suggest the next political precipice may be a "regulatory cliff."

For months, federal agencies and the White House have sidetracked dozens of major regulations that cover everything from power plant pollution to workplace safety to a further crackdown on Wall Street.

The rules were largely put on hold during the presidential campaign as the White House sought to quiet Republican charges President Barack Obama was an overzealous regulator, killing U.S. jobs.

But since the election, the Obama administration has quietly reopened the regulations pipeline.

In recent weeks, the Environmental Protection Agency has proposed rules to update water quality guidelines for beaches and other recreational waters and deal with runoff from logging roads.

The National Highway Traffic Safety Administration has proposed long-delayed regulations requiring automakers to include event data recorders — better known as "black boxes" — in all new cars and light trucks beginning in 2014.

The administration also has initiated several rules to implement its health care overhaul, including a new fee to cushion the cost of covering people with pre-existing conditions.

Some GOP lawmakers fear the worst.

Obama has spent the past year "punting" on a slew of job-killing regulations that will be unleashed in his second term, says Sen. James Inhofe, R-Okla. It's now "full speed ahead" for federal rules limiting greenhouse gas emissions, requiring cleaner gasoline and putting controls on drilling for oil and natural gas, said Inhofe, the senior Republican on the Senate Environment Committee.

"Under an Obama EPA that has earned a reputation for abuse, American families will be subjected to a regulatory onslaught that will drive up energy prices, destroy millions of jobs and further weaken the economy," he wrote in a 14-page report on expected EPA regulations for 2013.

The report predicts an influx of regulations that "spell doom for jobs and economic growth."

Environmental groups say fears of a second-term regulatory deluge are overstated.

"At this point it still has the

CONTINUED ON PAGE 26 ►

MCI-Setra work to meld new relationship, not identities

Bus & Motorcoach News has asked North America's leading motorcoach builders and suppliers to participate in a series of question-and-answer format articles in advance of UMA Motorcoach Expo 2013.

Here is the third such article, with the questions submitted to and answered by Rick Heller, CEO of Motor Coach Industries, and

Hartmut Schick, head of Daimler Buses worldwide and CEO of EvoBus GmbH.

MCI distributes and services EvoBus-built Setra motorcoaches in North America.

The first two articles in the series appeared in the Dec. 15 and Jan. 1 issues, and featured Dane Cornell of ABC Companies/Van Hool, and Robert Goodnight of

Prevost Car/Volvo Bus.

Here is the interview with Heller and Schick:

Q. Overall sales of new motorcoaches in the U.S. and Canada have been at reduced levels for the past four years — fewer than 2,000 sold annually. Do you see the market rebounding? Or, is this the "new normal"?

A. Heller: I think the market

will grow over the next few years, but slowly. I don't see us getting back to the frothy years that existed in the market prior to the recession — anytime soon. Is it the new normal? For the next few years, with some modest growth, but I don't see a dramatic change in the economy or the economics of the business that would enable operators to buy significantly more coaches



Rick Heller

Hartmut Schick

than what's happening today.

CONTINUED ON PAGE 24 ►

PREVOST

<https://www.prevostcar.com/pre-owned>

THE RIGHT PRE-OWNED COACH FOR YOUR NEEDS

CONTACT FOR MORE INFORMATION:

Michel Dery 418.831.2046 CANADA

Carl Stevens 800.874.7740 EAST U.S.

Mark Lein 800.421.9958 WEST U.S.

ALL MAKES
& MODELS
AVAILABLE





10¢ per
MILE



33%
SAVINGS



100%
SATISFACTION



In a maintenance cost comparison of leading coach models, our Van Hool C2045 and T2100 coaches racked up some impressive numbers for participating fleet operators. In fact, mile-after-mile research indicated that Van Hool equipment saved operators approximately 33% in select maintenance-related expenditures over comparable industry models.*

LET US SHOW YOU HOW Van Hool and ABC can help –

- SAVE** major maintenance dollars over the long haul
- IMPROVE** overall fleet management
- ENHANCE** long-term equipment value
- INCREASE** operational satisfaction



Learn more at
UMA Expo 2013, ABC Booth #471

www.abc-companies.com

800-222-2871 ext. 77116



Exclusive U.S. **VANHOOL** Distributor

All you need is One!

*Based on research covering more than 75 million motorcoach miles.

Good night's sleep, good day driving are the 'Riteway'

RICHFIELD, Wis. — Since Riteway Bus Service Inc. instituted a sleep apnea screening and treatment program nearly five years ago, affected drivers seem better rested and more energized, reports David Butcher, the company's safety director.

"We have had a decrease in USDOT-recordable crashes in our motorcoaches. It is hard to say whether the sleep apnea program has played a part in that reduction, but certainly fatigue plays a part in those crashes," he said.

"There has been positive feedback related to driver retention in our motorcoach division because drivers see this as a benefit."

According to Butcher, drivers view the program as a company plus, reflecting Riteway's commitment to employees and safety.

Yet, despite the apparent success of the program, Butcher said he has not seen other motorcoach operators rushing to adopt a similar system.

"I don't know of any other motorcoach companies that have the

sleep apnea program."

Over-the-road freight haulers have been more welcoming of employee sleep apnea benefits than motorcoach operators, said Rick Adamich, president of Sleep Apnea Solutions Inc. of Waukesha, Wis., which developed the program at Riteway.

"We work with quite a few commercial drivers, but not as many bus and motorcoach drivers due to the unique nature of their employment," Adamich said.

"A lot of times they haven't

had the same requirements as over-the-road (truck) drivers face when they are getting their physicals. I don't know if the medical directors are looking at bus and motorcoach drivers as closely, which I think is backward since those drivers are hauling people and not goods."

Riteway set up its sleep apnea program in 2008.

Earlier that year, the Federal Motor Carrier Safety Administration Medical Review Board recommended that all commercial

driver license holders be tested for sleep apnea and receive treatment if the diagnosis was positive.

Sleep apnea produces breathing interruptions during sleep, reducing the blood oxygen level. The breathing pauses can last 10 seconds or more and occur up to 400 times nightly.

The body reacts by partially or completely awakening. Individuals with untreated sleep apnea do not get sufficient restorative sleep and often experience excessive

CONTINUED ON PAGE 20 ►

FMCSA shuts down Georgia operator over safety violations

ATLANTA — A compliance review has led the Federal Motor Carrier Safety Administration to shut down a curbside operator over a long list of safety, substance testing, and maintenance violations.

Atlanta-based Aglemoarge Services was investigated by the FMCSA last month after the company posted numbers above the FMCSA BASIC thresholds for unsafe driving and hours-of-service categories.

The company also had multiple drivers and vehicles placed out

of service during a two-day FMCSA enforcement blitz, including a 50 percent driver out-of-service rate.

"The compliance review uncovered serious violations of (Federal Motor Carrier Safety Regulations) by Aglemoarge Services, demonstrating a continuing and flagrant disregard for regulatory compliance and an organization and safety management structure and philosophy indifferent to motor carrier safety," the FMCSA said in a strongly worded out-of-service order.

"Aglemoarge Services' carrier operations are reckless, with almost nonexistent management oversight of its drivers and operations," the order continued.

"The carrier's operations are conducted out of a small, cluttered home office, and its documents are in total disarray."

Bus trips were typically planned only two to three hours before departure, leading the company to borrow drivers from other carriers. Because of the short timing, Aglemoarge Services had no way of assuring drivers

had been qualified through FMCSA-mandated drug and alcohol testing or were compliant with hours-of-service requirements.

Aglemoarge Services typically transported passengers curbside-to-curbside between Atlanta and Chinatown in New York City, the FMCSA said.

According to the FMCSA Safer website, the company operated three coaches.

"Safety is not optional if you want to operate a passenger carrier on our nation's roadways," Trans-

portation Secretary Ray LaHood said in a statement. "We will always take action to protect the safety of the traveling public."

Added FMCSA Administrator Anne Ferro: "This passenger carrier's continued and blatant disregard for federal safety standards poses a potentially deadly risk for their drivers, passengers and the motoring public alike."

Georgia reportedly ordered Aglemoarge to cease passenger operations a week before the FMCSA issued its out-of-service order.



Coach Manager

charter & contract booking system



Tour Booking System

tour & day trip reservations



Vehicle Maintenance System

maintenance planning & workshop management

Distinctive Systems is the world's leading supplier of software to the coach and bus industry. Established for 30 years, over 750 operators rely on one or more of our latest Microsoft SQL Server based systems for the efficient management of their companies.

Since the formation of our US based subsidiary in 2009, we have established a reputation for being the software supplier of choice and a trusted business partner by an ever growing number of operators throughout North America. Call or email us now to find out why.



Sole North American Distributor

Distinctive Systems Inc. 131 1/2 S Washington Street, Binghamton, NY 13903

Telephone: (646) 448-9981 Toll Free: 1-866-929-1077

Email: nasales@distinctive-systems.com Website: www.distinctive-systems.com

THE DOCKET

Metro N.Y. tolls to rise

New York City — The Metropolitan Transportation Authority board voted to approve a toll increase for all MTA tunnels and bridges effective March 1.

The final increases were amended from those announced in October and resulted from comments received during a six-week review process that included eight hearings and four video sessions.

Cash tolls for three-axle motorcoaches will change as follows:

- Verrazano-Narrows Bridge: Goes from \$42 to \$48

- Robert F. Kennedy, Bronx-Whitestone and Throgs Neck bridges; Hugh L. Carey and

Queens Midtown tunnels: Go from \$21 to \$24

- Marine Parkway-Gil Hodges Memorial Bridge, Cross Bay Veterans Memorial Bridge: Go from \$13.50 to \$15.50

Here are the E-ZPass tolls for the same crossings:

- Verrazano-Narrows Bridge: From \$28.36 to \$31.30

- Robert F. Kennedy, Bronx-Whitestone and Throgs Neck bridges; Hugh L. Carey and Queens Midtown tunnels: From \$14.18 to \$15.65

- Marine Parkway-Gil Hodges and Cross Bay Veterans bridges: From \$7.09 to \$7.83

Pa. Turnpike tolls increase again

HARRISBURG, Pa. — Tolls on the Pennsylvania Turnpike bumped higher earlier this month for the fifth consecutive annual increase, meaning drivers paying cash to use the roadway are now forking over about 70 percent more than they did five years ago.

E-ZPass users, who now account for two-thirds of the turnpike's business, have been shielded somewhat from ticket shock: Rates for them have climbed about 35 percent since before January 2009.

The newest increase adds roughly 10 percent for cash payers and 2 percent for users of E-ZPass, the electronic collection system that automatically deducts tolls from prepaid accounts when a driver passes a tolling point.

A three-axle motorcoach, weighing between 30,000 and 45,000 pounds, entering the turnpike at the Ohio-Pennsylvania state line and exiting at the Delaware River Bridge at the eastern edge of Pennsylvania, now pays a cash toll of \$111.60, compared to last year's cash toll of \$101.45.

A coach with an E-ZPass pays \$87.92 for the cross-state trip,

compared to \$86.20 last year.

The turnpike raised tolls only five times from its opening in 1940 through 2004. The five recent increases stem mostly from a 2007 state law, Act 44, that requires the turnpike to pay \$450 million annually to the Pennsylvania Department of Transportation for non-turnpike uses — roads, bridges and transit.

Since the law's enactment, the turnpike has made \$3.6 billion in payments to PennDOT, the equivalent of more than four years' worth of turnpike revenue.

The turnpike has borrowed heavily to make the payments and uses the annual toll increases to service debt that, according to Auditor General Jack Wagner, has grown by 200 percent since Act 44 was adopted.

The turnpike has calculated that at present, Act 44 obligations consume 18 cents of every toll dollar, he said.

The law requires the \$450 million payments to PennDOT through 2057, and that likely will continue to cause yearly toll increases unless the state legislature rewrites or repeals it as part of ex-

pected upcoming deliberations about transportation funding in general.

With the latest increase, cash tolls are now about 27 percent higher than E-ZPass tolls.

Turnpike officials make no secret of their desire to nudge drivers to electronic payment. Handling cash costs at least four times as much as processing E-ZPass payments, and E-ZPass lanes can handle four times the traffic volume of a cash lane.

They also tout the convenience to drivers, who don't have to fumble with currency and coins when they exit the pike.

NY Thruway backs off on huge toll hike

ALBANY, N.Y. — The New York State Thruway Authority, after weeks of silence, announced it will not be hiking toll rates by 45 percent on commercial vehicles with more than three axles. (See Nov. 1 *Bus & Motorcoach News*.)

The proposed 45 percent increase was put forward in May with the intention of decreasing the authority's \$92 million deficit to fulfill promises to bond holders to keep the authority debt ratio at a certain level.

The toll for a three-axle coach traveling from Buffalo to New York City currently is about \$88. Under the proposal, that would have increased to \$127.

A number of interest groups fought the measure, as did a group called Unshackle Upstate.

After a series of delayed meetings and weeks of silence regarding the controversial proposal, a budget was put up for consideration that would decrease the deficit by making spending cuts and shifting other financial burdens.

According to *The Post Standard* in Syracuse, N.Y., the authority will eliminate 361 positions, move the \$60 million cost of the New York Police who patrol the thruway from the authority budget to the state, get rid of \$900 million in risky debt, and cut 21 percent from the authority operational budget.

Virginia signs toll road deal

RICHMOND, Va. — State officials announced last month they have signed a controversial \$1.4 billion deal to build a toll road in southeastern Virginia.

Critics claim transportation resources should be spent in more heavily traveled corridors, according to a *Washington Post* report.

State officials said the highway will provide an alternative to jam-prone Interstate 64 for vehicles traveling between Suffolk and Richmond.

The highway will extend for 55 miles between Petersburg and Suffolk, running parallel to U.S. 460, a four-lane road that frequently becomes clogged, handling upwards of 17,000 vehicles daily.

The state estimates the new highway — a toll road that will not replace the existing toll-free route — will initially carry 5,000 to 6,000 vehicles daily.

Critics of the project say the traffic projections are too low to justify the \$1.4 billion investment.



ACC Climate Control, Inc.

Your One-Stop Solutions Shop for Your Bus Air Conditioning Needs!

Let the Air Conditioning Experts at ACC Climate Control do what we do best so you can do what you do best — Provide Transportation Solutions!

That's right! With ACC Climate Control, **YOU** are not just another customer,

YOU are our PARTNER!

At ACC, if we are not meeting **YOUR** expectations—we are not meeting **OURS!**

Contact ACC Climate Control and let us go to work for you!

ACC Climate Control—building **Rock Solid** relationships with **Rock Solid** Solutions!

Learn more at www.acclimatecontrol.com



ACC Climate Control, Inc., 22428 Elkhart East Blvd., Elkhart, IN 46514 • 1-800-462-6322

'Fatigue management program' about ready for unveiling

ASHBURN, Va. — A long-awaited fatigue management program for commercial vehicle operators will be launched early this year, a safety official with the trucking industry said at last month's United Motorcoach Association Safety Management Seminar here.

The North American Fatigue Management Program, which has been about a decade in the making, could be launched online as early as January or February, said Rebecca Brewster, president and chief operating officer of the American Transportation Research Institute, the research arm of the trucking industry.

ATRI, in conjunction with a variety of American and Canadian governmental and industry partners, has been "developing a voluntary, free-of-charge fatigue management program that is science based, with driver and carrier input, that operates in the practical and real world...to improve the alertness and lessen the fatigue of commercial vehicle operators," Brewster said.

It's designed to be a comprehensive program, addressing a variety of issues related to the problem of driver fatigue, including:

- How to develop a corporate culture that facilitates reduced driver fatigue
- Fatigue management education for drivers, their families, carrier executives and managers, shippers and receivers, and dispatchers
- Sleep disorders, screening and treatment
- Driver and trip scheduling information
- Driver fatigue management technologies

Launch of the program is particularly timely because driver fatigue is rapidly growing in importance within the bus and motorcoach industry, according to Matthew Daecher, president of the Daecher Consulting Group, a transportation safety company based in Camp Hill, Pa.

"I think that the next big area we're going to be talking about in this industry is this fatigue issue," he said.

The National Transportation Safety Board estimates that 80 percent of all vehicular crashes involve fatigue in some way, Daecher notes, and has issued more than 200 fatigue-related recommendations.

"It's good to know this material will be out there and will give us a starting point," he added.

Operational testing of the fatigue management program showed an improvement in total time slept by participants, who

also reported higher quality sleep, a decrease in fatigue-related incidents, and increased alertness, Brewer said.

"For drivers on their on-duty days, they got 20 minutes more sleep on average during their main sleep," Brewer said.

"They self-reported improved

sleep quality — 'I'm feeling better when I'm sleeping,' 'I feel like I'm getting better rest' — they self-reported less fatigue, and they had fewer critical safety incidents after they had been through the fatigue management program."

Furthermore, drivers who were diagnosed with severe sleep apnea

and who underwent and maintained treatment, including the use of a breathing apparatus called a CPAP during sleep, had fewer critical safety events and were found to have quicker reaction times in alertness tests after undergoing treatment, Brewer said.

The program will consist of 10

individual modules that are aimed at different stakeholder audiences within the industry, Brewer said.

For example, five modules are designed for company executives and managers, while three are designed specifically for drivers and/or their immediate families.

CONTINUED ON PAGE 6

"Lancer solved my Olympic-sized problem with aggressive, immediate action."



Gladys Gillis
Chief Executive Officer
Starline Luxury Coaches
Seattle, WA
Lancer customer since 2003

"As the transportation provider to the 2010 Winter Paralympics in Vancouver, we had wheelchair clients on board every day, all day. Being athletes, they were offended by the idea of having their wheelchairs tied down for safety, and the Olympic Committee was on their side.

I called Lancer and explained the risks we faced. The supervisor of Lancer's office in Washington State flew to Canada the very next day to discuss liability issues with the Olympic Committee. He explained the regulatory and safety requirements behind the tie-down mandate to the Committee members and got the problem solved right away.

As the vendor, I didn't want to be difficult, but I couldn't afford to have people hurt. Lancer took up the battle for me, protecting me from liability risk while protecting my reputation and relationship with my customer."

If you want proactive risk mitigation from a passenger transportation specialist, ask your agent for a Lancer quote or call Lancer directly and get assigned to an agent.

To learn more, call 800-782-8902, x3304 or email mbayard@lancerinsurance.com.



LANCER
INSURANCE
The Difference is Our Attitude.



370 W. Park Avenue, P.O. Box 9004, Long Beach, NY 11561 www.lancerinsurance.com

'De facto' fatigue reg challenged

WASHINGTON — The Owner-Operator Independent Drivers Association is asking a federal appeals court to throw out a "de facto" final rule on fatigued driving.

The OOIDA, which represents small truckers, filed a petition for review with the U.S. Court of Appeals, District of Columbia Circuit, last month, asking that action by the Federal Motor Carrier Safety Administration be halted.

The lawsuit stems from a letter signed by FMCSA Administrator Anne Ferro and sent last October

to OOIDA President Jim Johnston, regarding the Commercial Vehicle Safety Alliance out-of-service criteria on fatigue.

Johnston had pressed the agency in two letters written in June and September to step in and reject CVSA's current out-of-service criteria for fatigue and for the agency to seek an immediate rescission of the amended out-of-service criteria.

Johnston called on the agency to inform state law enforcement agencies that drivers cannot be put

out of service based on "reasonable articulable suspicion," which is a lesser standard than probable cause.

And, finally, Johnston requested that all individual driver fatigue out-of-service violations since April be removed from the Pre-Employment Screening Program database.

FMCSA's letter declined to prohibit enforcement agencies from placing drivers out of service for fatigue and stated no records containing fatigue out-of-service violations would be purged.

The letter indicated that FMCSA officials would communicate the agency's "position regarding the propriety of the fatigued driver criteria" to CVSA, but that position would not be discussed with OOIDA, which was a litigant against the Minnesota State Patrol and CVSA regarding fatigue enforcement and the out-of-service criteria at the time the letter was written.

OOIDA contends in its legal petition that the letter is an agency action that adopts a performance-based regulation regarding fatigue — without going through the rule-making process.

"That performance-based

Energy drinks provide little or no benefit, experts assert

WASHINGTON — Energy drinks, which are thought to be used by many commercial vehicle drivers, offer little or no benefit, say experts.

The drinks are under investigation by the U.S. Food and Drug Administration after reports of deaths and serious injuries.

According to a report in *The New York Times*, energy drinks sales topped more than \$10 billion in 2012 in the United States.

While the companies that make the drinks advertise their products as providing a mental and physical edge, a cup of coffee has the same effect, experts told the newspaper. The drinks, such as Red Bull, Monster Energy and Rockstar Energy, claim the drinks are specially engineered.

U.S. Rep. Edward Markey, D-Mass., has asked the federal government to investigate the industry's marketing claims.

standard essentially allows officers to ignore the hours-of-service regulations and the logbook, and make an assumption or a determination that the driver is too fatigued to continue driving," John-

"These are caffeine delivery systems," Dr. Roland Griffiths of Johns Hopkins University, who has studied energy drinks, told the newspaper. "They don't want to say this is equivalent to a NoDoz because that is not a very sexy sales message."

In 2011, the Substance Abuse and Mental Health Services Administration issued a report that found a sharp rise in the number of emergency department visits linked with the use of non-alcohol energy drinks, from 1,128 visits in 2005, to 13,114 in 2009.

The FDA said it has not established a connection between energy drinks and the reported deaths. The FDA can regulate caffeine levels in soft drinks.

The limit in a 12-ounce soda is about 71 milligrams. The caffeine levels in most energy drinks exceed that level because they are labeled as dietary supplements.

ston told a trucking website.

The FMCSA letter "constitutes a de facto amendment to its regulation without notice and comment rulemaking," OOIDA's petition asserts.

Fatigue management

CONTINUED FROM PAGE 5

Modules can take as long as three and a half hours to complete to as little as 30 minutes.

The program could be self-guided, led by instructors, or implemented as a fully functional learning management system, in which company safety managers could monitor the progress of employees both to ensure they are completing the program and to track how well they are learning the material.

Developers have also created a business case for the program: it will also feature a "return-on-

investment" calculator to help companies determine how much it would cost to have their employees take the training and how much they could potentially save in decreased accident costs.

The North American Fatigue Management Program is expected to be available to motor carriers in the United States and Canada as both a PowerPoint presentation, and as an online, computer-based training program.

(See March 1 *Bus & Motorcoach News*.)

It is all but completed and only needs to be translated into French to the satisfaction of its Canadian partners, Brewster said.

AMAYA

THE BEST TECHNOLOGY FOR YOUR SAFETY AND COMFORT

ASTRON

• AMAYA-ASTRON SEATING MEXICO
Phone: +52 (55) 5881 2007
email: donovan@amaya-astron.com.mx

• SALES REPRESENTATIVES FOR THE U.S. AND CANADA
George Farrell
Phone: (864) 895 4127
email: gfarr007@aol.com

Darrell Niswander
Phone: (419) 892 2377
email: darnis1@aol.com

• TRANSIT SALES
Phone: (610) 265 3610
email: info@4one.com

Grupo Amaya-Astron
 @amayaastron

www.amaya-astron.com.mx

Torino G Plus **A-2TEN**

EXHIBITOR

UMA MOTORCOACH EXPO 2013
at travel exchange

January 20-24, 2013 • Orlando, Florida

Come see us at Booth #357

Don't be fooled by its pretty face



Once again, Setra has raised the benchmark in the North American luxury motorcoach segment, with over 30 innovations in design, passenger and driver comfort, safety and environmental efficiencies. Daimler's new, unique Front Collision Guard (FCG), for instance, is a passive safety system engineered to protect the driver and tour guide in the case of a frontal impact. Experience the all-new Setra TopClass S 417. From Daimler Buses North America, the worldwide leading manufacturer of buses and motorcoaches.

Motor Coach Industries
1700 East Golf Road, Suite 300 · Schaumburg, Illinois 60173 · Phone 866-624-2622
Distributor of EvoBus GmbH for Setra buses and Setra parts in the United States and Canada

SETRA

Operators: FMCSA wants up-to-date motor carrier data

WASHINGTON — The Federal Motor Carrier Safety Administration is reminding operators they are required to keep their Motor Carrier Registration form (MCS-150) data up to date.

The agency said that recent “vehicle miles traveled,” commonly called VMT, and “power unit,” the number of buses in the company fleet, information is mandated to properly assess a carrier’s level of

exposure in the Unsafe Driving and Crash Indicator Behavior Analysis and Safety Improvement Categories (BASICS) in FMCSA Safety Measurement System.

If VMT data in the FMCSA database is from 2010 or older, it will not be used in a company’s calculations when the January SMS snapshot is posted at the beginning of February.

Instead, the level of exposure

will default to average PUs over the previous 18 months, which can impact a company’s percentiles in the Unsafe Driving and Crash Indicator BASICS. That could result in additional regulatory scrutiny.

View the SMS methodology (at the web address below) for additional details on BASIC percentile calculations.

Operators can update their MCS-150 with 2012 VMT/PU

data to assure the FMCSA is using the most accurate data available to calculate company percentiles.

Go to <http://ai.fmcsa.dot.gov/sms/> to update the information.

Under the “Existing Registration Updates” section, choose the first option — “I need to update my USDOT number registration information or file my biennial update.”

The SMS website is updated monthly, so MCS-150 changes are not reflected on the site until the next monthly update.

The schedule of SMS updates can be found at <http://ai.fmcsa.dot.gov/sms/InfoCenter/Default.aspx#question30897>. MCS-150 updates show up faster on SAFER and the FMCSA Portal websites.

More states go ‘one party’

As politics in the United States becomes more rigid and polarized, nowhere is it better reflected than in state legislatures.

The November elections, despite many states not picking legislators, produced amazing results across the country.

The National Conference of State Legislatures has confirmed that for this year’s legislative sessions a single party (it may be either Democrats or Republicans, depending) will have control of both houses of the legislature in all but three states.

That is remarkable and unprecedented in the lifetime of any of us.

And, it gets more interesting.

In about half the states, the party in control will, in fact, have veto-proof majorities in both chambers.

But, in most places, they won’t need it because in 40 states the governor also belongs to the party that has the majority in the legislature.

You have to go back to early in the last century to find the legislative composition in the U.S. to be so extreme.

Couple that with the fact that most legislators will have less legislative experience than ever this year and you have a very strong incentive to monitor your state legislature as never before.

EPA administrator leaving agency job

WASHINGTON — U.S. Environmental Protection Agency Administrator Lisa Jackson, who was at the helm of the agency for its first-ever greenhouse gas/fuel efficiency regulations for commercial buses and trucks, is stepping down.

She will step down following the president’s State of the Union speech this month.

At the time of her nomination, she noted she spoke about the need to address climate change, but also said:

“There is much more on the agenda: air pollution, toxic chemicals and children’s health issues, redevelopment and waste-site

CSA: Less impact than feared

WASHINGTON — The negative effect of the Federal Motor Carrier Safety Administration Compliance, Safety, Accountability program has been less severe than truckers first feared, according to a report by the American Transportation Research Institute, the research arm of the trucking industry.

Close to 90 percent of carriers in 2011 expected CSA would adversely affect how many companies would be able to remain in the industry, the study shows, but only 59 percent continued to believe that after operating under cleanup issues, and justice for the communities who bear disproportionate risk.”

In her resignation statement, she said, “I will leave the EPA con-

the program.

“This suggests CSA has not presented as many obstacles as expected,” the report said.

The availability of drivers also did not decrease as much as expected, according to the study, and only a small fraction of drivers have been put out of work due to CSA.

The study also noted that the enforcement community believes the program already has been a factor in reducing the number of truck crashes.

The report is available from ATRI at www.atri-online.org.

“Confident the ship is sailing in the right direction, and ready in my own life for new challenges, time with my family and new opportunities to make a difference.”

ADVANTAGE FUNDING at the UMA Show — Orlando, FL, Booth #757

Save up to \$5,000!

First month’s payment on us — saving you an average of \$5,000¹ immediately

Plus, sign up before the show and receive an additional savings of \$300²

We also offer:

- ◆ 60 day deferred payment program
- ◆ Fleet purchase plans,
- ◆ No FEE line of credit,
- ◆ And a quick and easy pre-approval process.

Call us today and take advantage of these offers

Sheryline Ingersoll
singersoll@advantagefunding.us
877-250-8301



ADVANTAGE FUNDING

Transportation Financing and Leasing Specialists
A Marubeni Group Company

ADVANTAGEFUND.COM

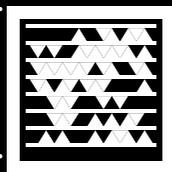
1. Commitments must be signed during UMA show or prior to the show and used within 45 days of the show.
2. Available for all units, must sign up prior to the UMA show. Offers subject to change without notice.



Unmatched 24/7 factory support | Extensive parts availability | Nationwide service network | Exceptional warranties

THERE ARE CERTAIN THINGS YOU WANT OUT OF A CHASSIS. LET'S START BY GIVING YOU ALL OF THEM.

Compromising on your needs is never a good place to start. So we don't make you. Product quality, numerous options, and uncompromising factory and service support. You get everything you need from your chassis and your manufacturer. That's the peace of mind that comes with owning a Freightliner. | **Find out more at freightlinerchassis.com.**



ON THE ROAD?

Find out more with your smartphone by scanning this code.
Get the free app at <http://gettag.mobi>



Specifications are subject to change without notice. Freightliner Custom Chassis Corporation is registered to ISO 9001:2000 and ISO 14001:2004. Copyright © 2013 Daimler Trucks North America LLC. All rights reserved. Freightliner Custom Chassis Corporation is a subsidiary of Daimler Trucks North America LLC, a Daimler company.

'Mr. Sunshine' Dennis Easley dies

NAPA, Calif. — Dennis Easley, whose outsized and gregarious personality made him a well-known figure in the motorcoach industry, particularly in the western U.S., died shortly before Christmas.

Mr. Easley, who spent two decades in the industry as a loss prevention representative and manager for a number of insurance companies, lost a difficult battle with lung cancer. He was 73.

He was a long-time associate member of the California Bus Association, serving for a time as an officer of the association's Associate/Allied Steering Council, and he was a leading proponent of vehicle road-eos as a tool for honing and gauging driving skills.

To recognize Mr. Easley and his support, years ago the California Bus Association named its annual driver competition the "Dennis Easley Bus Rodeo."

Early in his career, Mr. Easley was a deputy sheriff in Napa for a dozen years. While with the department he earned a bachelor's degree from Golden Gate University in San Francisco. He then worked as a manager for an answering service.

He finally found his passion working as a loss prevention consultant for national insurance companies. During the 1990s, he was loss prevention manager at Clarendon National Insurance Co., based in Napa.

He once wrote that owners and managers of transportation companies too often viewed insurance company loss prevention representatives as "bad guys," looking for ways to increase premiums.

Mr. Easley didn't see his role that way. He viewed the surveys he did of company operations as important tools for helping compa-

nies achieve balance in all phases of their operations.

"I like to think that the loss prevention representative is a person who can help transportation companies stay current on changing laws and regulations. But also can help the company stay in 'safety balance,'" he said.

During the 20-plus years in the business, Mr. Easley logged more than one million air miles, mostly traveling from company to company.

Eleven years ago, he moved to Yuma, Ariz. He returned to Napa just before Thanksgiving and died roughly a month later.

He is survived by his daughter, Lisa Doshier; brother Jim Easley, and sister Jo Ann Wiesmann.

A memorial in Mr. Easley's name has been established with Napa Valley Hospice and Adult Day Services, 414 South Jefferson St., Napa, CA 94559.

Lamers Bus Lines founder, Lyle Lamers, dies at age 97

DE PERE, Wis. — Lyle J. Lamers, founder of one of the nation's largest motorcoach companies, Lamers Bus Lines, died here at the end of December. He was 97.

Mr. Lamers started the company bearing his name with an eight-year-old school bus purchased from his brother-in-law in 1944. Today, the company serves 30 school districts in Wisconsin, operating a fleet of more than 1,100 school buses.

Along the way the company also initiated tour-and-charter, shuttle and other bus services, and diversified its fleet. Lamers currently operates upwards of 110 motorcoaches, plus trolley, limo and midsize buses, vans, limousines, medical transports and an executive coach.

The company has 29 locations throughout Wisconsin and one in Fruitland Park, Fla. Mr. Lamers' sons, Allen and Kevin, now lead the business.

The company is a member of the International Motor Coach Group and was ranked as the nation's 13th largest motorcoach company by *Metro Magazine* in its 2011 list of the *Motorcoach Top 50*.

Mr. Lamers was born in Outagamie County, Wis., and he started his Ashwaubenon, Wis.-

based company with his wife, Ellen. At the time, Mr. Lamers farmed between school bus runs.

"When I hauled kindergartners at noon, I changed clothes seven times a day," he once told a newspaper reporter.

He continued to farm until 1972, the same year Ellen Lamers died.

Mr. Lamers drove buses until he was 72. That was 25 years ago and it generally marked the end of his professional career — though the company says he never truly retired.

During his career, Mr. Lamers was widely respected as a man of integrity and character. He also was admired for his work ethic, religiosity and commitment to family.

Mr. Lamers was a member of the Wisconsin School Bus Association for decades, and served with the Lawrence (Wis.) Fire Department for 33 years.

Besides his sons, Mr. Lamers is survived by his wife Helen, two daughters, seven brothers and sisters, and 67 grandchildren, great grandchildren and great-great grandchildren.

Mr. Lamers is being memorialized through the Lamers Family Memorial Fund, which supports local charities and educational institutions. Its address is: 2407 South Point Rd., Green Bay, WI 54313.

Trailways operator/historian Jon Hobein dies

ORLANDO, Fla. — Jon Hobein, who founded and headed Blue Ridge Trailways of Asheville, N.C., in the late 1970s and into the mid-1990s, died in suburban Winter Park, Fla., early last month. He was 69.

Mr. Hobein, who was born in Seattle where his father was employed in the aircraft industry during World War II, became a "bus nut" as a child and essentially never outgrew his fascination.

After graduating from high school, Mr. Hobein attended Brigham Young University in Provo, Utah, driving buses part time for Lake Shore Motor Coach Lines.

After graduating from BYU, he joined the armed forces, serving in Vietnam and Alaska. While attending the U.S. Army broadcast school at Fort Benjamin Harrison in subur-

ban Indianapolis, Mr. Hobein again got an opportunity to drive buses, this time for Southeastern Trailways.

After his military service, he worked for a number of Trailways operators, including American Buslines (Continental Trailways), Pacific Trailways, Capital Trailways of Pennsylvania and Tamiami Trailways in Miami.

When Greyhound and Trailways Inc. (Continental Trailways) began spinning off marginal routes in the 1970s and 80s, Mr. Hobein and members of his family purchased a pair of Trailways' routes — Asheville to Bristol, Va., via Johnson City, Tenn., and Columbia

to Anderson, S.C., via Greenwood, creating Blue Ridge Trailways.

Mr. Hobein headed the operation. A brother once said the company "didn't really have titles. But, if we did have, Jon would have been 'president.'"

After Greyhound bought Trailways Inc., in the late 1980s, the intercity bus industry changed dramatically. Although Greyhound negotiated "sweatheart" revenue-sharing deals with two of the larger members of the Trailways system, many smaller Trailways operators were in deep trouble.

Blue Ridge Trailways was one of those left out in the cold, with Greyhound routing passengers "around" Blue Ridge. As Blue Ridge downsized, it tried to hang on. But in 1996, a senior Greyhound executive called Mr. Hobein



Jon Hobein

How to contact us

To submit or report news, Letters to the Editor, articles, news releases or to report corrections:

E-mail: bsankey@busandmotorcoachnews.com
 Fax: (405) 942-6201
 Mail: 3108 NW 54th Street
 Oklahoma City, OK 73112
 Call: (866) 930-8421

To subscribe or inquire about your subscription:

E-mail: ebalm@busandmotorcoachnews.com
 Fax: (405) 942-6201
 Mail: 3108 NW 54th Street
 Oklahoma City, OK 73112
 Call: (866) 930-8421

To advertise: Interested in placing an ad, and new to Bus & Motorcoach News?

Call: Jamie Williams at (352) 333-3393
 E-mail: JWilliams@naylor.com

Existing advertisers, or to submit advertising materials:

Call: Johnny Steger at (866) 930-8426
 E-mail: jsteger@busandmotorcoachnews.com
 Mail: 2200 N. Yarbrough, Suite B
 Box No. 336, El Paso, TX 79925

To contact the United Motorcoach Association:

Call: (800) 424-8262
 Online: www.uma.org

Bus & Motorcoach NEWS

A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

ISSUE NO. 231

Staff

Editor & Publisher: Victor Parra
 Senior Editor: Bruce Sankey
 Sales Director: Johnny Steger
 Industry Editor: Ken Presley
 Associate Editor: Ellen Balm
 Art Director: Mary E. McCarty
 Editorial Assistant: Michele Nosko
 Editorial Assistant: Maggie Masterson
 Editorial Assistant: Greg Lange
 Accountant: Ted Williford

Advisory Board

William Allen
 Amador Trailways
 Sacramento, Calif.

Brian Annett
 Annett Bus Lines
 Sebring, Fla.

David Brown
 Holiday Tours
 Randlemann, N.C.

James Brown Sr.
 Magic Carpet Tours
 Richmond, Va.

Steve Brown
 Brown Coach
 Amsterdam, N.Y.

Thomas Foley
 Transportation Insurance Brokers
 North Oaks, Minn.

Gladys Gillis
 Starline Luxury Coaches
 Seattle

Callen Hotard
 Calco Travel
 Geismar, La.

Larry Hundt
 Great Canadian Trailways
 Kitchener, Ontario

Dale Krapf
 Krapf Coaches
 West Chester, Pa.

Godfrey Lebron
 Paradise Trailways
 Hicksville, N.Y.

Joan Libby
 Cavalier Coach Trailways
 Boston, Mass.

Marcia Milton
 First Priority Trailways
 District Heights, Md.

Michael Neustadt
 Coach Tours
 Brookfield, Conn.

Jeff Polzien
 Red Carpet Charters
 Oklahoma City

Tom Ready
 Ready Bus Lines
 LaCrescent, Minn.

Brian Scott
 Escot Bus Lines
 Largo, Fla.

Dan Shoup
 Cardinal Buses
 Middlebury, Ind.

Dennis Strief
 Vandalia Bus Lines
 Caseyville, Ill.

Tim Wayland
 ABC Companies
 Faribault, Minn.

T. Ralph Young
 Young Transportation
 Asheville, N.C.

Industry veteran David Beagle gets top ABC service position

Industry veteran, David Beagle, has been named the vice president of service operations for ABC Companies.

Beagle began his career in the transportation industry in 1978 with Holland America Line of Seattle, where he held several positions, including director of operations and general manager-Gray Line of Seattle.

From 2000-09, Beagle served as vice president-transportation division, responsible for Holland America's diversified services involving motorcoaches, rail cars, U.S. Coast Guard-certified vessels, and ground service operations from Florida to Alaska.

In 2009, Beagle founded Beagle Consulting, offering services to motorcoach operators, bus manufacturers, and passenger rail tour operators.

Within his consulting role, Beagle was instrumental in the planning and development of ABC Companies' service facility in Redwood City, Calif.

As vice president of service operations for ABC, Beagle will

set the overall direction for the company's nationwide network of service facilities to assure customers' needs are met.

He also will be responsible for expanding ABC's service offerings for operators.

"I am excited for the opportunity to leverage my experience from the operator side of the industry to continue to grow and strengthen ABC service operations, and I'm enthused by the entrepreneurial, can-do spirit which is evident throughout ABC," said Beagle.

"David's extensive experience in our industry and knowledge of our customers' operations will help provide solutions that meet or exceed their needs," added Dane Cornell, president and CEO of ABC.

Beagle holds a bachelor's degree from Seattle Pacific University and an MBA from the University of Washington.



David Beagle



John Hill

Sandie Marquis

People

INDINAPOLIS — *John Hill*, former administrator of the **Federal Motor Carrier Safety Administration**, has been appointed executive director of the **Indiana Department of Homeland Security**.

Hill's decades of experience as a public servant serve as testament to his commitment to safety and emergency preparedness at all levels of government, said *Mike Pence*, who became Indiana governor on Jan. 14.

In the years ahead, he will be a tremendous asset to our administration and to the people of Indiana, Pence added.

Hill was appointed FMCSA administrator in 2006, after joining the agency in 2003. He left in 2009 when *George W. Bush's* term as president ended.

After FMCSA, Hill worked as

Lancer employees recognized for fraud investigation success

LONG BEACH, N.Y. — Two members of the special investigations unit at Lancer Insurance Co. have been honored by the National Insurance Crime Bureau.

Jim Dunn was named National Insurance Crime Bureau "Investigator of the Year 2012" for the region that includes New York, New Jersey, Connecticut and sections of Massachusetts.

Dunn's colleague, Irene DeSimone-Ford, was awarded the bureau's 2012 certificate of recognition.

Both awards were presented last month at the National Insurance Crime Bureau Training Seminar and Award Luncheon in Smithtown, N.Y.

"We are extremely proud of Jim and Irene's well-deserved recognition by the NICB for their and our entire SIU team's tireless ef-

orts to identify and root out fraudulent claims," said Lancer's special investigations unit manager Greg Frey.

"The northeast is a hotbed for many different types of insurance fraud, and we strive every day to ensure that it is recognized and aggressively dealt with. Jim and Irene, along with their Lancer SIU colleagues, are committed to meeting that challenge."

Marquis to its sales and business development staff.



Jim Dunn

Irene DeSimone-Ford

With her extensive experience in fleet graphics, as well as many years within the bus industry, Sandie is sure to be an asset to Team Coach Imaging," said company sales and development manager Ronald Leblanc.

Additional Solutions:

Media Center



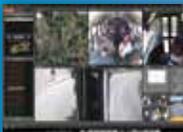
Passenger Announcements



HD Monitors up to 22"



Mobile Video Surveillance



Camera Observation



UMA Booth #943

Connect Up to 4 Cameras

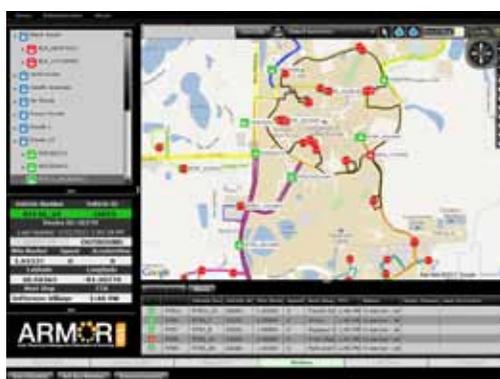
Monitor Features

- Hi-res digital 7" LCD screen
- Automatic color optimizing
- 4 camera inputs with independent triggers
- Manual or automatic camera selection

Camera Features

- Electronic shutter and auto white balance for sunlight compensation
- Sony CCD color optics
- Excellent night vision IR LEDs, visible range up to 45'
- Cast aluminum housing
- Built-in heater

Fleet Management



Our fleet management solution:

- Provides a quantifiable return on investment
- Reduces risky driving behavior
- Improve operating efficiencies
- Provides fleet operators tools to reduce costs and improve fleet operations
- Add modules/customizations for a comprehensive transportation solution



Schedule Manager



GPS



Smart Phone Apps



Vehicle Diagnostics



Vehicle Maintenance



Specify REI Today!

Sales: 800.228.9275 | Service: 877.726.4617 | radioeng.com

Snow flying off a coach roof is no winter wonderland

By Dave Millhouser

It's a cherished New England winter tradition.

When snow covers our auto windshields, we clear the smallest possible hole and hit the road immediately.

Think of it as conning a submarine through a crowded harbor, using only the periscope.

The defroster's feelings would be hurt if we didn't let it do its job.

Another treat is heating the car interior enough so the snow on the roof slides off in a single large sheet.

This is terrific if you're being tailgated, a bit sporty if it happens during a sudden stop. Don't ask how I know, but it can break a windshield wiper.

One of the neat things about bus windshields is that they're vertical, so snow doesn't pile up on them.

On the other hand, roofs are horizontal, nearly flat, and really big, collecting lots of the stuff.

Most of us have been traveling the highway at some point and, after watching a large chunk of snow lift off the roof of a truck

trailer (or coach), enjoyed seeing a tailgater get clobbered.

Sometimes this stuff achieves an impressive ballistic arc, but it's not quite as much fun if we are the victim.

In reality, ice and large chunks of snow blowing off a large roof does represent a very significant safety hazard — even to vehicles that are not following closely.

Consideration, common sense, nervous insurers and sometimes the law dictate we ought to do all we reasonably can to remove stuff that has accumulated on coach roofs.

For the most part, snow piles up while the vehicle is parked outdoors, either at our facilities, or at a destination. In other words, there is no need to open the roof hatches while driving down the highway... and sweep.

"There ought to be a law" is a phrase that, all too often, is taken literally.

In an effort to make a perfectly safe world, every lapse in common sense seems to generate new rules. In some parts of the country that extends to punishing snow accumulation on the roofs of commer-

cial vehicles.

If the transportation industry collectively exercises good judgment, and makes a reasonable effort to deal with the problem, we may be able to avoid a patchwork of confusing regulations, as well as accidents.

As a repeat offender myself, I bet you will come up with some ideas I'll miss. But here are a few partial solutions stolen from operators.

When your crew is plowing the lot, have them check on buses scheduled to run that day and, at a minimum, have those roofs swept.

Some bus wash systems clean coach tops. If so, run them through.

The alternative is, sadly, step ladders and brooms or something akin to residential roof rakes. (www.roofrake.com).

If it's impossible to get it all off, remove what can be reached, leaving that much less to cause mischief.

You might also hire REALLY tall bus cleaners; they can reach farther.

Following a storm, a driver's pre-trip inspection should include a peek at the roof.

A glob of snow represents a larger hazard than a broken marker light, and should be given respect. Obviously, that's easier when the coach is departing your yard than when it's parked at a destination, but it still needs to be done.

Many coaches carry brooms, but in this case a small step ladder and a roof rake might be stuffed in a luggage bay.

There is risk if a driver tries to reach parts of the roof, and that challenge needs to be balanced (BAD pun intended) with what might happen if snow flies off in a chunk.

Hiring taller drivers also might help.

On some coaches, it's possible to pop the roof hatch. It's a really bad idea to climb out on a slippery roof, but often you can reach through the hatch and push some snow off. It may not be possible to eliminate it all, but every bit a driver can remove safely helps reduce risk.

Some states are installing roof sweeping devices at weigh stations, and many truck stops in snow-belt states have them. Drivers should use them whenever

necessary.

There are no simple answers, but we do need to bear in mind that we have major moral and legal liability if snow from one of our vehicles causes an accident.

It's a forlorn hope, but maybe if the transportation industry exercises enough common sense, we won't have more regulation to deal with.

Years ago I got a car that had a power sun roof. One winter night Susan and I took another couple to dinner, and being myself, I decided to show off, and open that jewel.

As it slid open, six inches of snow that had been on the roof dropped into Susan and my laps. It wasn't pleasant. Our friends, in the back seat, were warm, dry and laughing.

Snow has consequences.

Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him by email at: Davemillhouser@gmail.com.



Dave Millhouser



A Page in American History

Historic Surratt House Museum

Where 19th-century culture mingles with the ghosts of the Lincoln assassination story.

9118 Brandywine Road
Clinton, MD 20735

(301) 868-1121 • www.surratt.org

Ask about our popular John Wilkes Booth Escape Route Tours.



AMSOIL Synthetic Lubricants
Increase Fuel Economy Up To
6.54 Percent
Over Conventional Fluids
in Diesel Trucking Applications.

As fuel prices climb skyward every trucker is looking for ways to trim costs and keep his bottom line out of the hole. The AMSOIL Diesel Fleet Fuel Economy Study reveals how AMSOIL provides significant fuel savings for truckers.

AMSOIL Synthetic Lubricants Used:

ENGINE:
Premium API CJ-4 5W-40 Synthetic Diesel Oil

TRANSMISSION:
SAE 50 Long-Life Synthetic Transmission Oil

DIFFERENTIALS:
75W-90 Long-Life Synthetic Gear Lube

AMSOIL
The First In Synthetics®

www.thelubepage.com

Start saving today. Get the facts. Call 800-370-2986 and ask for our Diesel Fleet Fuel Economy Study.



LEGENDARY BRANDS. ABUNDANT SELECTION. REAL SAVINGS. Ann Taylor Outlet Store, Banana Republic Factory Store, Barneys New York Outlet, Gap Outlet, Kate Spade New York, Last Call by Neiman Marcus, Saks Fifth Avenue Off 5th, Timberland, Tommy Hilfiger and more at savings of 25% to 65% every day. *Stores vary per center.*

VISIT PREMIUMOUTLETS.COM for a complete list of brands and centers worldwide, including: Woodbury Common Premium Outlets® (New York City area), Las Vegas Premium Outlets® (2 area locations), Orlando Premium Outlets® (2 area locations) and Wrentham Village Premium Outlets® (Boston area).

GROUPS RECEIVE ADDED DISCOUNTS WITH RESERVATIONS book online at www.premiumoutlets.com/tours. Plus, earn over \$65,000 for your referrals. Visit www.premiumoutlets.com/traveltrade to learn more about our incentive program and to receive a copy of our travel planner.

**PREMIUM
OUTLETS®**
Shop Brilliantly

Marketing council leaders meet with Ferro

WASHINGTON — Board members from the Motorcoach Marketing Council met last month with the administrator of the Federal Motor Carrier Safety Administration, Anne Ferro, to brief her on council initiatives and activities.

During the hour-long session, the council's SmartMove campaign, which promotes the efficient, environmental and safe aspects of motorcoach travel, was highlighted and explained to Ferro.

The SmartMove campaign was adapted and modified by the council from a range of marketing materials developed in Europe.

Brian Annett of Annett Bus Lines in Sebring, Fla., a former chairman of the council, told Ferro that the goal of the council, to get more people riding coaches and out of their cars, "fits hand in glove with the work of the U.S. Department of Transportation is doing to increase and enhance efficiency in the transportation system.

"It also ties in perfectly with the work underway by FMCSA to help consumers find safe buses as they begin to shift modes, and the hope is that the synergies that exist



Motorcoach Marketing Council board members Brian Annett and Victor Parra, second and third from left, and Peter Shelbo and Peter Pantuso, fifth and sixth from left, meet with FMCSA officials Loretta Bitner, at left, and Anne Ferro, center.

between our two organizations can be strengthened and expanded."

Annett said the council will seek opportunities to meet with other government leaders in the future, including officials from the U.S. Environmental Protection

Agency and the National Highway Traffic Safety Administration, plus other organizations and entities that are interested in expanding safe, reliable, efficient transportation.

Joining Annett at the meeting were council board members Peter

Shelbo of TourWest in Phoenix; Peter Pantuso of the American Bus Association, and Victor Parra of the United Motorcoach Association.

For more information, go to www.motorcoachcouncil.org, or call (855) 462-9287.

NYC continues to draw zillions

NEW YORK CITY — The Big Apple attracted a record 52 million visitors last year, making the most-populous city the nation's most-popular travel destination.

The office of New York City Mayor Michael Bloomberg reported that visitors to the city generated an estimated \$55.3 billion in economic impact.

The 2012 visitor total was a 2.1 percent increase over 2011. An estimated 41 million domestic visitors traveled to the city in 2012, plus 11 million international visitors.

Across the city's five boroughs, hospitality kept more than 350,000 New Yorkers employed throughout 2012.

A record 29 million hotel room nights were sold, culminating in a record \$504 million in hotel tax revenue.

"New York City continues to attract people from all around the world who want to experience our unique culture, food, parks, shopping, arts and energy," said Bloomberg.

Despite the slowdown resulting from Superstorm Sandy, "we are well on our way to achieving our new goal of 55 million visitors and \$70 billion in economic impact by 2015," Bloomberg said.

LAVATORY HOPPER

Dispose of bus lavatory waste legally, cleanly, and easily. Visit www.lavdump.com

HUDSON RIVER CORPORATION
1-866-528-3867 fax 1-201-420.3322
lavdump@yahoo.com www.lavdump.com

Installs directly into your existing sewer system!

PRISTINE SHINE IN NO TIME!



Before



After

Let the VIS-Polish system deal with all your polishing needs! The system gives old rims life with a clean slate also giving your motorcoach pride, with better detail & precision than any hand polish can. Saves time, cuts costs and improves profitability.

Contact us at (407)206-3615 or visit our website for more information. www.vischeck.net



VIS
SERVICE AUTOMATION

IT'S NOT A BUS,
IT'S A BETTER
**BUSINESS
MODEL**

Introducing The
**Alliance
Evolution
Program**

**EASY
ACQUISITION
AND
FINANCING**

**UNINTERRUPTED
SERVICE**

**GUARANTEED
LOWER TOTAL
COST OF
OWNERSHIP**



The Business-Centric CAIO G3600

Discover how to drive better business profitability, visit
Alliance Bus Group at the UMA Motorcoach Expo – Booth 949

alliancebusgroup.com | 866-287-4768

ALLIANCE BUS
GROUP

ALONG FOR THE WHOLE RIDE®

Slip/fall cases turn tougher in Michigan

LANSING, Mich. — *The Insurance Journal* reports that new standards set by the Michigan Supreme Court have reduced the number of slip-and-fall lawsuits.

Slip-and-fall suits once were a staple of personal injury attorneys in Michigan.

But they've become rarer as a result of the stricter standards set by the state's highest court.

The court's conservative majority raised the bar last summer in a case involving a woman who fell outside a health club.

The court said Charlotte Hoffner was aware of the ice and wasn't forced to enter the club. Four justices said property owners can't be expected to absolutely ensure everyone's safety.

As a result, says the *Insurance Journal* article, courts across Michigan have more reasons to dismiss slip-and-fall suits.

One Detroit-area lawyer said he has been forced to turn away clients. He said slip-and-fall cases tied to weather now represent just 2 percent of his firm's work, compared to 20 percent in the 1990s.

Chemicals cited for more wheel corrosion

The life expectancy of heavy-duty commercial vehicle wheels depends primarily on where they're run, with regions where roads are treated with chemicals to reduce ice and snow creating the biggest problems, say maintenance experts.

Some larger fleets have reported finding more wheel (and other component) corrosion in locales where magnesium and other chlorides are being used.

As state departments of transportation have moved away from salt to more advanced chemicals, there's been more adhesions to vehicles — and more damage, these fleets report.

In many places, a new steel wheel can easily last 10 years or longer, while in areas where chemicals are used heavily for snow and ice, it could be as short as three years.

Colorado is generally considered "the canary in the mine" that initially alerted commercial vehicle operators to the dangers of road chemicals. The state was an early adopter of aggressive de-icers — such as magnesium chloride — to clear roads.

Since the late 1990s, the battle against icy roadways has translat-



ed into fleets attempting to find ways to protect wheels and prolong their service life.

Manufacturers echo the belief of maintenance professionals that winter de-icing solutions are responsible for the bulk of wheel corrosion problems.

An executive with parts maker Accuride Corp. of Evansville, Ind.,

a major supplier of steel wheels, said the life of an original-equipment wheel depends upon location.

"I saw a 28-year-old wheel in Jacksonville (Fla.). I saw one on a snow plow in South Dakota that lasted only a year. So, concern about corrosion doesn't apply to all wheel customers," said the Accuride executive.

Another fact of life is that all wheels aren't created equal. Different manufacturers provide different levels of protective coating.

Wheel manufacturers are testing a variety of products to fight road chemicals. Some have adopted special factory-finished pre-treatments to help combat corrosion.

At the same time, fleets are trying various types of vehicle washes in an attempt to remove the chemicals. Widespread success has not been reported.

Once road chemicals have penetrated the finish of an original factory-produced wheel, the wheel needs to be shot blasted and powder coated. However, the chemicals take their toll on these refinished wheels as well.

Surface preparation matters too.

Recoating wheels can be problematic. Too much paint can cause all sorts of problems. For example, if the paint film is too thick, it affects the lugs and there's a risk of the wheel coming off.

Wheel refinishing is typically done by retread processing facilities or by commercial vehicle tire centers of major tire manufacturers.

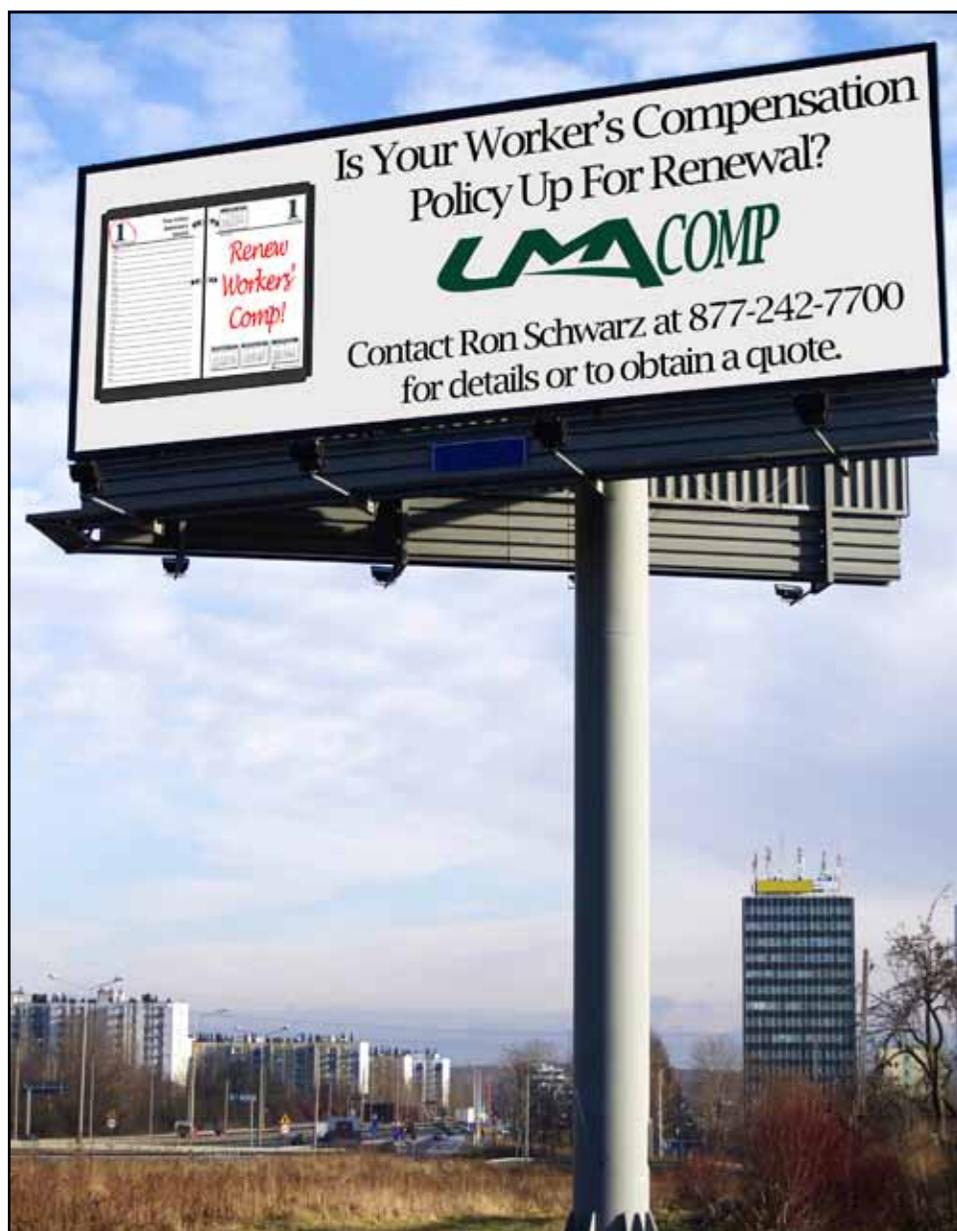
Calendar

JANUARY 2013

18-20 International Motor Coach Group Maintenance & Safety Meeting 2013, Hilton

Orlando (Fla.). Info: www.imgcoach.com.

20-24 UMA Motorcoach Expo 2013 at Travel Exchange, Orange County Convention Center, Orlando. Info: www.motorcoachexpo.com.



Making hiring less of a guessing game



- Domestic & Foreign Criminal Checks
- Previous Employment & Education Checks
- Drug Screening
- Social Media Searches

AMERISEARCH
BACKGROUND
ALLIANCE
www.amerisearchbga.com
1-800-569-6133



20 YEARS

ENHANCING YOUR IMAGE



Come Celebrate With Us at UMA Expo 2013 **Booth #851**

- Design Services
- Marketing
- Bus Wrap
- Installation
- Removal
- Online Ordering



Fleet Graphics Solutions Provider



1 888.219.8872 | clients@turbo-images.com | turbo-images.com

Cat lawsuit

CONTINUED FROM PAGE 1

engine breakdowns, including failures of the emissions and regeneration systems.

The engine problems included cracked heads; broken crank and cam shafts, oil coolers and intake valve actuators; blown head gaskets;

damaged electronic control modules, and a host of other problems.

The suit goes on to say that when the failures occurred, the coaches were sent to Warren Cat, which failed to correct the problems — “despite numerous attempts.”

“Defendants (Cat and Warren) made assurances to plaintiffs (Red Carpet) that each repair or remedy

would solve the defect. Plaintiffs relied on these assurances, but the defects continued.”

When the coaches would break down, they often would be out of service for days or weeks. And, when they returned from the Warren shop, they would fail again and again, according to the suit.

“Because of the substantial time

the buses were out of service due to ongoing engine problems, (Red Carpet is) replacing each of the 40 engines,” say court documents.

“The engine replacements are ongoing and have proven to resolve the issues that plaintiffs’ engines were having prior to replacement and after repairs.

“As a result, plaintiffs have suf-

fered substantial financial losses and other damages as a result of defendants’ actions and the defective engines,” the documents state.

In addition to the millions of dollars it is having to spend to repower 40 coaches, Red Carpet also says it has suffered losses from the diminished value of its coaches, towing expenses, lodging expenses, unreimbursed driver downtime, loss of revenue, and a slew of other financial, economic and incidental damages, plus, of course, attorney’s fees.

Specifically, Red Carpet and C&J are accusing Cat, Cat Financial and Warren Cat of breach of implied warranty, breach of expressed warranty, fraudulent misrepresentation, breach of contract, and violation of the Oklahoma Consumer Protection Act. Additionally, Cat is accused of producing and selling engines that were “unreasonably dangerous.”

The suit does not request specific damages, instead it asks for a judgment that “fully, fairly and adequately compensates Red Carpet and C&J for their damages,” plus punitive damages and all costs associated with the suit.

Red Carpet has a fleet of roughly 55 motorcoaches.

For their part, Cat, Cat Financial and Warren Cat generally deny any wrongdoing or that the engines were defective.

They also say that if Red Carpet suffered any damages it was because of “acts, omissions and breaches of duty of (Red Carpet) themselves and/or third persons over whom (Cat and the others) exercised no control, and for whose acts, omissions, and breaches of duty they are not vicariously liable.”

Cat goes on to assert that the engines claimed to be defective “were abused, misused, modified and altered after they left the possession and control of the manufacturer and were not used in the manner intended.”

Also, Cat says “the alleged defects in the engines” was known by Red Carpet and “they voluntarily assumed the associated risks.”

Other assertions by Cat include:

- Red Carpet was “contributorily at fault to a greater degree than (Cat);” therefore Red Carpet is barred from any recovery
- The engines were state of the art
- Red Carpet failed to provide adequate notice of any alleged breaches of warranty

Red Carpet declined to comment on its problems with Cat engines because of the pending litigation.

A Florida operator has filed a class-action lawsuit in Miami, alleging that newer Cat engines also were defective, resulting in breakdowns. (See Dec. 15 *Bus & Motorcoach News*.)

Are you just a needle in a haystack?

With an average of over 100,000 visitors each month, BusRates.com generated **40,000 unique requests for quotes** for its subscribers in 2012. There is no comparison—being listed on other online directories is like being *a needle in a haystack*.

BusRates.com >>>™
Charter & Group Travel Directory

Visit us in **Booth # 425** at *UMA Motorcoach EXPO at Travel Exchange* to see how BusRates.com can expand your online visibility to help potential customers start finding you today!

866.375.0800 / eric@busrates.com
www.BusRates.com

*Ask us how you can list *your* bus operation, hotel, attraction, CVB, restaurant or other group travel service!

One-Stop Shopping!
With listings* for buses, hotels, attractions, CVBs, restaurants and more—BusRates.com is a full-service resource for group travel planners!

Spill over from Colorado, Washington marijuana laws expected

Officials and attorneys in states bordering Colorado and Washington state are predicting an uptick in incidents involving marijuana use in their states in the wake of the new recreational marijuana laws in Colorado and Washington.

Seven states border Colorado — Nebraska, Kansas, Oklahoma, New Mexico, Arizona, Utah and Wyoming — and two states bump up against Washington — Oregon and Idaho.

Police officials say they're relatively certain the new Colorado law will boost the flow of cannabis through neighboring states. "The availability for people to purchase the drug and bring it up here is greater," said one Wyoming police officer.

Tom Gorman, director of the Rocky Mountain High Intensity Drug Trafficking Area program, agrees that Colorado's law will likely increase the diversion of marijuana to nearby states.

He also expects the price of pot to drop, making it more affordable for potential users.

A defense attorney in Casper, Wyo., said he doesn't necessarily foresee more arrests in the area, but he predicts more people traveling to Colorado to smoke will result in more indirect consequences.

"With so many Wyomingites traveling to Colorado, I think we'll see an increase in people getting in

trouble for testing pot," he said. This could affect those who are on probation or who have employers who regularly impose drug tests.

"Those rules don't change," he said.

Private marijuana clubs began opening in Colorado on the first day of this month under the state's new marijuana law.

Marijuana advocates are predicting an early surge in such clubs

as pot use emerges from the shadows of prohibition. They say there's a lot of pent-up demand and interest.

Smokers bring their own marijuana to the clubs. The law allows individuals to possess up to one ounce of marijuana, and to grow six marijuana plants. They can only smoke in private spaces.

According to the Colorado law, the state legislature will establish

laws governing the licensing and selling of marijuana. It is still against federal law to possess or sell marijuana.

Last month, President Obama said people who use marijuana in Colorado and Washington state should not be a top priority for federal law enforcement officials.

Obama said he does not support widespread legalization of the drug.

Meanwhile, advocates expect to run legalization initiatives in California, Massachusetts, Oregon and Maine in 2016.

"There's a lot of young voters who only come out for presidential elections," said one of the leaders of the Colorado effort.

"The reason we had such a large margin of victory in Colorado and Washington was because it was a presidential election."

We Want You in Gretna

- ★ German-American Cultural Center
- ★ Louisiana State Fire Museum
- ★ Kittie Strehle House
- ★ Gretna Green Blacksmith Shoppe
- ★ St. Joseph Church & Garden
- ★ Hook & Ladder Cemetery
- ★ Gretna City Hall
- ★ Jefferson Memorial Arch
- ★ Gretna Observatory
- ★ BMX Track
- ★ Riverfront Amphitheater
- ★ National Historic Register District
- ★ Mel Ott Bronze Statue
- ★ Gretna Visitor's Center

Check out www.gretnala.com for upcoming events such as Art Walks, Famers Market, Festivals and River Front Concerts.

Tourism Coordinator: Ronnie Gauthreaux
888.4.GRETNA | 504.363.1580
tourism@gretnala.com

Out-of-service criteria book out this month

GREENBELT, Md. — The April 1, 2013 edition of the *North American Standard Out-of-Service Criteria Handbook and Pictorial* is being released by the Commercial Vehicle Safety Alliance in mid-January.

The resource used by commercial vehicle inspectors and others:

- Details violations which mandate that a driver be placed out-of-service.
- Outlines critical vehicle inspection items and provides direction to commercial vehicle inspectors identifying at what point a commercial motor vehicle can no longer be safely operated for fear of causing an accident or breakdown, due to its mechanical condition.
- Establishes criteria for placing a motor carrier out of service.

WORKS THE BEST - COSTS LESS

FORMULATED RIGHT THE FIRST TIME!!!

WHILE OTHERS ARE CONTINUALLY CHANGING FORMULAS, SUPER STRENGTH POT SHOT'S QUALITY REMAINS UNSURPASSED. THERE'S SIMPLY NO BETTER ODOR CONTROL PRODUCT FOR THE RESTROOM. PLEASE CALL FOR COMPLETE INFORMATION AND YOUR **FREE** SAMPLE.

POT SHOT IS AVAILABLE IN 2 OZ, 8 OZ, GALLONS, PAILS AND DRUMS

(800) 879-8648 - (702) 564-6454 - www.unitchemical.com

WINTER SPECIAL

66 PORTION CONTROL POT SHOT BOTTLES ONLY \$44.95 DELIVERED IN USA

60 Years Manufacturing Environmentally Safe Products

Sleeping the 'Riteway'

CONTINUED FROM PAGE 3

tiredness during the daytime.

Drivers with untreated sleep apnea may fall asleep at the wheel, but more commonly find it difficult to remain alert and react quickly to driving situations.

Medical board concerned

Last February, the FMCSA Motor Carrier Safety Advisory Committee and Medical Review Board recommended to the agency that drivers not be medically certified to operate commercial motor vehicles in interstate commerce if they have been diagnosed with moderate to severe sleep apnea.

Under the recommendation, conditional certification could be granted to drivers who begin and remain compliant with treatment.

The committee and board provided its recommendations for FMCSA to "consider in developing regulatory guidance for motor carriers, commercial motor vehicle drivers and medical examiners."

"(The issue) has not gone as far as regulation but it has been guidance," Butcher said.

"There is a lot of consternation and confusion," adds Adamich. "Medical examiners are applying various degrees of the recommendations that have been published."

Riteway drivers treated

About a dozen Riteway drivers have been referred for sleep apnea treatment following testing by Sleep Apnea Solutions, said Butcher.

"It is becoming more prevalent. Physicians are becoming more aggressive about ordering people in for sleep testing. We have had people who previously tested negatively being sent to be tested again because they have gained weight or gotten older."

Riteway is a family-owned company. Its diverse operation employs more than 700 drivers for 500 school buses, 60 airport shuttles, 25 limousines, 29 motorcoaches and assorted other shuttles.

Riteway has prioritized sleep testing for its motorcoach drivers and shares the costs with them, Butcher said.

"We need to be realistic in the costs associated with sleep apnea testing and treatment. We initially rolled this out for the motorcoach and limo drivers because they typically work longer days and a motorcoach driver may be out for 7 or 8 days at a time," he said.

"School bus drivers work one and a half to two hours in the morning and again in the afternoon. We didn't feel there was as much risk of them falling asleep behind the wheel. It is hard to fall asleep on a bus full of screaming kids."



During pre-employment or recurring physicals, drivers are given a questionnaire that asks about frequency and severity of snoring habits and whether they feel tired or sleepy during waking hours. High blood pressure and a high body mass index (comparing height and weight) also are key issues.

At-home testing

Drivers who may be at risk of moderate-to-severe sleep apnea are referred to Sleep Apnea Solutions, which may prescribe the use of home testing equipment that measures sleep disruptions. Results of the test are scored by a registered sleep technician and reviewed by a board-certified sleep physician.

If a likelihood of severe-to-

moderate sleep apnea is indicated, the driver is encouraged to start treatment immediately.

Obstructive sleep apnea is generally treated with a continuous positive airway pressure (CPAP) machine, consisting of an air pump, hose and mask that is worn in bed. The device creates mild air pressure to maintain an open airway and prevent breathing obstructions.

"The vast majority of patients we see have obstructive sleep apnea. If they are compliant with their treatment, CPAP will manage their sleep apnea," Adamich said.

CPAP may not be recommended for other sleep disturbances.

"We screen everyone to make sure we are only taking care of appropriate candidates," Adamich said.

Positive feedback

The response from Riteway's drivers following treatment has been positive, Butcher said.

"There is an adjustment period. Once they get through that they say they sleep a bit less because they sleep so soundly. They feel more rested and more energized."

Education and follow-up treatment are important aspects of a sleep apnea protocol, Adamich said. "There is a steady increase in awareness in the industry. When it concerns commercial motor vehicle drivers, education is so critical because often they are blindsided by this diagnosis."

Although Sleep Apnea Solutions is rare among sleep medicine providers by its use of a home testing device, Adamich said sleep programs are available in many places.

Butcher said drivers seem to prefer the convenience of home testing rather than undergoing a traditional sleep study, which is given in a hospital or free-standing sleep lab. The cost is lower, too.

Initially, he said, Riteway's drivers expressed reluctance to undergo sleep testing because of cost and the need to spend the night in a lab.

Riteway (www.ritewaybus.com) has 8 terminals in Wisconsin.

The Sleep Apnea Solutions website is at www.hometestingnow.com.

KLENOIL

Go **GREEN** - Keep it **KLEEN!**

**Kleenoil Bypass Filtration Systems
Allow You to Cut Oil Costs Up to 80%!**



The City of Ottawa, London, Mississauga, and Brampton Canada are just a few of the Public Transit Systems currently using the Kleenoil Bypass Filter System

OEM on New Flyer, Eldorado, and Orion Daimler!

Change Your Kleenoil Cartridge Instead of Your Oil at Your Normal Oil Change Intervals and Save **\$\$\$\$!**

www.kleenoilusa.com

info@kleenoilusa.com • (800) 897-6937

MOTORCOACH COMPANY FOR SALE

2013 is our 30th year anniversary and the owner wishes to retire. Why? At my age long months in Florida are looking mighty good in the winter time. I want to purchase a nice Prevost Liberty Elegant Lady RV and enjoy driving it for several years while my health remains. So, we are offering this 30-year-old, debt-free company for sale at a very reasonable price. We operate 9 coaches and the sale price is merely the purchase of the coaches at fair market value. We will offer the good will and all of its contracts and customers at no added cost. We have two school bus routes that can be added to the mix paying \$475 per day, 182 days each year. The company is in central Indiana, sitting in the center of 5 universities, and we are a military-qualified carrier. Revenue is approximately \$1,000,000 plus each year.

Furthermore, we can arrange for a \$350,000 delayed-payment, no-interest-for-one-year loan to any qualified buyer. Our coaches are 6 MCIs, three with new engines and transmissions in the past two years, one Prevost XL II and two Setras. We are negotiable on equipment and willing to remove some coaches from the sale if prospective owner wants to standardize the fleet.

Serious Inquiries Only: 765-759-7554
Ask for Ron



Events at Expo to aid efforts of Tourism Cares

ORLANDO, Fla. — Tourism Cares is planning a pair of events in conjunction with UMA Motorcoach Expo at Travel Exchange designed to help it raise money for Superstorm Sandy relief, restoring travel sites, and investing in the next generation of industry professionals.

The first event is the “FLIP for our Friends in New York.”

After the UMA and NTA Awards Dinner Tuesday evening, Jan. 22, Expo attendees are invited to participate in the first Tourism Cares’ Flip Flop Tournament.

The game is limited to 100 players who pay a \$10 entry fee.

To sign up, complete the registration form and email it to NTA or send via fax (859) 264-6570.

The form can be found on line at www.ntaonline.com/includes/media/docs/2013-Flip-Flop-Registration-Form.pdf.

In partnership with Premium Outlets and Simon, Tourism Cares also is conducting an online auction. To check out the auction items, go to www.tourismcares.org and click on the Auction link near the top of the page.

State Association Summit to feature 5 speakers

ORLANDO, Fla. — The annual kick-off event for UMA Motorcoach Expo in recent years, the State Association Summit, invariably produces the best overview in the industry of the political and regulatory challenges facing operators across the U.S.

This year’s State Association Summit on Sunday afternoon, Jan. 20, should be no different, but it also will have five speakers discussing critical industry issues.

Representatives from state, regional, provincial and national motorcoach organizations will be on hand to share information about the challenges they are facing, along with the successes they’ve achieved during the past year.

All Expo attendees are invited to come, look and listen — whether they represent a state association or not.

Again this year, Jack Van Steenburg, the no-nonsense chief safety officer and assistant administrator of the Federal Motor Carrier Safety Administration, will interact with the group.

Van Steenburg, who was well received at last year’s State Association Summit in Long Beach, Calif.,



Godfrey Lebron (holding microphone), president of the Bus Association of New York, addresses the State Association Summit at Expo 2012 in Long Beach, Calif.

will speak on “new regulatory priorities” and possibly provide insight into the timeline for various FMCSA regulatory actions.

Also from the FMCSA, Loretta Bitner is expected to speak on the latest industry developments

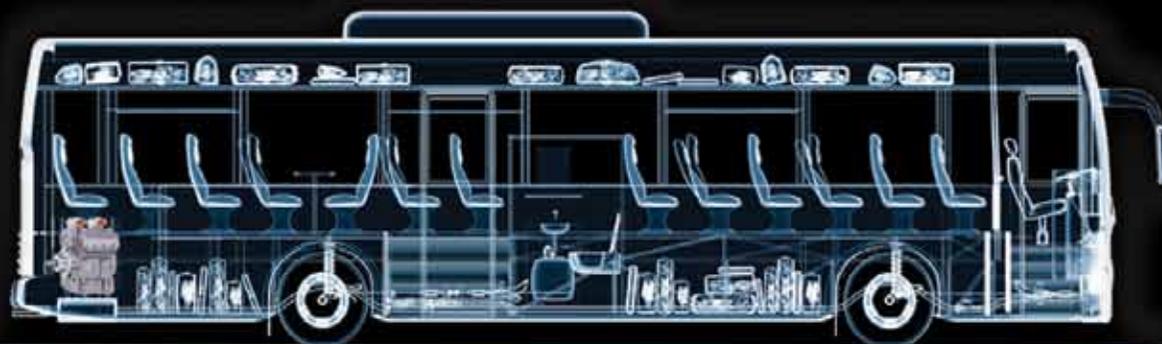
related to the Americans with Disability Act, and Wes Barber has been invited to speak on the agency’s company inspection process.

Additionally, John Miller of Miller Transportation in Louisville, Ky., will speak on local com-

muter transportation and working with your local transit agency.

And, Mark Szyperski of OnYourMarkTransportation.com will discuss “rural transportation” and the Federal Transit Administration’s 5311(f) process.

You Purchase “State of the Art” Buses...
Why not Demand a “State of the Art” A/C Compressor?



Demand a BITZER Compressor from Your Systems Provider

Some of the Many Features:

- Highest Reliability
- Lightest and most Compact Design in the World
- Highest Speed Range of any Transit Compressor in the World
- German Designed, American Built



BITZER U.S., Inc.

To learn more, visit www.bitzerus.com

Phone: 770-503-9226

Email: sales@bitzerus.com / mlish@bitzerus.com

Cummins engines comply with 2014 emissions rules

COLUMBUS, Ind. — Cummins Inc. says its 2013 heavy- and medium-duty engines, which become available this month, meet the 2014 federal greenhouse gas and miles per gallon rules.

Additionally, the engines deliver up to a 2 percent fuel-economy improvement over 2012 models.

The engine maker says the improvement in fuel economy results from using the “same proven high-pressure common rail fuel systems, VGT turbocharger and fully-integrated electronics” as 2012 engines, but “base engine improvements” increase mpg by reducing parasitic loads through high-efficiency water, fuel and lube pump systems.

“We met the EPA 2010 standard on time, and our engines have earned their industry-leading reputation for great reliability and fuel economy,” says Rich Freeland, Cummins vice president and president-engine business. “Our product

development teams are delivering even better products where it counts — to our customers — and our engines are meeting the 2014 fuel-efficiency and GHG standards a full year early.”

Cummins Filtration has released the Fleetguard FF5782 fuel filter with nanotechnology-based filtration media. The first of its kind for fuel filtration, according to the company, the FF5782 was developed specifically to meet the high-performance demands of high-horsepower engines.

According to Cummins Filtration, the filter traps 98.7 percent of all particles as small as 4 microns (12 times smaller than the smallest particle visible to the human eye) and exhibits 13 times greater retention of particles during fuel surge and engine vibration than its closest competitor.

Learn more about Cummins at Expo Booth No. 829.

Detroit plant to expand

REDFORD, Mich. — Daimler Trucks North America announced it will produce its new automated manual transmission at its Detroit engine plant here.

Martin Daum, president of Daimler Trucks North America, said the company would invest \$120 million building the transmission line and a separate assembly line to produce the company’s new

asymmetrical turbocharger.

The two lines will employ about 250 new workers throughout the plant, including roughly 170 assembly workers.

The sprawling Detroit factory produces most of the Detroit diesel engines that go into over-the-road buses and trucks.

Learn more about Detroit Diesel at Booth No. 563.

National Interstate unit aligns with event recorder company

INDIANA, Pa. — Zen-tinel, a manufacturer and distributor of mobile surveillance systems, announced it has partnered with Safety, Claims and Litigation Services, an affiliate of National Interstate Insurance Co., to provide accident event recorder technology to school bus contractors.

As a preferred vendor partner, Zen-tinel said it is offering camera systems designed to enhance driver performance, reduce accidents and ultimately save lives.

Zen-tinel’s continuous event camera system is equipped with three cameras that monitor specific areas of the bus.

One camera records views from the vehicle’s front window; a second camera captures the driver and the stairs of the bus; while a third records the children in their seats.

In the event of an accident, the event recorder video footage provides evidence to help understand the causes of the incident and exon-

erate drivers when they are not at fault.

Zen-tinel’s G-force software also maintains a database of unsafe behaviors, such as hard breaking, unnecessary idling and rapid acceleration.

Reviewing these events is extremely valuable in coaching and training drivers, and results in improved driver safety, fewer accidents, and a reduction of unnecessary and costly litigation, says Zen-tinel.

Said Jim Parks, vice president of National Interstate: “We are pleased to assist our clients by offering (accident event recorder) technology through SCLS’ customer loyalty program.

“Our goal is to provide a mechanism to help school bus contractors control their insurance costs while making transportation safer for drivers, children and the public.”

Learn more about National Interstate at Expo Booth No. 607.



Alliance offers ‘Evolution’ plan

ORLANDO, Fla. — Alliance Bus Group, the distributor of Caio motorcoaches in North America, is using UMA Motorcoach Expo as the forum to introduce the “Alliance Evolution” program.

Alliance calls the program a “revolutionary new ownership model” that maximizes the business appeal of Caio coaches, while providing “unparalleled support to customers throughout the entire lifecycle of ownership.”

“By shifting focus to long-term customer needs and operator profitability, the Alliance Evolution pro-

gram protects customer business interests by guaranteeing the lowest total cost of ownership,” said Alliance.

The program components include:

- Financing options provided by in-house resources, underwritten by Alliance Bus Group and backed by Daimler, as well as other sources, giving Alliance the ability to offer more competitive rates with faster approval while customizing lease terms across a broader spectrum — all while assuring residual values.

- The largest service network in

North America, including more than 400 service center locations, a nationwide roadside assistance program, and two support hotlines.

- Technical training
- Parts and service credits
- Deferred payments

“We want our customers to know we won’t disappear after the sale. If we are good to our customers for as long as they own a Caio motorcoach, we know we will be rewarded with repeat business,” said Doug Dunn, CEO of Alliance Bus Group.

To learn more about the Alliance program, stop by Booth No. 949.

‘Maint. Shop’ attracts exhibitors

ORLANDO, Fla. — Three of the exhibitors in this year’s UMA Motorcoach Expo “Maintenance Shop” area offer innovative products that, among others, are designed to reduce maintenance costs.

Vehicle Inspection Systems, an Orlando-based company, will introduce operators to its VIS Polish, a robotic sanding and polishing machine for motorcoach wheels.

Whether the wheel (and tire) are on or off the coach, VIS says it can make the wheel shine.

VIS also will have information about its VIS Check, which is a performance-based brake tester and under carriage diagnostic system.

“Our equipment helps make repairs easier and more automated,” says the company. “If you are looking for a great way to reduce maintenance and repairs costs you need to look at our equipment.”

Visit Vehicle Inspection System

at Booth No. 1104, or online at www.vischeck.net.

Kleenoil USA

Kleenoil USA Inc. of Plano, Texas, markets and sells the Kleenoil Bypass Filter System.

As the name implies, the Kleenoil Bypass Filter System passes a small portion of the total engine oil flow through a very dense filter cartridge at about two or three quarts per minute. At that speed, it is possible to:

- Eliminate virtually all water and particle contamination from the oil. Particles are removed down to one micron, and 99.95 percent of all water is removed from the oil.

- Engine and component wear is reduced, as is engine downtime.

At the same time, Kleenoil says the system:

- Maximizes oil life through oil trend analysis

- Reduces oil cost by up to 80

percent

- Doesn’t remove desirable elements

- Extends service intervals
- Is environmentally friendly

Learn more at Expo Booth No. 1105, or www.kleenoilusa.com.

Amsoil

Amsoil is a leading producer of synthetic motor, hydraulic and compressor oils; fuel additives; transmission fluid; gear lubricants; grease, and filtration products.

The Superior, Wis.-based company says its engine oils provide better protection, better fuel economy, less maintenance and longer life, resulting in lower costs.

“With the ever-increasing cost of new vehicles, and rising fuel and maintenance costs, it is imperative to reduce operating costs,” says Amsoil.

To learn more, visit Booth No. 1113 or go to www.amsoil.com.

REI to mark 75 years in business

OMAHA, Neb. — Radio Engineering Industries Inc. has announced plans for a year-long celebration of its 75th anniversary.

REI started as a family-owned radio shop and has grown into a global manufacturer of commercial transportation electronics for the motorcoach, transit, shuttle, school and agriculture markets.

REI is owned and operated by

the third generation of the Hays family of Omaha.

Founded in 1938 by Clyde H. Hays, over the decades REI expanded into a national distributor and service center for companies such as Panasonic, Sharp, Sony, Learjet and Delco Electronics.

In 1970, Robert E. Hays inherited the business from his father. During Robert’s tenure REI grew into

the transportation electronics manufacturer it is today.

Today’s generation of REI family includes Scott Hays, Terri Jukes, Jeff Hays and Lorri Taylor. Each is active in the day-to-day operation of the business they grew up in.

“Treating the customer like family” is the company’s core philosophy.

Learn more about REI and its products at Expo Booth No. 459.

We'll See You Next Year!

UMA MOTORCOACH
EXPO 2014
at **travel**  **exchange**

February 16-20, 2014 • Los Angeles, CA

MCI-Setra Q&A

CONTINUED FROM PAGE 1

Q. Sales of 35- and 30-foot coaches have expanded in recent years, some by new competitors entering the market. Is that impacting the market for your current models, and does MCI-Setra plan to enter this segment?

A. Heller: They've certainly done well. They are servicing a niche in the market. But it's hard to tell whether they are taking business away from the 45-foot coach or they are incremental to the market. I would suspect it's probably a little bit of both. ... Right now I would say it's too early to tell whether we would try to partner with Daimler to come out with a similar product. It's just too early in our relationship to try to figure that out. We're focused on the (Setra) S 417 and S 407.

Q. As European and U.S. emissions standards converge, does that offer opportunities for adapting additional Daimler products for the U.S.? Are there plans, for example, to introduce new Daimler coach products in the U.S.? Or, jointly developed products? Will the ability to offer a model in multiple markets offset the fact that the U.S. market is so small?

A. Heller: There are lots of regulations that are different in the U.S. market from the European market, so it's not just the engine that would need to be compatible. There is a fair amount of engineering work that's required to bring over products.

A. Schick: While small in relation to total coaches sold globally, the U.S. and Canadian market is still a large export market for Daimler, Setra included, and is an important market to the company. Legal requirements in the U.S. and Europe are quite different — for brakes, emergency exits, headlamps and even the width of the vehicle is different. Adapting European models to the U.S. market can still require significant engineering work. But that pays off when market demand is there. We are eager to bring to the market what customers require.

Q. One of the cited benefits of the Daimler/MCI collaboration was the future ability to share technology. What (other than engines) can we expect to see as a result of this partnership?

A. Heller: Daimler has world-class technology. They have thousands of engineers and they spend an enormous amount of money developing and implementing technology, not just on buses but in trucks and automobiles, as well. So, having an ability to tap into

that expertise definitely puts MCI in a position that it wouldn't be as a standalone company. So, we are looking at the vast array of what they have and we're making decisions — one at a time — based on our future product plans and how to maintain our competitive advantage going forward.

A. Schick: We are looking forward to our relationship and are already discussing capability. We have massive resources and capabilities within the Daimler engineering organization. We have knowledge resources, computing power and test facilities that competitors may not be able to have; we can justify investments in those because of the global size of Daimler. As a result you see Daimler as a company with its different brands — Setra being the most premium of those — being the leader, for

parts. So, there are synergies for operators there. Our field support teams will work on both the MCI and the Setra coaches. Our service centers will work on both the MCI and Setra coaches. So, in terms of supporting Setra, we will put all of the strength of the MCI after-market support systems and infrastructure. However, the products and the branding, and how they are sold and positioned, they are very distinct and our plan is not to try to meld that. We think it is a real strength to keep them separate. They're positioned differently. They go after different niches in the marketplace, and one of the reasons we were attracted to the Setra brand, in terms of representing it in the United States, was because there was minimal overlap with the MCI brand. So, we're going to keep those very distinct

creased coach costs over the years. We are working as hard as we can to try to mitigate those forced cost increases by the government through other means of bringing down the cost of building a coach. We're doing whatever we can to offset (the cost of mandates), trying our best keep it cost neutral or better. But, ultimately, those costs are out of our control. There's nothing we can do or any of the manufacturers can do. If you want to stay in business you've got to comply with the regulations.

Q. You (MCI) have embarked on a business relationship with an international player. Have you learned anything from observing their experience that might help as you go forward?

A. Heller: Absolutely. We've had the opportunity to send people into their plants in Germany, which

look for charter-and-tour bus operators for the next three-to-five years? What do you consider to be the most critical issue(s) facing your tour-and-charter bus operator customers?

A. Heller: That's a hard question. ... What I would say is that how an operator goes to market — in the tour-and-charter business — is critical. Not only how they present their business to their potential customers, because that will determine how they feel about them, but I think it's really important the quality of the product they put on the road.

Good operators will attract more business. And I think it's also really important that operators understand their total cost of ownership because that is the critical cost in terms of being able to run a profitable business. Total cost of ownership is what you pay for the coach, what fuel costs are, what the reliability of the coach is, what the residual value of the coach is at the end of the operator's life with that vehicle. The better an operator understands the whole life-cycle cost, or the total cost of ownership, I think the better shot they have of being able to run a profitable business.

Q. How do you see the relationship with Daimler Buses and Setra developing? Do you expect Daimler to increase its ownership share of MCI? What does the MCI-Setra future look like?

A. Heller: There are no plans for (Daimler to increase its ownership position). They have a minority stake in our company, which works for them and works for us — at this point in time. They have one seat on our board, so they have one out of the six board seats. They have a strong voice in what happens, especially for a minority partner. But there are no plans for that to change right now. The one thing I would say is that we're working together extremely well in terms of cooperation. We're doing what we need to do for them to help build the Setra business in North America. And they're helping us build the MCI business by giving us access to all of the technology and manufacturing understanding and expertise they have.

A. Schick: The strategic partnership with MCI will enhance Setra's distribution and service networks to the benefit of our customers in the U.S. and Canada. We're excited about the partnership with one of the industry's leaders, and the possibilities for Setra in the years ahead. We know and believe MCI can promote and support Setra coaches as the premium products they are.



example, in safety and comfort. We have been first to market with many technologies and continue to invest heavily. We are now working together to see how we can leverage this for the U.S. market.

Q. You're now marketing two major product lines that developed from divergent histories, philosophies and technologies. Are any steps being taken to bridge those differences and/or meld them? How has the joint effort affected such things as resale value, service and customer relationships? How are you handling internal competition between the two distinct products?

A. Heller: In terms of trying to meld them, there is a part that we're trying to meld and a part that we don't intend ever to meld. The part that we're melding would be the after-sales support — (Setra) parts will come out of our Louisville parts warehouse with MCI

and not try to meld them.

A. Schick: In Europe, Setra is THE premium bus brand within Daimler. We need to make sure the U.S. market understands the brand and that customers are offered the same "individual customization, technical and safety issues, as well as design services," that European customers enjoy. Setra coaches are premium buses, with premium materials; this is what customers ask and pay for. But Setra can serve the upper-business segment as well.

Q. Mandated emissions and safety equipment have added cost to coaches, in an industry that is starved for revenue. Scheduled carriers seem to be doing OK with it, but what can be done to help smaller tour-and-charter operators?

A. Heller: Governmental regulations for safety and emissions have been the primary driver of in-

are state-of-the-art bus manufacturing plants. We have come back with lots of ideas on how we can further improve our best-in-class reliability, how to improve our quality in manufacturing, and how to lower the cost of the way we build the bus. Having access to that expertise really has been very beneficial for us.

Q. In the current business and economic climate are you finding it any easier to obtain financing for typical bus buyers?

A. Heller: It really hasn't changed dramatically in the last year or so. If you have a healthy business, we can find financing. If you have an unhealthy business — sometimes we can, sometimes we can't. The times where we can, it might be at a slightly higher cost. Usually, financing is available but the price goes up as the balance sheet gets weaker.

Q. How do you view the out-

EUCLID Insurance Agencies, LLC



**WHATEVER ROAD YOU TRAVEL
EUCLID HELPS GET YOU THERE**

- Commercial Auto Liability
- Truckers Liability
- Physical Damage
- General Liability
- Workers' Compensation
- Occupational Accident
- Property
- Cargo
- Excess And Umbrella
- Garage
- Garage Keepers Legal Liability
- Loss Control Services

ELIGIBLE CLASSES:

Public Transportation • Sedan Services • Airport Shuttle • Van Service • Limousine
Taxi • Coach • Trolley • Charter Bus • School Bus • Airport Van • Paratransit
Social Service • Trucks (Local/Intermediate/Long Haul) • Tow Trucks • Courier ...and more



EUCLID Insurance Agencies, LLC

Phone: 800.333.7754 • Fax: 321.757.6182

www.euclidinsuranceagencies.com

VISIT OUR WEBSITE
24/7 online customer access **CSR24**

RELATIONAL BUS SYSTEMS

Charter & Tour Software

g°Chart

Charter Management System

g°Tour

Tour Management System

g°Chart: Features include customer and contract management, vehicle inventory, scheduling and dispatch, accounts receivables, and numerous accounting and operations reports. Additional modules include: Prophecy Mileage and Routing, g°Mile (IFTA reporting), Driver Duty (payroll and time management), Email, Advanced Accounting and Advance Dispatch management and reporting; and more!

Web Manager Module: Provides online credit card processing, integrated quote requests, online access to Drivers' schedules and other custom g°Chart data access via the web.

Data Backup and Recovery: Remote services includes daily, scheduled backup of RBS data files over a secure connection.

g°Tour: Our browser based tour management system designed specifically for the motorcoach industry. Manages reservations, itineraries, receivables, payables, produces management reports and escort, driver and customer documents for group and retail tours. Real time, fully integrated credit card processing is available using a secure and reliable gateway service. Accessible from any computer with internet access. Hosted at RBS secure data facility. RBS professional staff manages server hardware and software and performs all updates and daily backups.

New release coming soon!

Visit www.rbs2000.com for the latest news, timeline, features, and more related to g°Tour version 3.

Call us today at 1-800-448-7001 or visit www.rbs2000.com to request an evaluation of g°Chart or g°Tour



www.rbs2000.com

COACH GLASS

**It's NOT JUST OUR NAME
It's WHAT WE DO**



- ABC
- BCI
- DINA
- GILLIG
- GLAVAL
- IRIZAR
- MCI
- NABI
- NEOPLAN
- NEW FLYER
- NOVA
- ORION
- PREVOST
- SETRA
- STALLION
- TEMSA
- VAN HOOL
- VOLVO

Featuring

The Industry's Deepest Inventory
Quick Delivery & Shipping
Great Pricing, Exceptional Service

Warehouse Locations

Oregon, Indiana, Florida & Arizona

(800) 714-7171

www.CoachGlass.com

(541) 684-7868

Bus@CoachGlass.com

The Wireless MCL



MAHA USA Mobile Column Lifts combine leading technology with unrivaled features and benefits.



LIFTING SYSTEMS - JACKS AND LIFTS - TIRE CHANGERS - WHEEL BALANCERS - BRAKETESTERS - EMISSION TESTERS

Your Complete Heavy Duty and Automotive Workshop Supplier.

MAHA USA is your one-stop shop, providing the very best in lifting, maintenance and testing technology, guaranteeing the highest in precision and quality. Contact us today to see how we can provide you with all your service equipment needs.

866-624-2872 | www.maha-usa.com
Connect with us, www.facebook.com/mahausa.llc



Regulatory outlook

CONTINUED FROM PAGE 1

appearance of being more of a trickle than a flood," said Frank O'Donnell, president of the environmental group Clean Air Watch. "I don't see the hard evidence" of an avalanche of rules.

He said the EPA is principally focused on meeting court-ordered deadlines, such as the deadline for a rule intended to reduce the amount of soot that can be released into the air. Other high-profile rules and initiatives are being rolled out more slowly, if at all, he said.

Randy Rabinowitz, director of regulatory policy at OMB Watch, a private group that tracks federal rules, said regulations now being released are long overdue — in some cases months or even years after federal guidelines say they should have been published.

"We've been disappointed that Obama has been a tepid regulator" in his first term, Rabinowitz said, adding that she hopes the administration "moves more vigorously to protect the public from harm" in a second term.

A spokeswoman for the White House Office of Management and Budget, the gatekeeper for federal regulations, said the administration is focused on protecting public health and safety while avoiding unnecessary burdens on business.

"We intend to continue that approach moving forward, including careful analysis of costs and benefits, as well as a commitment to protecting the health, welfare and safety of the American people at the same time that we promote economic growth," OMB spokeswoman Moira Mack wrote in an email.

Economy at risk?

Some Republicans and business groups say new regulations, on top of rules already issued by the administration, could strangle the economy just as it begins to grow.

A new study by the National Association of Manufacturers claims major new EPA rules could cost manufacturers hundreds of billions of dollars and eliminate millions of American jobs.

The report, issued in late November, said compliance costs for six major EPA regulations, includ-

ing rules limiting air and water pollution from coal- and oil-fired power plants, could total up to \$111 billion by government estimates and up to \$138 billion by industry estimates. Construction costs could total \$500 billion, it said.

Jay Timmons, president and CEO of the manufacturing group, warned of a "devastating ripple effect" that could be felt throughout the U.S. economy if federal rules are not relaxed or delayed. Some manufacturers are likely to "close their doors for good" because of EPA rules, Timmons said.

Susan Dudley, director of the Regulatory Studies Center at George Washington University and the former head of a Bush administration regulatory office, said she has not seen a post-election surge in federal rule-making.

"It doesn't look like the floodgates are opening," she said, adding that with four more years in office, Obama is in no rush to implement rules that could damage a fragile economy.

The slowdown fits a pattern, Dudley said. During his first two years in office, Obama published a "record-setting" average of 63 economically significant final rules per year, she said, a pace that slowed to about 50 major rules in 2011 and fewer than two dozen last year.

Dudley said she expects a second Obama term to be more like his first two years in office than his third and fourth years — in part because so many federal rules that have been started have been put on hold.

One of the most high-profile delays was on a pledge to set stricter limits for lung-damaging smog. President George W. Bush had shunned the advice of independent scientists who said the current ozone standard was too weak.

Under Obama, the EPA had promised to change that, only to have the White House put on the brakes in September 2011, explaining it was acting to reduce regulatory burdens and uncertainty in a shaky economy. A new ozone rule is now likely to be finalized this year.

Other environmental regulations, including a rule to reduce greenhouse gas emissions from refineries and to lower the sulfur content in gasoline, are far behind schedule. EPA officials have said not to expect them anytime soon.

Closer to home

For the over-the-road bus and truck industries, much of the regulatory focus will be on the implementation of last year's highway law, Moving Ahead for Progress in the 21st Century.

The \$105 billion transportation funding law kick-starts 29 safety-

related initiatives, including the electronic onboard recorder mandate. The law requires the Federal Motor Carrier Safety Administration to develop a final EOBR rule by October, with the rule taking effect in 2015.

However, several ground transportation lobbyists are predicting the final regulation won't be in place until late next year because of the amount of work involved in the rulemaking process. The final rule would be followed by a four- or five-year implementation process.

While Congress was able to pass a highway bill last year, the measure provided funding for only two years and contained no new revenue to help fix deteriorating roads and bridges and to fund new infrastructure projects.

The unwillingness of elected officials to increase fuel taxes raised the prospect of more toll roads or, worse, a system that assesses taxes on every mile traveled, some ground transportation officials worry.

U.S. Rep. Earl Blumenauer, D-Ore., has introduced legislation in the House that would fund a vehicle miles traveled pilot program to examine the proposed new source of funding that would help make up for the Highway Trust Fund deficit.

The legislation calls on the Secretary of the Treasury to undertake a series of studies to demonstrate the viability of a VMT revenue source in every state, and it reflects a pilot program that has been ongoing in Oregon.

"We must invest now in our nation's roads, bridges, and public transit to prevent enormous costs in the future," said Blumenauer. "With the Highway Trust Fund facing a 21 percent reduction revenue by 2040, based on current driving patterns and projected increases in fuel economy, we need innovative solutions to close this gap."

Over the past four years, Congress has transferred more than \$48 billion from the General Fund into the Highway Trust Fund, Blumenauer notes. Estimates suggest that, when the current transportation authorization expires, the Trust Fund will require almost \$15 billion a year in addition to current fuel tax receipts simply to maintain 2009 funding levels.

Early VMT testing

"Oregon and other states have successfully tested a vehicle miles traveled fee, and it is time to test this model systematically, across the country," Blumenauer says. "While evaluating mileage-based revenue sources, this legislation will ensure the system protects privacy and is simple to administer."

"It will also convene working groups to address the most com-

plex aspects of this transition, including road use, demand management, climate change, and technology needs."

In Oregon, the U.S. Department of Transportation is testing three privately manufactured devices. Two use GPS technology, including a smartphone app, while a third simply counts miles.

Two blue ribbon commissions have suggested that transitioning to a VMT system, rather than a fuel tax, will provide the most stability to the Highway Trust Fund, and will most accurately reflect the user-fee concept it is based upon.

The National Surface Transportation Policy and Revenue Study Commission noted that a VMT charge is "the most promising alternative revenue measure" to the existing gas tax, while the National Surface Transportation Infrastructure Financing Commission reported that "a charge for each mile driven...has emerged as the consensus choice for the future."

Both commissions found that the system was efficient at raising revenue, closely linked system demand to revenues, and could win broad public support, Blumenauer says.

In March 2011, the Congressional Budget Office released a report saying such a program is a "practical option" for raising new funds. Shortly afterward, the USDOT proposed a study of the concept, but President Obama has resisted switching to a VMT fee.

Lingering concerns

Meanwhile, the trucking and bus industries continue to voice concerns about several aspects of the Federal Motor Carrier Safety Administration's Compliance, Safety, Accountability program, including a plan to delay the implementation of a program that would assess responsibility for accidents when considering penalties involving carriers' Behavior Analysis and Safety Improvement Categories scores.

Armed with studies that showed CSA scores didn't accurately predict crash risk, the trucking industry convinced lawmakers on Capitol Hill that BASIC alterations were needed, and FMCSA made "modest" changes to the program.

Truckers expect prioritization of truck and bus safety rulemakings to be driven by the Obama administration's "overarching political agenda to champion labor issues and consumer protections."

Truckers expect a push to raise minimum insurance levels and more enforcement actions against carrier executives with a pattern of safety violations.

Driver pay and health and wellness issues also could be the focus of more regulatory activity.



2 NEOPLAN TO CHOOSE FROM!

(1) 1997 and (1) 1998. Over 500K miles. Both have Series 60 Detroit, B500 Allison Transmissions. Seating capacity is 57. Currently in service with VERY COLD Thermo King A/C systems! All have 5 month old paint jobs. Asking \$33,000 each.

Please call for info at 757-494-1480 or email us at jimmy@venturebustours.com

2003 E4500 ~ Low Mile ~ One Owner ~ 58 Seats Lift Equipped Coach • 8 Tie Down Stations

Bus converts seats in less than 1 minute with Flip Seats

Approx. 240,000 original miles
Detroit Diesel Series 60 Engine
Allison B500R transmission (hydraulic retarder)
Michelin Tires (not retreads)
Enhanced sound system w/ AM/FM/CD/DVD/PA system
Cordless mic & 6 monitors



Asking \$199,000 OBO
Marc: 808.832.6261
or sales@RoyalStarHawaii.com

REPOS FOR SALE

• "Bank Repos" across the US • Priced to Sell
• Variety of Makes & Models

1-877-737-2221 x30716

www.Bus-Buys.com — View "Repo Inventory"



THE EXCEPTIONAL EFFICIENCY OF AN INTEGRATED POWERTRAIN



The Volvo 9700 consistently delivers a profitable combination of performance, efficiency and passenger-pleasing comfort. With its dependable Volvo D13 SCR engine, you get a proven platform that saves fuel and minimizes maintenance. The integrated I-Shift transmission takes fuel economy to the next level by keeping engine speed in the sweet spot. Advanced safety features add bumper-to-bumper protection. And wherever you go, you're backed by our extensive network of Prevest professional service providers. The Volvo 9700 is known around the globe for its high productivity and low operating cost. Here in North America, it's the best way to accelerate your bottom line. Learn more at www.prevestcar.com.



35 Gagnon Blvd., Ste-Claire QC, G0R 2V0, Canada | USA 1-877-773-8678 | Canada 418-883-3391





THE BEST BUS IS A FULL BUS

TEMSA MOTOR COACHES FROM CH BUS SALES ARE THE ONLY 30' AND 35' INTEGRAL DESIGNED COACHES IN THE UNITED STATES – THIS GIVES FLEXIBILITY TO BOLSTER PROFITS WITH A FULL BUS AND THE COMFORT AND RELIABILITY OF A 45' COACH.

WITNESS THE DIFFERENCE!



BUS SALES

EXCLUSIVE DISTRIBUTOR

EAST

TONY MONGIOVI
856-325-0094

MIDWEST

RANDY ANGELL
507-331-7911

SOUTH

TIM VAUGHT
817-994-8692

SOUTHEAST

TIM GULDIN
407-625-9207

WEST

RANDY KOLESAR
310-503-8892

www.chbussales.com