

# Bus & Motorcoach NEWS

WHAT'S GOING ON IN THE BUS INDUSTRY

## Texas history and culture to greet Expo 2018 attendees

UNITED MOTORCOACH ASSOCIATION

### MOTORCOACH EXPO 2018



The San Antonio River Walk is a city park and network of walkways along the banks of the San Antonio River, one story beneath the streets of the city. It is lined with bars, shops, restaurants, nature, public artwork and five historic missions. Photo by Bob Howen for Visit San Antonio.

## Chicago party bus ordinance angers operators

CHICAGO — A city of Chicago ordinance designed to crack down on illegal party buses has been causing headaches for legal motorcoach operators.

In their zeal to rid the city of unlicensed party bus operators and rein in an increase in violent incidents caused by their passengers, law enforcement agencies have been ticketing even law-abiding operators, often for bogus violations that routinely are overturned in court.

"City officials said they were not going after good operators, yet we were tagged for five violations," said Carl Ekberg, vice pres-

ident and chief operating officer of Chicago Classic Coach.

Ekberg said the officers claimed the bus wasn't USDOT-certified, "even though our USDOT numbers are all over the bus." They also cited the company for not displaying emblems that weren't legally required and for not having a Chicago charter license, which isn't required because the company is based in a suburb, not in the city.

"We got out of four of the tickets, but I have to go back to court in January on the other one," Ekberg said.

One of the most controversial elements of the ordinance requires

buses to have a licensed security guard and cameras on board if there are more than 15 passengers and if there is alcohol on the bus, or if the bus plans to make multiple stops at venues where alcohol is consumed.

The problem is that alcohol isn't just sold in bars and nightclubs, but also at museums, theaters, hotels and airports. That means if a charter bus were transporting a student group to museums that sell alcohol, the bus would be required to have a guard and security cameras that can monitor the interior of the bus.

CONTINUED ON PAGE 15 ►

PERMIT NO 1424  
PHOENIX AZ  
US POSTAGE PAID  
POSTMASTER: Please deliver before Dec. 1

SAN ANTONIO — Truly deep in the heart of Texas, San Antonio is situated farther south than San Diego and the southern borders of Arizona and New Mexico. Despite or due to its location, it welcomes 29.7 million visitors annually.

Among next year's first visitors will be those attending the United Motorcoach Association Motorcoach Expo 2018 at the Henry B. Gonzalez Convention Center on Jan. 6-10.

"San Antonio is truly a unique city that offers a rich and varied experience for all travelers," said Casandra Matej, president and chief executive officer of Visit San Antonio. "The Alamo City's enticements range from culture, culinary and history to family fun and outdoor adventure."

The Henry B. Gonzalez Con-

vention Center hosts more than 300 events and 750,000 convention delegates each year.

"Approximately 70 percent of our visitors are leisure travelers," Matej said. "We do not currently have a mechanism for tracking the exact amount of those visitors who arrive via motorcoach.

"However, we can report that the destination works with more than 140 motorcoach companies who bring in tens of thousands of visitors to San Antonio each year."

San Antonio, the seventh-largest and third-fastest-growing city in the U.S., has a history that stretches back for centuries.

When the first Spanish Catholic explorers and missionaries arrived in 1691, Payaya Native Americans who called the area

CONTINUED ON PAGE 16 ►

## Factory, electric buses in Temsa's future U.S. plans

FARIBAULT, Minn. — Growing market acceptance and healthy transportation demand delivered another record year for Temsa motorcoaches in North America.

Continued growth is anticipated for 2018 while the years further ahead may bring a Temsa factory and electric motorcoach to the U.S.

"We will probably sell 15- to 20-percent more new units than we did in 2016," said Duane Geiger, president and chief executive officer of CH Bus Sales LLC, distributor of the Turkish-built Temsa vehicles.

"It is the third year of our 45-foot bus. Introducing a new product takes some time and there has been market acceptance," Geiger said. "We are at a price point that is very attractive and that has gotten the attention of a lot of operators."



Duane Geiger

"There has been a strong economy that has created a lot of demand for transportation needs. Everyone is prospering."

A broad product range — 30-, 35- and 45-foot motorcoaches — positions Temsa for further success in 2018, Geiger said.

"I think we will continue to increase our sales volume with the Temsa products. We are looking forward to a strong year and I am not aware of anything that would

CONTINUED ON PAGE 13 ►



**Let an MCI pre-owned coach pro find the right fit for your fleet.**

View inventory at [mcicoach.com/preowned](http://mcicoach.com/preowned)

**MCI** Reliability **DRIVEN™**

New Jersey	Texas	Illinois	California	Florida	Rocky Mountain	CANADA
Walter Sturdivant (609) 876-3713	Randy Wilcox (609) 876-3711	Brian Hill (214) 725-0490	Bob Dethloff (847) 867-5191	Marshall Deems (818) 519-7193	Janet Cathey (678) 472-1743	Jason Rounsville (720) 383-5797
						Guy Charron (514) 240-8448
						Guy Tessier (204) 771-8271

# Say 'Yes' To More POSSIBILITIES



*TDX - DOUBLE DECKER*

*TX45 - LUXURY TOURING*

*TX45 - TWO DOOR*

*TX40 - SEATING UP TO 50 PASSENGERS*

*CX45 - SEATING UP TO 56*

*CX45 - ELECTRIC*

*CX35 - SEATING UP TO 40*

*CX35 - ELECTRIC*

*- 2 DOOR OPTION*

*BUY AMERICA*

## WHAT'S NEXT IN 2018?

MOVING FORWARD  
[www.abc-companies.com](http://www.abc-companies.com)



Exclusive U.S. VANHOOL Distributor

# Fire destroys Virginia bus museum, vintage vehicles

ROANOKE, Va. — The Commonwealth Coach and Trolley Museum, home to several vintage buses, was destroyed in a fire along with many of its vehicles.

The fire consumed the 44,000-square-foot museum in the early morning hours of November 1. No one was injured.

The museum was opened in 1999 and housed transit coaches collected by the Virginia Museum of Transportation.

Bev Fitzpatrick, executive director of the transportation museum and president of the trolley museum, said the future of the museum was unclear because the building and several vehicles were destroyed.

However, he said several buses parked in a yard outside the building survived, and they'll be moved to the transportation museum until another building is found.

"We are getting information together right now on the fleet," Fitzpatrick said three days after the fire. "We were not allowed into the building until last night and it appears nothing survived. We lost 13 buses and had three more damaged. We believe with help we can find the parts to restore them."

He told a local television station that the museum has an old trolley that originally was a Roanoke railway and electric company trolley that ran on rails in the streets of Roanoke.



*The Commonwealth Coach and Trolley Museum in Roanoke, Va., home to several vintage buses, was destroyed in a fire along with at least 13 vehicles. Several other buses survived the fire.*

"It still needs to be restored, but it apparently made it through the fire," Fitzpatrick said.

A museum volunteer described some of the casualties, including a tangle of blackened metal he said was a rare 1955 split-level design Greyhound Scenicruiser.

Toward the back of the building lay the remains of a 1959 Southern Coach that was in service at Camp Lejeune in 1959.

A massive collection of tools and parts used to maintain the fleet was also destroyed

in the fire. The buses were insured for transporting the public, but not for physical damage.

The museum was not well known, but its contents attracted bus enthusiasts and other visitors from around the country. Nonprofit organizations used the buses, and they were also brought out for community events, such as parades.

They served as shuttles for Explore Park, Mill Mountain Zoo, the National D-Day Memorial and churches.

The Virginia Museum of Transportation, which recently took the Commonwealth Coach and Trolley Museum under its umbrella, has included a link to a donation section on its website, [www.vmt.org](http://www.vmt.org).

Fitzpatrick announced in July he would be retiring from the transportation museum at the end of this year. He planned to spend more time at the trolley museum. But at 71 years old, he said, "I can't re-invent the museum. It's a terrible way to go out."

Although a full list of the vehicles destroyed or damaged by the fire wasn't immediately available, museum curator Fred Donaher said the following buses survived:

- 1991 Gillig Phantom
- 1997 Gillig Phantom
- 2000 Orion V (DASH)
- 1962 TDH-5302
- 1973 TDH-3302
- 2001 Gillig Phantom
- 1998 New Flyer D40LF
- 1982 GMC RTS T70-604
- 1989 TMC RTS T70-206
- (2) 1947 Mack C-41
- 1953 Mack C-37
- (2) 1948 GM PD-3751
- 1974 AM General
- 1970 GMC PD-4903
- 1969 GMC TDH-3301
- 1990 Flxible Metro #184
- Possibly salvageable: 1991 Orion I

## MegaMedia™

### Movies, TV Shows and Games at Your Fingertip

REI introduces MegaMedia™, the world's first affordable, wireless on-demand passenger entertainment system. Passengers can view entertainment by streaming selected content to their personal hand-held device. Passengers simply connect to the Wi-Fi enabled MegaMedia system, explore their options and sit back to enjoy their choice.

This revolutionary solution allows you access to thousands of hours of content for passengers to tailor their entertainment experience. Engage your passengers with movies, tv programs and games at their fingertip.

Order your demo today.

Call 800.228.9275 or visit [megamediarei.com](http://megamediarei.com)

# THE DOCKET

## NTSB says fatigue contributed to deadly California crash

WASHINGTON — The National Transportation Safety Board has determined that a fatal 2016 collision between a motorcoach and tractor-trailer truck near Palm Springs, Calif., was likely caused by undiagnosed obstructive sleep apnea and inaction by a driver due to fatigue.

NTSB also said inadequate plans by the California Department of Transportation for stopping highway traffic near utility work contributed to the accident.

In the early-morning darkness of Oct. 23, 2016, the motorcoach was traveling at highway speed on Interstate 10 when it crashed into a stopped truck, resulting in the death of the motorcoach driver and 12 motorcoach passengers.

The truck, operated by Tri-State Collision LLC, and other traffic had been stopped on the highway by police because of util-

ity work. When traffic resumed, the truck did not move.

The 47-passenger motorcoach, operated by USA Holiday, struck the rear of the truck two minutes later, intruding about 13 feet into the truck trailer and pushing it 71 feet forward.

NTSB determined the probable cause of the crash was Caltrans' inadequate transportation management plan for stopping traffic, which resulted in a hazardous situation in which law enforcement did not detect the truck's lack of movement following the traffic break and did not provide any advance warning to the bus driver of the potential for stopped traffic ahead.

The board also determined the truck driver did not resume driving after the traffic stoppage because he most likely fell asleep due to fatigue related to his undi-

agnosed, moderate-to-severe obstructive sleep apnea.

The truck driver, 51-year-old Bruce Guilford, was arrested in Georgia in October by a U.S. Marshals Service task force. He had been charged a day earlier in California with vehicular manslaughter and reckless driving.

Despite the fact the truck driver was severely obese and at a high risk for obstructive sleep apnea, he had not been tested for the condition, NTSB said in a news release.

And, the board said, "although the Federal Motor Carrier Safety Administration Medical Review Board has developed guidance for screening for obstructive sleep apnea, FMCSA has not disseminated this guidance to the medical examiners it certifies to perform commercial driver's license medical examinations."

Sleep apnea, often undiagnosed, is characterized by shallow or interrupted breathing during sleep and can leave sufferers fatigued.

The Obama administration had been considering requiring commercial motor vehicle drivers and railroad engineers to be screened for sleep apnea, but the Trump administration scrapped the effort in August.

NTSB's investigation also revealed the bus driver had untreated diabetes, but the FMCSA-certified medical examiner did not diagnose the condition or refer the driver for further testing despite a positive glucose urine test during the driver's medical certificate examination.

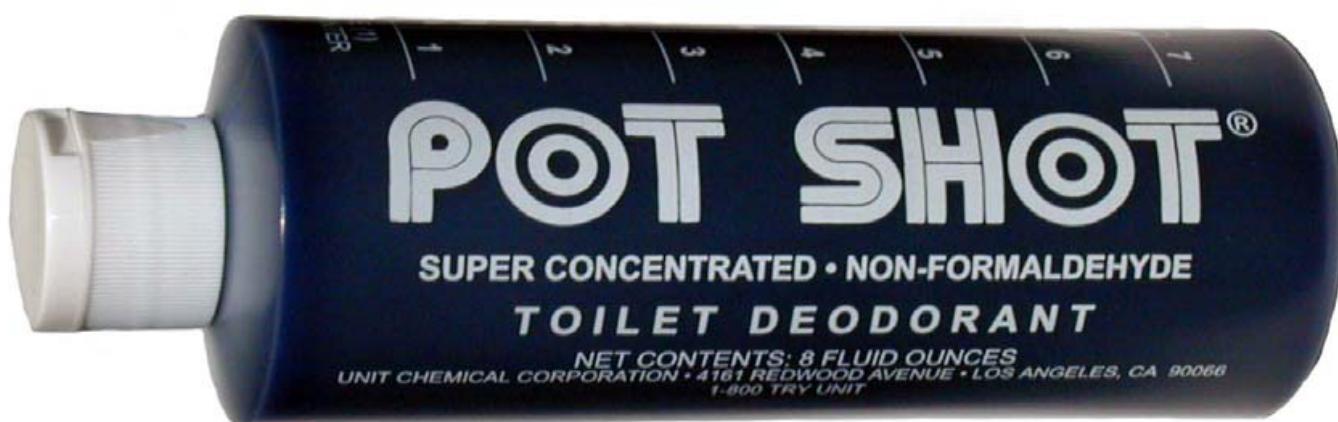
NTSB also found that the bus driver did not take actions to avoid the crash because he, too, was likely fatigued and did not expect

to encounter stopped traffic.

"In this crash, not one but two commercial vehicle drivers — people who drive for a living — were unable to respond appropriately to cues that other motorists acted on," said NTSB Chairman Robert L. Sumwalt. "Federal and state regulators, commercial motor carriers and professional drivers can do better. Given the stakes, they must do better."

The board issued eight safety recommendations including assessing forward collision avoidance systems in commercial vehicles and requiring new motorcoach and bus designs to include a secondary door for use as an additional emergency exit.

The abstract of the NTSB's final report, which includes the findings, probable cause and safety recommendations, is available online at <https://go.usa.gov/xn22F>.



### 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](http://www.unitchemical.com)**

60 Years Manufacturing Environmentally Safe Products

**POT SHOT  
TRY IT  
SPECIAL**

**128  
PREMEASURED  
SERVICES  
\$37.95**

**DELIVERED  
ANYWHERE  
IN USA AND  
TERRITORIES**

**29¢  
PER SERVICE**

# Irizar i6

Proven and reliable european technology

Always close to you



INA Bus Sales  
5410 Cameron Street, Suite  
101-Las Vegas, Nevada 89118,  
office 702.431.0707  
[www.inbussales.com](http://www.inbussales.com)

# FMCSA administrator selection supports ELD mandate

WASHINGTON — Raymond Martinez, who was tapped by the Trump administration as the next administrator of the Federal Motor Carrier Safety Administration, is a supporter of the electronic logging device mandate that takes effect December 18.

During his confirmation hearing before the Senate Committee on Commerce, Science and Transportation, Martinez said he realized that the ELD mandate could

hurt some small, independent trucking firms, and said he would “look forward to working with industry and all stakeholders, safety advocates and particularly the impacted sectors of commerce.”

“I’d want to meet with those involved in those areas who oppose the rule to learn more about their concerns,” he said.

But Martinez said the mandate, pushed by Congress for several years, is necessary to accu-

rately track hours of service for commercial motor vehicle drivers.

“What we experienced in the past was that it was paper-based, which means it was very susceptible to fraudulent entries,” he said. “The goal is to not cripple commerce. The goal is to make our roadways safer. That is our mission and that’s in everything we approach...through that lens of safety.”

The Senate committee didn’t

vote to confirm Martinez during the hearing, and hadn’t voted as of early November, but was expected to do so by the end of the year.

Martinez, chairman and chief administrator of the New Jersey Motor Vehicle Commission, was selected by President Donald Trump to replace Daphne Jefferson, FMCSA’s deputy administrator who has been serving as acting administrator since Scott Darling resigned as administrator in January when Trump took office.

Jefferson retired last month and was expected to be replaced by Louisiana Motor Transport Association Executive Director Cathy Gautreaux as the agency’s next deputy administrator.

Gautreaux has been with the association for 32 years, serving as the executive director for 29 years.

During his Senate hearing, Martinez also said he intends to make FMCSA more data driven,



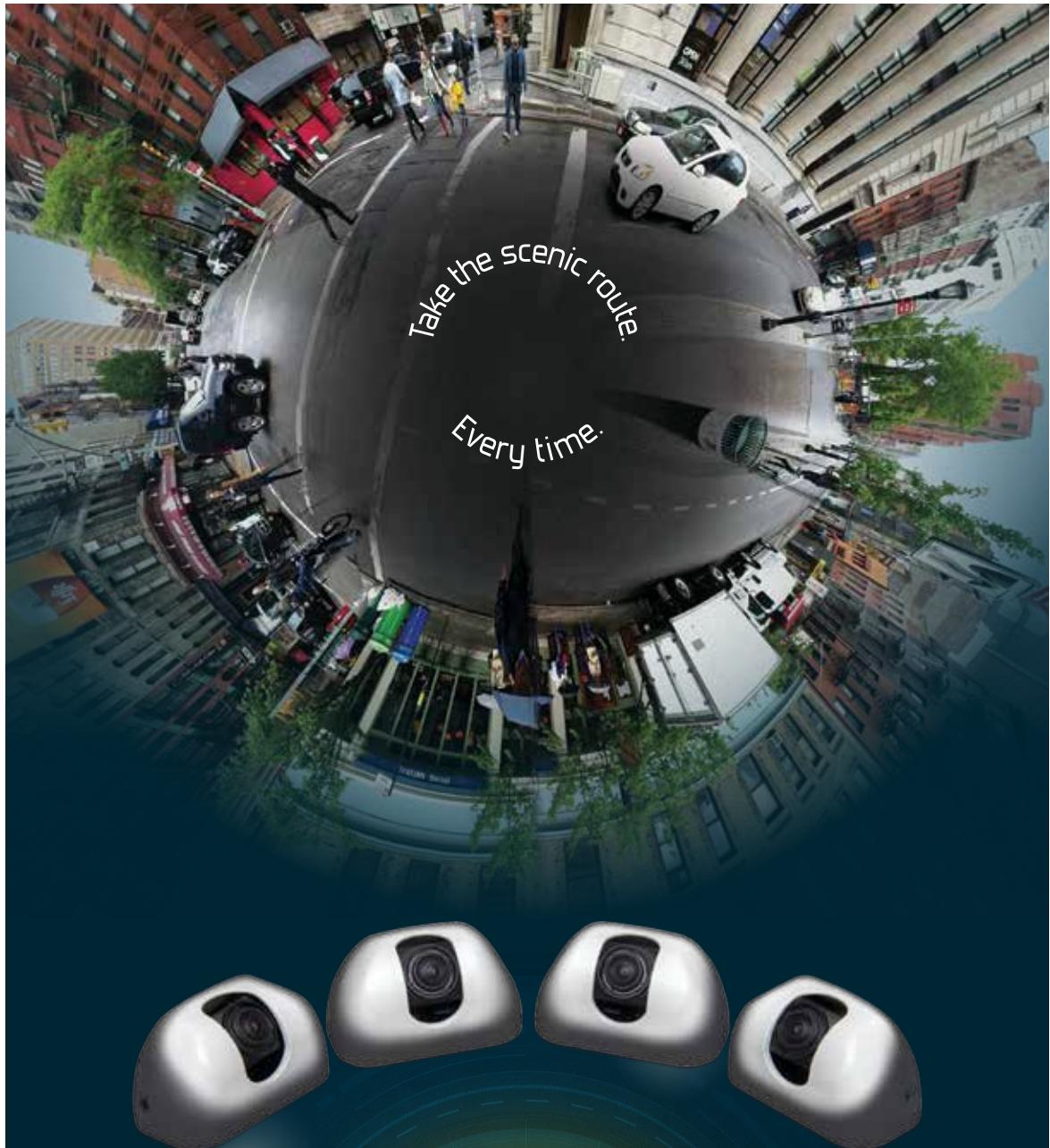
Raymond Martinez Cathy Gautreaux

particularly when it comes to targeting high-risk carriers within the Compliance, Safety, Accountability program.

Congress pulled CSA’s BASIC ratings from public view in 2015, and the National Academies of Science this year issued a report to Congress and FMCSA with recommendations on how the agency can reform the program to make it more accurate in its assessment of safety risk.

Martinez told the committee he intends to review the report and “make appropriate changes (and)

CONTINUED ON PAGE 8 ▶



Mobile observation has finally come full circle with the SEE360 camera system from Voyager. This four-camera system gives you a seamless, 360° panoramic view around the entire vehicle. Because each individual camera offers an

unprecedented 190° wide angle view, the SEE360 provides increased awareness on the busiest city streets. Keep your passengers and pedestrians safe while you maneuver your vehicle with confidence.

not demonstrate how, without using ELDs, they would maintain a level of safety equivalent to, or greater than, the level achieved without the exemption, the news release said.

But in granting exemptions to two other groups, the agency made no mention of safety.

“It’s the Nightmare on ELD Street,” Spencer said. “Confusion and concern surround this issue. The best solution is an alternate ending to the frightening scene by way of a delay.”

The timing of the announcements comes at the heels of a recent push by a coalition of companies and organizations to delay the electronic logging device mandate.

OOIDA has contended that a delay is necessary until FMCSA addresses numerous unresolved issues identified by impacted stakeholders. There are significant technological and real-world concerns that have not been addressed by FMCSA, the association contended.

“These concerns include the certification of devices (or lack thereof), connectivity problems in remote areas of the country, cybersecurity vulnerabilities, and the ability of law enforcement to access data,” OOIDA said in its release.

“The ELD mandate is estimated to cost impacted stakeholders more than \$2 billion, making it one of the most expensive federal

CONTINUED ON PAGE 8 ▶



MISS OUT ON NOTHING. SAVE ON EVERYTHING



## GET IN TOUCH WITH US

HT35  
\$3995  
PER MONTH\*

ZERO DOWN  
NO PAYMENT  
FOR 90 DAYS

HT45  
\$4995  
PER MONTH\*

(800) 216-6788 | [INFO@CHTCUSA.COM](mailto:INFO@CHTCUSA.COM) | [WWW.CHTCBUSGROUP.COM](http://WWW.CHTCBUSGROUP.COM)

\*CHTC USA SPONSORED LEASE FOR QUALIFIED APPLICANTS. 84 MONTH TERM WITH NO MONEY DOWN O.A.C. WITH A 20% RESIDUAL AT THE END OF THE LEASE.

\*\*OFFER APPLIES TO SELECT INVENTORY. INQUIRE FOR SPECIFIC DETAILS.

FOLLOW US ON:



# Federal Highway Trust Fund failed to grow in FY 2017

WASHINGTON — The federal Highway Trust Fund, which uses fuel taxes and excise taxes to fund road construction and mass transit, showed no growth during the fiscal year that ended September 30.

The *AASHTO Journal*, published by the American Association of State Highway and Transportation Officials, said the fund failed to grow because a large de-

cline in retail taxes on commercial trucks more than offset mild gains from fuel taxes.

The publication said Treasury Department reports on the various Highway Trust Fund contributions for the last two fiscal years showed that gasoline tax receipts of nearly \$26.6 billion in the year through September were up 1.8 percent from the previous year, while diesel taxes generated about \$10.7

billion, for a 4.6 percent increase.

The combined 2017 increase in receipts from taxes on gasoline, diesel and related fuels was about \$941 million, for a 2.6 percent gain. However, revenue from retail truck taxes for the trust fund reached only \$3.1 billion in fiscal 2017, down by 27 percent, more than enough to offset the relatively small gains from motor fuel user fees.

"Those numbers reflect the volatility that stems from such revenue streams as equipment sales, which can fluctuate sharply based on market demand or changes in interest rates for high-cost purchases," the *Journal* said.

Joung Lee, policy director for the American Association of State Highway and Transportation Officials, told the *AASHTO Journal* that the 2017 excise tax receipts

help explain why industry groups are lobbying Congress to find ways to add dedicated revenues to the trust fund.

"Congress and the nation cannot depend on the trust fund's current mix of fees to even keep growing year to year, depending on market conditions," Lee said, "and it continues to generate far less than Congress has authorized the trust fund to spend."

## Martinez

CONTINUED FROM PAGE 6

evaluate how best we can move forward" with the program.

"We need to be using sound science," he said. "The key thing is whether the data we use to compile these assessments are accurate, reliable and fair. If the data is unreliable, we lose credibility with stakeholders and the entities we regulate. And we do a disservice to the public."

Martinez will be joining FMCSA as it is reviewing several pending rules affecting the motorcoach and trucking industries to meet the Trump administration's call for reducing burdensome federal regulations.

FMCSA employs more than 1,000 people in all 50 states and the District of Columbia, and its primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses, according to the agency.

In his opening statement to the Senate committee, Martinez discussed his experience as the former commissioner of the New York State Department of Motor Vehicles and chairman of the Governor's Traffic Safety Committee, as well as his current post heading the New Jersey Motor Vehicle Commission.

The New Jersey agency has more than \$1 billion in annual revenue and an operating budget of approximately \$330 million. It is charged with licensing nearly 6

million drivers and the titling, registration and inspection of more than 6 million vehicles.

"I have developed close working relationships with both FMCSA and NHTSA (National Highway Traffic Safety Administration) as well as with safety advocates, including AAA, the National Safety Council, and MADD," Martinez said. "I believe that open communication and collaboration are very important and would continue this practice as FMCSA administrator."

He noted that while serving in both the New Jersey and New York agencies, he "routinely engaged with thought leaders at some of the university research institutions in our region that continue to do great work in the area of traffic safety."

but the bill failed.

OOIDA listed the following companies and organizations that had requested exemptions but had yet to receive responses: G4S Secure Solutions Inc.; Hub Group Trucking, Inc.; Motion Picture Association of America; National Pork Producers Council; Power and Communication Contractors Association; Western Equipment Dealers Association; and YRC Yellow Freight Corporation.

FMCSA has responded to requests by these companies: MBI Energy Services, Inc. (Denied); Pipe Line Contractors Association (Denied); Truck Renting and Leasing Association (Partially granted); and United Parcel Service (Partially granted).

**Dump CLEAN...**  
**Dump LEGAL!**

**WASHROOM WASTE DISPOSAL UNIT**  
Installs directly into your  
existing sewer system!

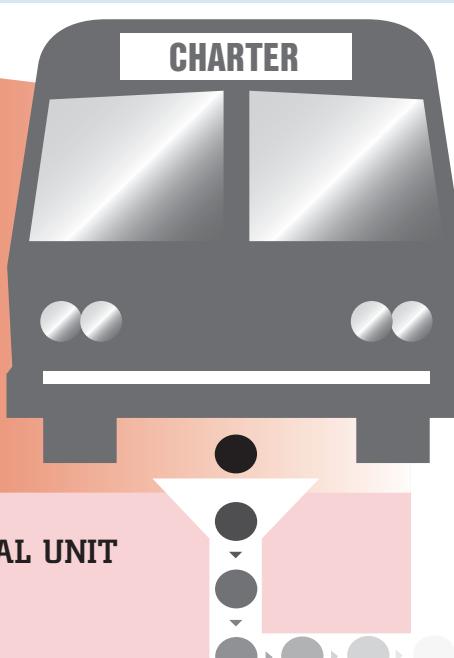
**L**avatory dump hopper is assembled and ready to install in your existing sewer system. Its cover plate is easily rolled back with the remover tool. Each of your service lanes can easily be equipped with this time-saving unit, which has been the industry standard for over thirty years. All major credit cards accepted.

Call 1-866-LAV-DUMP or email lavdump@yahoo.com for additional information.

**HUDSON RIVER CORPORATION**

Call toll free: 1-866-LAV-DUMP | Fax: 1-201-420-3322

[www.lavdump.com](http://www.lavdump.com)



▲  
**Washroom  
waste is  
removed  
quickly,  
easily and  
safely**

**BUS**  
**SUBSCRIPTION**

**Yes.** Start my one-year subscription (23 issues) to *Bus & Motorcoach News* for \$61.\*

Save even more, 2 years for \$110.

I'm a member of UMA, or a driver, and I want a subscription for \$49 (each).

Charge my credit card.\*\*

My check is enclosed.\*\*

\*Rate outside U.S. is \$71 (U.S.) per year

\*\*Photo copy this ad, complete it, and fax or mail to *Bus & Motorcoach News*.

Name \_\_\_\_\_

Title \_\_\_\_\_

Company \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

E-mail \_\_\_\_\_

Credit Card No. \_\_\_\_\_

Visa  Mastercard  American Express **Exp. Date** \_\_\_\_\_

### Satisfaction Guaranteed

Our promise: If you are not satisfied with *Bus & Motorcoach News*, we will send you a refund on all unmailed copies. You may cancel at any time, for any reason.

**Bus & Motorcoach NEWS**

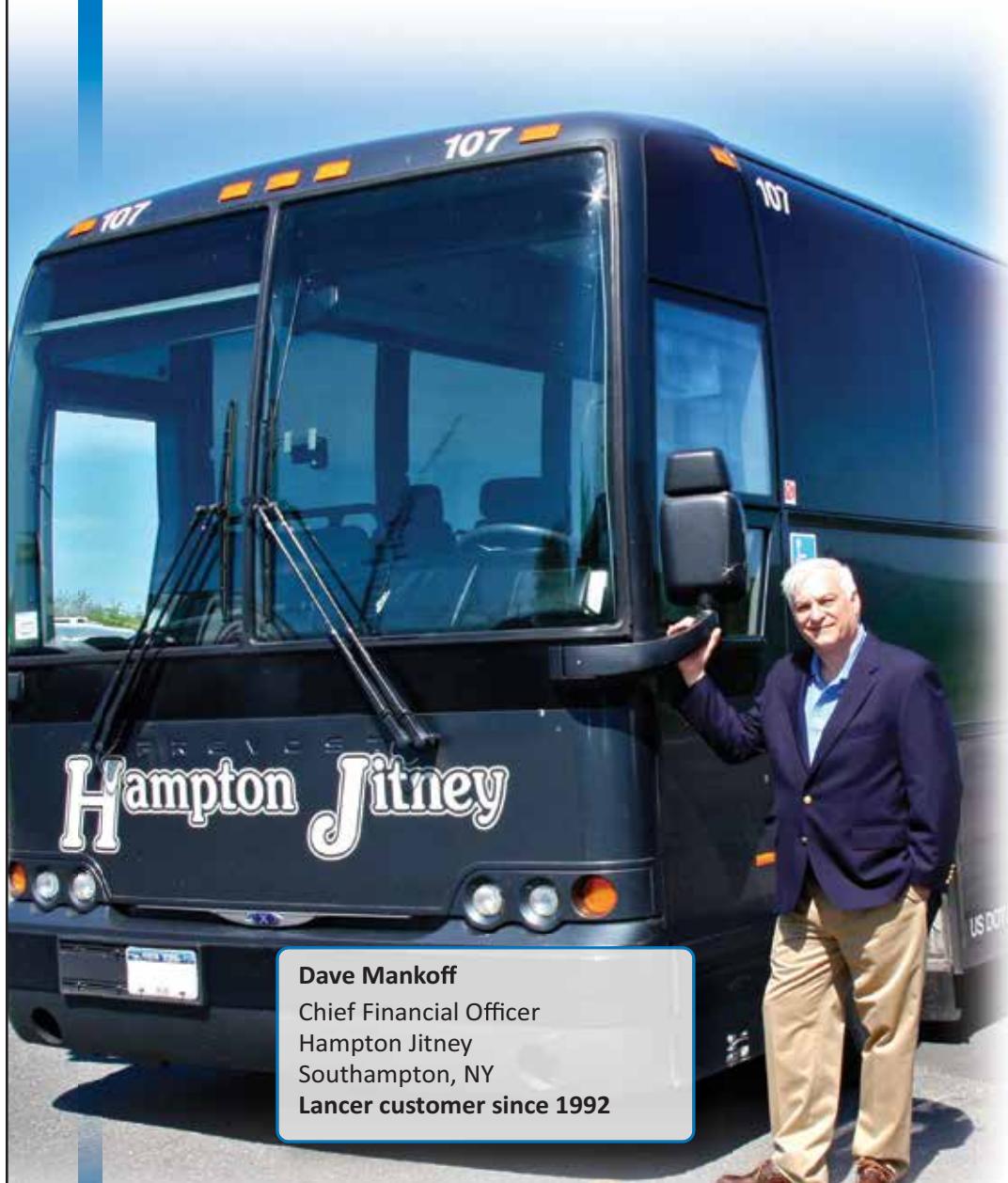
3108 NW 54th Street, Oklahoma City, OK 73112

Fax to: (405) 942-6201

Questions: [busnews@cox.net](mailto:busnews@cox.net) ... or call (405) 948-6555

**Over \$22 Million Recovered For  
Our Policyholders...And Counting!**

**“Our loss recovery on small damage claims has gone from nothing to hundreds of thousands of dollars, thanks to Lancer.”**



Dave Mankoff  
Chief Financial Officer  
Hampton Jitney  
Southampton, NY  
Lancer customer since 1992

“It’s costly to take equipment out of service, especially for a small claim. With Lancer, we don’t have to. We just send a photo of the damage and a parts price list to Lancer and in 10 minutes, we get enough information to put together a reasonable estimate of our losses. It’s almost like having our own appraiser. And these claims are well under our deductible, so Lancer is providing loss recovery solely as a customer service. It’s a real change in the way an insurance company works, and it’s great!”

If you want the financial rewards of proactive loss recovery by 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, x3264 or email  
[bus@lancerinsurance.com](mailto:bus@lancerinsurance.com).



**LANCER**  
INSURANCE  
*The Difference is Our Attitude.*



370 W. Park Avenue, P.O. Box 9004, Long Beach, NY 11561 | [www.lancerinsurance.com](http://www.lancerinsurance.com)



# UCR fees for commercial carriers delayed indefinitely

WASHINGTON — The annual Unified Carrier Registration fees for commercial motor carriers have been indefinitely delayed, according to a notice posted to the UCR board of director's website.

The board recommended that all states delay the enforcement period of 2018 registration compliance until 90 days after the Federal Motor Carrier Safety Administration publishes a final rule setting the registration period and an updated fee structure.

Registration is supposed to

begin each year on October 1, but a *Federal Register* notice issued by FMCSA in September announced that the annual registration period had been delayed until November 1.

FMCSA also said it planned to reduce UCR fees by 9.1 percent in 2018.

However, FMCSA's failure to complete the formal rulemaking process regarding 2018 registration and fees has prompted a further delay in the registration period.

"We regret this inconvenience and appreciate your patience," the

UCR board said in its website posting.

The board also sent a letter to state administrators telling them not to accept any carrier fees for 2018 until further notice. "If received prior to the final rulemaking, please return to the entity that paid the fee."

A lawsuit filed in late September claimed the UCR board violated federal open meetings acts by failing to notify the public of a September 14 meeting in which it determined the 2018 fee structure

and the delayed registration start period.

A court agreed with the plaintiffs in the case and required the board to post the minutes from its September meeting on its website. However, the court said it lacked the authority to rescind the decisions made by the board at the meeting.

UCR is a federally mandated, state-administered program for registering and collecting fees from operators of commercial vehicles engaged in interstate travel.

It requires motor carriers, motor private carriers, freight forwarders, leasing companies and brokers based in the United States, Canada and Mexico to pay fees through their base states on behalf of all participating states.

Federal regulations require FMCSA to reduce the fees for all motor carriers if the total fees in the previous year exceed the amount necessary to satisfy the revenue entitlements of the participating states and the UCR plan's administrative costs.

## U.S. Supreme Court to decide employee arbitration case

By Caroline J. Berdzik

In recent years, more companies have begun requiring employees to sign mandatory arbitration agreements and have all employment disputes decided in arbitration, as opposed to in court.

Some of these arbitration agreements do not permit employees to assert claims on a class-wide basis and limit arbitration to individual claims.

Consequently, employers are closely watching the *Epic Systems*

*Corporation v. Lewis* case, which is before the U.S. Supreme Court this term.

The federal courts have been deeply divided on this issue. Specifically, the Seventh and Ninth Circuit Courts of Appeals have found such arbitration agreements to violate the National Labor Relations Act (NLRA).

To the contrary, the Fifth Circuit has permitted class-action waivers in arbitration agreements.

Employees in this *Epic Systems* case are arguing that the

waiver of class-action employment claims in the arbitration agreement interferes with their Section 7 rights under the NLRA to engage in protected, concerted activity.

In its last few rulings on arbitration agreements, the U.S. Supreme Court has narrowly upheld the use of mandatory arbitration agreements in the employment context by relying on the Federal Arbitration Act.

Additionally, the Supreme Court in the consumer setting has

upheld arbitration agreements. Nevertheless, arbitration agreements are still being challenged in courts and in a variety of settings (employment, consumer, nursing home residents).

In the meantime, employers are well advised to have any arbitration agreements they may utilize reviewed by legal counsel to attempt to avoid having the agreement challenged and found to be unenforceable.

If class waivers are ruled to be proper in the employment setting,

more employers may consider the use of arbitration agreements to resolve employment disputes.

*Caroline J. Berdzik is a partner with Goldberg Segalla LLP in Princeton, N.J. She devotes her practice to helping corporate clients navigate employment law issues from proactive counseling through dispute resolution and trial.*

*Her clients include transportation companies. She can be reached at cberdzik@goldbergsegalla.com.*

## Prevost initiates coach recall to fix fuel tank problem

WASHINGTON — The National Highway Traffic Safety Administration has issued a self-reported recall for 3,190 Prevost motorcoaches from the 2008 through 2018 model years.

The defect was caused by a gap between structural lugs and the fuel tank cradle. While this could cause the fuel tank to "separate from vehicle," no incidents or injuries have resulted, Prevost said.

The recall covers Prevost H3-41, H3-45, H3-45 VIP, X3-45, X3-45 VIP, VIP Entertainer and

XL2 motorcoaches. The recall targets vehicles manufactured with fuel cradles bearing Prevost part numbers 030940, 032905 or 032970.

According to Prevost's filing to NHTSA, a service claim was received on September 11 regarding fuel cradle front attachment points. A company search found two additional claims.

Prevost reported the issue to federal regulators on October 3. The recall was announced on October 30.

The government recall report states:

"The front of the fuel tank cradle is attached to the frame at two locations. At these locations, a gap exists between the structural lugs and the cradle support tubing. Over time, this gap can cause the bolt torque to loosen, which could compromise the integrity of the bolt. If the cradle attachment points (i.e. both bolts) fail, the fuel cradle, complete with the fuel tank, can drop to the ground.

"If the fuel cradle drops to the

ground, it could disable the vehicle increasing the risk of a crash or personal injury."

Prevost will contact owners of the affected motorcoaches and make repairs free of charge, the government stated.

As the manufacturer told NHTSA, "The remedy is shimming a gap that exists between the structural lugs and the cradle support tubing."

The shims became part of the fuel tank installation procedure on new motorcoaches beginning Oc-

tober 2.

"We have decided to do this recall as safety is a core value for Prevost and there is a potential risk associated with this defect. This is a proactive measure and no crashes or injuries have been reported,"

said Emmanuelle Toussaint, vice president of legal, regulatory and public affairs and external communications for Prevost in Sainte-Claire, Quebec.

Owners of the recalled motorcoaches may call Prevost at (866) 870-2046.

### How to contact us

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

E-mail:  
hmattern@busandmotorcoachnews.com  
Mail: 2250 W. Roper Lane  
Cottonwood, AZ 86326  
Call: (602) 284-6049

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

### Staff

Publisher, Executive Editor:  
Stacy Tetschner

Editor: Hal Mattern

Sales Director: Johnny Steger

Industry Editor: Ken Presley

Associate Editor: Ellen Balm

Art Director: Mary E. McCarty

Editorial Assistant:  
Maggie Vander Eems

Editorial Assistant: Julianne Ryder

Accountant: Ted Williford

ISSUE NO. 343

Jeff Polzien  
Red Carpet Charters  
Oklahoma City

Tom Ready  
Ready Bus Lines  
LaCrescent, Minn.

Ray Sargoni  
Gray Lines of San Francisco  
San Francisco

Brian Scott  
Escot Bus Lines  
Largo, Fla.

Tim Stolt  
Stolt's Transportation  
Ewing, N.J.

Dennis Strief  
Vandalia Bus Lines  
Caseyville, Ill.

Alan Thrasher  
Thrasher Brothers Trailways  
Birmingham, Ala.

Larry Williams  
L.W. Transportation  
Chantilly, Va.

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

# When changing lanes, pray that a UFO is protecting you

By Dave Millhouser

"The new driver is weaving," the passenger whispered in my pal's ear.

Walter had just finished a 24-hour shift and was snoozing in the front seat of a 4104 while the "fresh" driver took command.

Fresh being a relative term, the "relief" guy had 12 driving hours under his belt in another bus before staggering onto Walter's vehicle, and he was changing lanes indiscriminately.

Raising an eyelid, Walter mumbled, "Shut up, he's just practicing his passing," and resumed his nap.

Let's begin at the beginning. In 1911, Edward N. Hines was following a leaky milk tanker in Michigan when he noticed that it was leaving a white line in the middle of the road. He cleverly figured that painting the line would be more permanent and might serve to prevent collisions.

Hines invented the lane.

Since changing lanes is one of the riskier aspects of driving, it seems worth exploring. There are two kinds of lane changes, acci-

dental and deliberate.

A number of things may initiate inadvertent lane changes. Blown tires, hydroplaning, wind gusts, falling into a coma (or just not paying attention). Hydroplaning is a personal favorite. At speed it can cause a steroidal lane change that sweeps the whole highway.

New technology like tire monitoring systems and lane departure warning systems help some. The latest lane departure systems are neat. When you stray, the driver's seat vibrates, so only the driver is awoken.

In ye olden days, my boss would sit behind us with a cattle prod and if we wandered, he would nuke our bums. Some passengers found our screams unnerving (kidding).

Of course there is the "hybrid" change, where you drift into the other lane, realize you're halfway there without having crushed anything, and keep going maintaining the illusion you meant to change lanes. Some other time we can discuss the subtle differences between hybrid lane changes and weaving.

Since there's an element of

danger involved each time we cross Hines' lines, avoiding changes where possible is good practice. There are, however, a number of good reasons to deliberately change lanes — passing, setting up a turn, avoiding road debris or aiming for the correct tollbooth.

Whether purposeful or accidental, a number of cosmic truths are involved.

First, since two objects can't occupy the same spot, don't slide into a space without checking for other vehicles. You knew that.

It's worthwhile to step it up a notch and constantly keep score of all the traffic around you. If a car you're tracking disappears, either a UFO beamed it up or it's in your blind spot. Wishing the UFO got it doesn't make it so.

Adjusting mirrors correctly can reduce those pesky visual black holes, and since modern buses have remote-controlled mirrors, you can aim them appropriately for the type driving you're doing.

If you're consistently keeping track of traffic and one of those inadvertent changes rears its ugly head (in the form of inattention, a

road hazard or a sneaky toll booth), you may be able to avoid an accident, or at least know what you squished.

Signaling is a complex issue. Irrelevant in the event of accidental lane changes, it represents a complex moral dilemma in the case of intentional ones.

In New England, where I live, the common wisdom is to never let them know what you're gonna do so they can't snarf your space. In civilized regions, like the Midwest, signaling is the gallant thing to do. Each area has its own etiquette (or neurosis).

While I personally recommend that you consistently signal (or at least subtly hint) lane changes, be aware of the local customs. Just because you're paranoid doesn't mean they're not after you.

Slow is better than fast. Enjoy your lane changes. By easing into another lane, you offer a stealth vehicle lurking in your blind spot the opportunity to greet you with horn blasts (or, more likely, an upturned finger).

Plan ahead for lane changes, targeting an open spot in the traffic

stream as opposed to creating one by ramming.

It never hurts to know how long your coach is. A 35-foot bus fits into a smaller space than a 45-  
*Dave Millhouser*



## TOYO DRIVE TIRES SWEEPING THE INDUSTRY WITH OVER 100 NEW USERS THIS YEAR!

*Toyo Drive Tires have saved Panorama time and money by reducing our tire labor costs and significantly extending our average tire life. They deliver a smooth, quiet ride and have dramatically improved the traction of our coaches.*

Michelle Petelicki, Panorama Tours  
Clifton, NJ



For more information contact: [www.motorcoachtiresales.com](http://www.motorcoachtiresales.com) or call: 678-463-4110

# UMA Expo driver competition attracting industry's best

SAN ANTONIO — The first-annual UMA International Driver Competition was a major hit earlier this year at Expo 2017, and several drivers already have committed to participating next year.

"We have seen a flurry of submissions and are looking forward to another exciting group of drivers, including some of our competitors from last year," said Ken Presley, vice president of industry relations and COO of the United Motorcoach Association, the competition's sponsor.

One of those returning drivers is Anthony W. Griffith, a New York transit driver and transportation consultant.

"Absolutely, I am already registered," Griffith said of the 2018 competition, which will be held during UMA Motorcoach Expo 2018 in San Antonio Jan. 6-10.

Griffith is no stranger to motorcoach driving competitions. He won his first one in the 1990s and in October he won his latest one — the New York Public Transit Association Bus and Maintenance Roadeo — for the second straight year.

"Everybody is teasing me about it," he said. "They say, 'You only won because I wasn't there.'"

In the 2017 UMA International Driver Competition, held in February during Expo in St. Louis, 26 drivers representing 16 companies in 21 states and two Canadian prov-



inces competed.

The competition involved both written and driving tests, as it will in 2018.

The grand champion of the competition was Stephen Davis of AT&T Charter Service in Louisburg, N.C.

First runner-up was Ronny Shade of Krapf's Coaches of West Chester, Pa., who tragically died only two days later. Second runner-up was Dennis Luman of Red Carpet Charters in Oklahoma City.

The grand champion and runners-up won \$2,500, \$1,000 and \$500, respectively, plus plaques.

Griffith said the competition was close. "Everybody who didn't win came in fourth," he joked.

Besides the three winners in the 2017 competition, 22 drivers qualified for Excellence in Driving certificates and four as Master Drivers.

Drivers earning Master Driver certificates

were Griffith of A.W. Griffith Transportation Consulting LLC, Shade of Krapf's Coaches, Rory Birge of Happy Trails Charters Inc., and Luman of Red Carpet Charters.

This year several drivers who won their state or regional association competitions are expected to compete at Expo. All participating drivers are required to have a proven history of safe driving.

The competition will include a written examination testing driver's knowledge of the Federal Motor Carrier Safety Regulations. The drivers then will take the wheel of buses to complete a series of maneuvers including Diminishing Lane, Backing, 90-Degree Turn, Offset Alley, Parallel Parking, Serpentine, Stop Line, and Onboard Evaluation.

Adding to the challenge is the high likelihood they will be driving an unfamiliar vehicle.

"These are some of the best drivers in the country," Presley said, adding that in 2017, 80 drivers initially registered to compete, with 26 qualifying.

"We are so proud of all the drivers and the outstanding work they do every day transporting 650 million passenger trips a year safely and securely," he said. "Several companies plan to send their top drivers this year to be recognized and compete."

Griffith said the UMA International Driver Competition is special because the



New York transit driver Anthony W. Griffith will compete in the UMA International Driver Competition.

course is difficult and the drivers come from around the country and Canada.

"Along with allowing you to associate with some of the best drivers in North America, the competition allows drivers to compare their skills with some of the best," he said. "It's truly an honor to compete with these guys."

"See you in San Antonio!"

## UNITED MOTORCOACH ASSOCIATION INTERNATIONAL DRIVER COMPETITION

**Are you ready to join the best?**



**Sign up for the  
UMA Driver Competition  
and prove your skills!**



2017 Driver Competition Semi-Finalists

**January 8 - 9, 2018  
SAN ANTONIO, TEXAS  
Compete for top honors and cash awards**

Sign up online and learn more about the competition at [WWW.UMADRIVERMEMBER.ORG](http://WWW.UMADRIVERMEMBER.ORG)

## Temsa's future

CONTINUED FROM PAGE 1

make us hesitant to increase our product sales."

Temsa's growth in the U.S. also will benefit from the expanding presence of CH Bus.

"We opened two maintenance facilities this year. One is in Burlingame, Calif., near the San Francisco airport," Geiger said. "We also opened a full-service facility in Pine Brook, N.J."

Along with shops in Fort Worth, Texas, and Orlando, Fla., "We have physical presence in strategic markets. We are able to do service and warranty work for our customers and parts are readily available. The market looks favorably on distributors having maintenance facilities in their region," he said.

The often-cited "barriers to entry" facing potential motorcoach startups are a factor in the industry's development, Geiger said.

"The barriers are large for someone interested in coming in and opening a new transportation company. It is difficult to compete with established companies," he said.

New operators used to be significant consumers of the pre-owned motorcoaches turned in by established carriers that could afford to upgrade, he added.

"That is part of the reason the secondary market is soft right now."

Temsa began selling coaches in the U.S. market in 2010 and said it exported its 1,000th vehicle here shortly after UMA Motorcoach Expo 2017 in St. Louis last February.

ary. The three models sold in North America range from 30 to 56 seats.

The smaller TS 30 includes a restroom and offers an alternative to cutaway buses. It carries a 250-horsepower Cummins ISB 6.7 engine and Allison B300 transmission.

The 40-passenger TS 35E was the best-selling Temsa in the U.S. before the introduction of the TS 45. The enhanced TS 35E, introduced at Motorcoach Expo 2016 in Atlanta, is powered by a 345-horsepower Cummins ISL 8.9 directed through an Allison B500 transmission.

The full-size TS 45 is configured for 56 passengers and a restroom. The power train consists of the 425-horsepower Cummins ISX12 and Gen 5 Allison B500.

Temsa's electric motorcoach, the MD9 electriCITY, was revealed in 2016 and has been operating on city routes in Europe. There is not yet a timetable for bringing it to this market, Geiger said.

Temsa is working on electric vehicles for the U.S. market. They know there is a demand for a certain percentage of vehicles to be electric in the U.S.," he said.

The electriCITY is 31 feet long and can seat 26 along with a wheelchair passenger. Its batteries can provide a driving range of 143 miles along with heat and air conditioning.

Also, Geiger said, "Temsa has stated their intention to manufacture vehicles in the U.S. in the near future. They have made some press announcements regarding that matter in Istanbul."

A Turkish press release issued

in January regarding Temsa's U.S. exposition plans for the year noted that the company sends its buses around the world.

"The U.S. market is one of the most challenging markets within these 66 countries," said sales and market director Kadri Ozgunes. "We believe that meeting the demand, adapting to the regulations of a country and selling a product in that market is a very important indicator of success."

Reaching Temsa's goal of placing 1,000 motorcoaches in the U.S., he said, "also is an important indicator of customer satisfaction."



The Temsa TS 45 motorcoach accounted for more than half of the 200 new Temsa coaches sold by CH Bus in 2017. Temsa began selling coaches in the U.S. market in 2010 and said it exported its 1,000th vehicle earlier this year.

## CVSA accepting nominations for driver excellence award

GREENBELT, Md. — The Commercial Vehicle Safety Alliance is accepting applications for its annual International Driver Excellence Award (IDEA), which recognizes the extraordinary careers of professional commercial motor vehicle drivers.

The award acknowledges individuals who go above and beyond the performance of their duties as a professional truck or bus driver, distinguishing themselves through the achievement of safe operation and compliance for an extended period of time.

The 2018 IDEA winner will receive:

- A check for \$2,500
- A crystal trophy
- Airfare for the winner and one guest to Portland, Oregon, to

receive his/her award on April 9, 2018, during the general session of the CVSA Workshop

- Two-night hotel stay at the Hilton Portland Downtown

Nominees must have:

- At least 25 cumulative years of crash-free driving in a commercial motor vehicle with a clean driving record for the past three years

- No felony convictions
- No safety-related driving suspensions in the past three years
- No driver violations in the past three years, excluding form and manner violations

CVSA is accepting nominations through Jan. 12, 2018. Nomination forms can be downloaded at: <http://cvsa.org/program/programs/idea/idea-nomination-form/>

VDO, RoadLog, and RoadLog Office – Trademarks of the Continental Corporation

**Available with  
No Monthly Fees**



[www.vdoroadlog.com](http://www.vdoroadlog.com)

Compliant now. Compliant in the future.  
**VDO RoadLog™ ELD.**

- ✓ 100% FMCSA ELD mandate compliance – with free software updates to maintain compliance in the future.
- ✓ VDO certified and FMCSA registered.
- ✓ Works with VDO RoadLog Office™ – the online fleet management and compliance reporting tool.
- ✓ Built-in printer to get through inspections faster.



[www.vdoroadlog.com](http://www.vdoroadlog.com)  
(855)-ROADLOG  
roadlog-sales@vdo.com



RoadLog

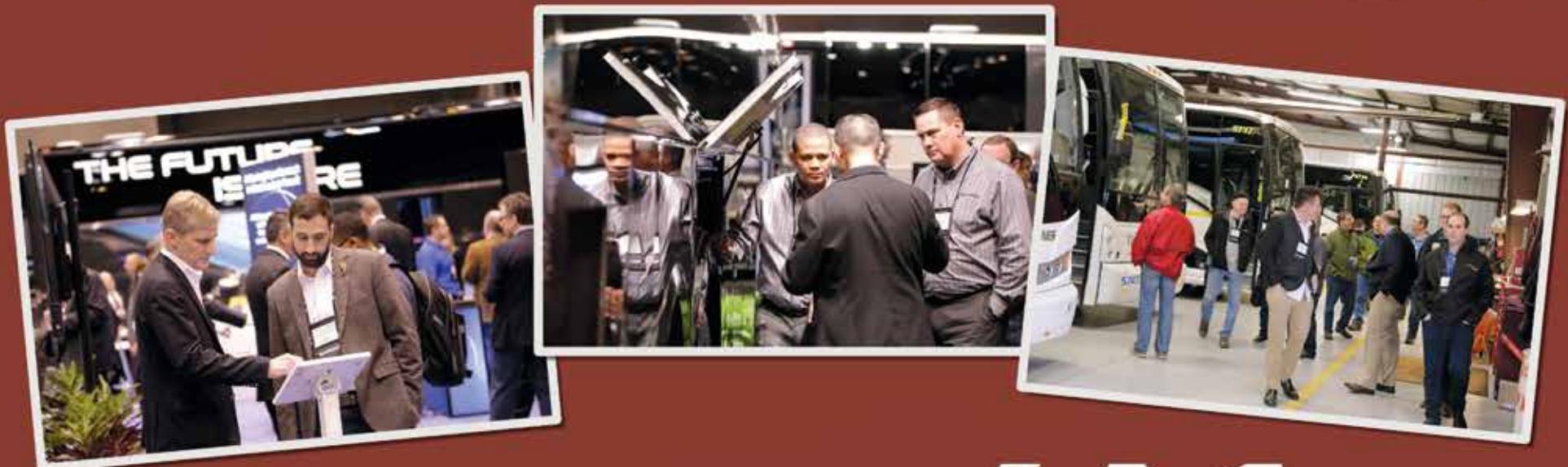
**VDO**

**REGISTRATION IS NOW OPEN**  
*Sign Up Early and Save!*



# UMA MOTORCOACH EXPO 2018

January 6 – 10, 2018 • San Antonio, TX



[www.motorcoachexpo.com](http://www.motorcoachexpo.com)

**Chicago party bus**

CONTINUED FROM PAGE 1

Ekberg said that if one of his buses picked up the Little Sisters of the Poor at a hotel and then stopped at another hotel to pick up the pope, "I'd need a security guard and a camera on board just because the hotels serve alcohol. If you stop at multiple locations, they consider you to be a bar crawl."

Some city officials appear to realize that the regulations are excessive or have unintended consequences.

At a recent city meeting with industry representatives, operators asked if a bus taking a senior group to the theater would need a guard since the passengers are not big drinkers or troublemakers.

A Chicago official responded that the city wouldn't enforce the regulation in that case because "they know you are the good operators."

But another official contradicted that re-



*Even though Chicago Classic Coach operates charter buses in Chicago, not party buses, the company has been cited by law enforcement officials cracking down on illegal party bus companies.*

mark, saying, "If we are checking buses at the theater and you are there, we cannot turn our head. We would check you and ticket

you for no guard or camera."

Operators attending the meeting said the regulations were sending a message that it

wasn't safe to ride charter buses in Chicago. They said that if their companies stopped offering such trips, several businesses in the city could be destroyed.

They suggested that the city compile a list of locations that would be exempt from the regulations, such as museums, theaters and hotels, and that guards only be required when alcohol is being consumed on the buses.

Ekberg said the real problem is with gang members chartering party buses, getting drunk and having shoot-outs. Eleven shootings, including three homicides, have been connected to party buses over the past two years in Chicago.

"I understand what the city is trying to accomplish, but they did it without talking to anyone in the industry," Ekberg said. "This regulation is like using a sledgehammer to drive a carpet tack. It is a steaming turd on a plate that they don't know what to do with."

## Businesses warn Toronto not to overregulate marijuana

TORONTO — Toronto businesses hoping to cash in on legalized marijuana are warning officials that unless regulations are loosened, the city and province of Ontario could lose out on a mini tourism boom.

The federal government introduced legislation in April with a goal of legalizing and regulating the use of recreational pot by July 1, 2018, but left it up to individual provinces

to design their own distribution system and usage regulations.

Ontario is the first province out of the gate with a detailed plan to sell and distribute recreational marijuana.

However, businesses looking to offer marijuana tours in Toronto say they are worried strict regulations that would restrict pot sales to state-run stores and prohibit con-

suming it outside of private homes would stifle their burgeoning industry.

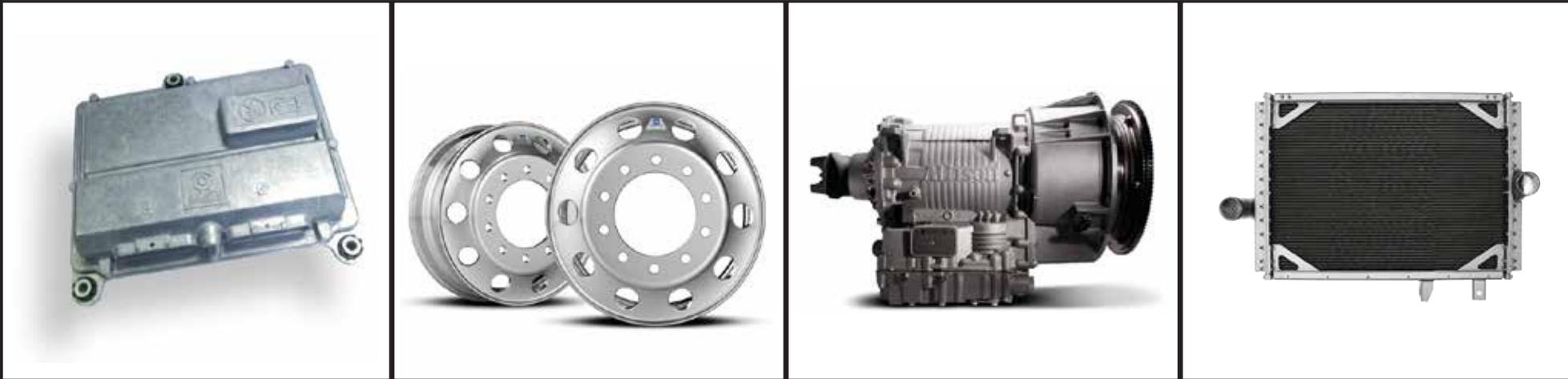
"Canada is already renowned for its cannabis and renowned for its relaxed atmosphere around it," said Abi Roach of Toronto's Hotbox Café. "If (officials) decide not to embrace it, if they clamp down, we'll lose that tourism market that already exists."

Roach (apparently her real name) said

visitors have been bringing their own cannabis to her café since 2003. But with the government cracking down on unapproved dispensaries, she said places like hers are also in the province's crosshairs.

"There are millions of tourists that come to Toronto each year," Roach said. "That's a lot of people with nowhere to consume their legal cannabis."

## HUGE INVENTORY OF QUALITY COMPONENTS



### ENGINES - TRANSMISSIONS - AC COMPRESSORS - MISC.

#### NEW ARRIVALS

Thermo King AC Controller

Aluminum Wheels 8.25 x 22.5  
(883110, 886520 good used take outs)

Allison TCM

**1-800-300-3751**

**TRANSMISSIONS: B-500 B-500R, B400, B400R, Voith-ZF**

**AC: 05G Carrier, X430, X426, Motor Blowers, Condenser Motors**

**ENGINES: Detroit Series 60 and 50, 6V92TA, Cummins ISC-CAPS, ISLG, ISC Diesel, 5.9 ISB, 5.9 LPG, Cylinder Blocks/Heads, Crankshafts, Complete Runners**

Visit Us At  
[www.CompleteCoach.com](http://www.CompleteCoach.com)

**CCW PARTS**  
COMPLETE COACH WORKS

## San Antonio

CONTINUED FROM PAGE 1

"Yanaguana," meaning refreshing waters, inhabited the San Antonio River valley.

The Europeans named the proposed mission site San Antonio in honor of St. Anthony of Padua.

San Antonio became the first chartered civil settlement in Texas in 1731 and grew to become the largest Spanish settlement in Texas.

In 1836, the Battle of the Alamo was fought at one of the city's missions. The Texas Revolutionaries lost that fight but defeated Mexico later in the year. The Republic of Texas remained an independent nation until it was granted U.S. statehood in 1845.

The Alamo, named for a southwestern poplar tree, is one of the five 18th-Century Spanish frontier missions that earned the city designation as a UNESCO World Heritage Site. Today, the Alamo is the most popular tourist destination in Texas.

The city's other historical features include the renowned River Walk along the San Antonio River and San Fernando Cathedral, the oldest cathedral sanctuary in the U.S.

The River Walk extends to the convention center, named for late congressman Henry B. Gonzalez. Both hotels for Expo attendees are located there.

To attract nearly 30 million visitors each year a destination has to have a lot of fun stuff to do, too.

"San Antonio is one of the nation's top leisure destinations that can offer both fun and education," Matej said. "Visitors love to explore our five Spanish colonial missions, the River Walk, four major theme parks, dozens of family attractions, incredible restaurants and so much more. All of this is fostered by a welcoming community that relishes the opportunity to show guests what is special about our city."

There are four theme parks — SeaWorld San Antonio, Six Flags Fiesta Texas, Schlitterbahn Waterpark Resort and Morgan's Wonderland, which is fully wheelchair-accessible.

Museums include Louis Tussaud's Plaza Wax Museum; Ripley's Believe It or Not! Odditorium; Guinness Book of World Records Museum; Buckhorn Saloon and Museum; Witte Museum of Texas history, culture and natural science; and the University of Texas at San Antonio Institute of



*The Henry B. Gonzales Convention Center, located along the San Antonio River Walk, will host UMA Motorcoach Expo 2018 from Jan. 6-10. The center is named for late congressman Henry B. Gonzalez.*

Texan Cultures.

The Texas Transportation Museum displays automobiles, fire trucks, horse-drawn carriages, model railroads, tractors, engines and its own operating, 3,700-foot Longhorn and Western Railroad.

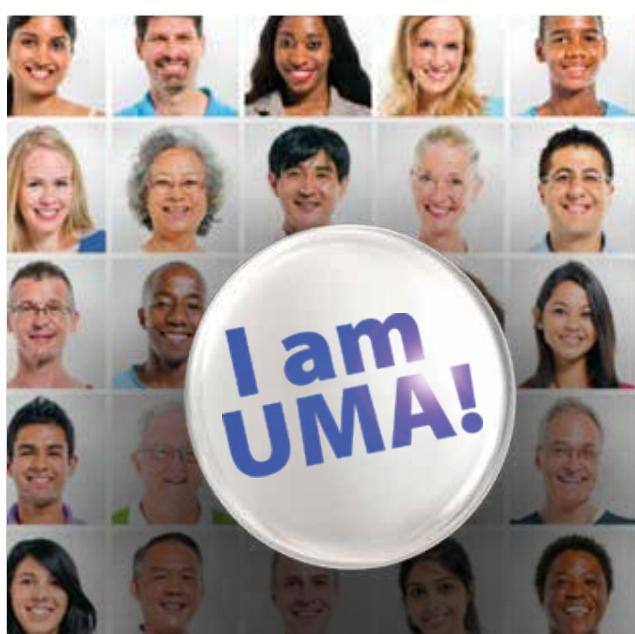
Other attractions include more than half a dozen art museums, La Villita Historic Arts Village, and Market Square, opened in 1840, which is the largest Mexican marketplace north of the Rio Grande

CONTINUED ON PAGE 17 ►



*Cassandra Matej, president and chief executive officer of Visit San Antonio, said the city works with more than 140 motorcoach companies who bring in tens of thousands of visitors to San Antonio each year.*

# Operators Count on UMA



I am  
UMA!

**The United Motorcoach Association has been on the side of the independent bus and motorcoach operator since 1971** and members benefit from programs, services and discounts that support you in running your business.

Bus & Motorcoach NEWS

Free BOC-3 Process Agent Service

Michelin Advantage Tire Discount Program

Bus & Motorcoach Academy

Regulatory Guidance

Motorcoach Minute Podcasts

Motorcoach EXPO

And much more ...

Visit [www.uma.org](http://www.uma.org) to learn more about all your member benefits.

BusRates.com

Fuel DISCOUNT Program

Workers' Compensation Program

Expert On-Call Staff

Safety Management Seminar

Effective Advocacy

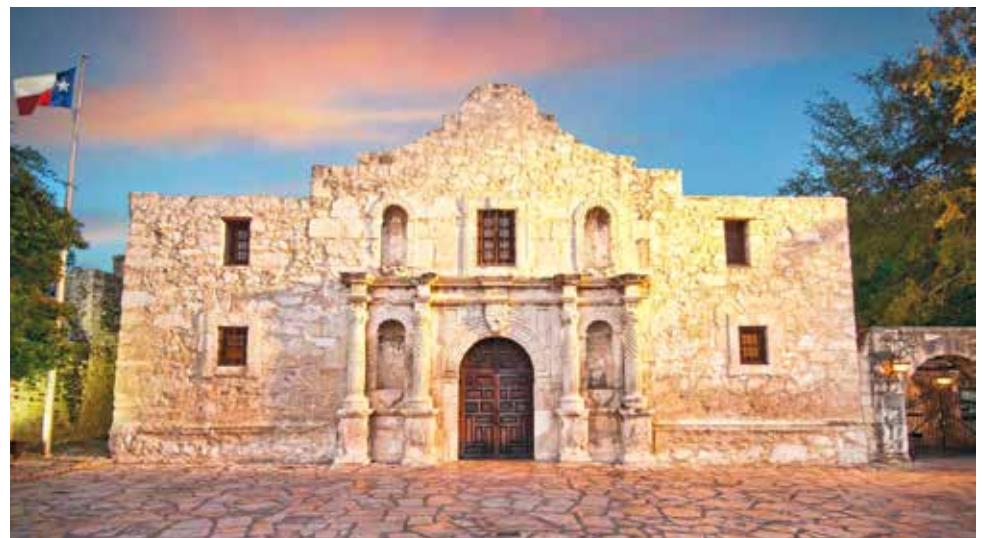
Driver Member Programs



UNITED MOTORCOACH ASSOCIATION



Colorful umbrellas cover riverside tables as diners savor an array of diverse River Walk cuisine. Classic Tex-Mex, barbecue, traditional Italian and contemporary Southwestern fare are just a few of the choices offered by the cafés, restaurants and bistros. Photo by Bob Howen for Visit San Antonio



The Alamo, site of the 1836 Battle of the Alamo, is one of the five 18th-Century Spanish frontier missions that earned San Antonio the designation as a UNESCO World Heritage Site. Today, the Alamo is the most popular tourist destination in Texas.

## San Antonio

CONTINUED FROM PAGE 16

River. The market's anchor is the Centro de Artes, an exhibit that tells the story of Latinos in the Americas.

The San Antonio Zoo houses 3,500 animals of 750 global species. The recently expanded San Antonio Botanical Garden replicates the three landscapes of Texas.

San Antonio also claims to be the birthplace of "Tex-Mex" culture, art, music and cuisine.

Its deep-south location carries another tourism benefit — an average daily high temperature of 62 degrees in January, according to the National Oceanic and Atmospheric Administration.

In scientific terms, San Antonio has a "transitional humid subtropical climate." That helps explain why San Antonio and surrounding environs offer more than 50 golf courses. By the way, the average high temperatures are 74 degrees in March and 71 in November.

Charter motorcoaches bring tourists to San Antonio from across the country, Matej said. The city is 75 miles from Austin, 190 miles from Houston and 250 miles from Dallas.

"San Antonio welcomes visitors from markets throughout Texas and the Rio Grande Valley," she said.

"We also see a large number of motorcoach arrivals from the Northeast, including New York and New Jersey; the Midwest, including Illinois and Minnesota;

and from California. We are seeing an increasing number of arrivals from Canada."

The city of San Antonio has posted an online pamphlet listing its motorcoach operation regulations and a map of temporary and overnight parking locations on its central streets.

"San Antonio streets are easy to navigate and accommodating to motorcoaches," Matej said.

Visit San Antonio is stressing the destination's features for student groups, she said.

"Here, Mexican, European and Western cultures have blended into a unique personality. San Antonio hosts a vibrant mix of culture, cuisine, architecture, history and patriotism — everything an educator can choose from to reinforce and expand a student's mind."

"With diverse languages and music, the city's heritage and traditions are as rich as its modern pleasures," she said. "San Antonio is centrally located, affordable and easy to get around, making it an ideal student travel destination."

**Proudly Celebrating 20 Years**

*Bus Glass and Windshield Distributors for Coach, Transit, School, Speciality Vehicles*

Same Day Shipping • Customized Fleet Plans • Large Inventory  
Superb Customer Service • Options for All Budgets

**CALL TODAY!**

800.934.3450 • [www.translitebusglass.com](http://www.translitebusglass.com) • [info@transliteent.com](mailto:info@transliteent.com)

**SERVICES**

- UPHOLSTERY & REFURBISHING**
- EMBROIDERY SERVICES - BRANDING**
- SIGNATURE INTERIOR DETAILING**
- POWER OUTLETS AND USB PORTS INSTALLATION**
- COACH FLOORING**

**CONTACT US**

- 1153 W. Elizabeth Ave. - Linden - NJ - 07036
- Toll Free: (877) 874 8593 Tel: (718) 447 5632  
Fax: (718) 447 5667
- [mycoach@infantibusandcoachupholstery.com](mailto:mycoach@infantibusandcoachupholstery.com)
- [www.infantibusandcoachupholstery.com](http://www.infantibusandcoachupholstery.com)

# Thomas Built unveils new electric Saf-T-Liner school bus

COLUMBUS, Ohio — School bus manufacturer Thomas Built Buses has unveiled the Saf-T-Liner C2 Electric School Bus, referred to as Jouley.

Jouley, the first-generation of Thomas Built's electric series production school bus, is expected to be in early production in 2019.

In addition to the same vehicle performance, safety and comfort as the Saf-T-Liner C2, this new electric school bus has quiet operation and produces zero emissions and even exportable power.

That will allow students riding the school bus to charge their computers and other devices directly

from the bus.

"Jouley is named after the joule unit of energy," said Caley Edgerly, president and CEO of Thomas Built Buses. "A joule is equivalent to the amount of energy that is dissipated as heat when an electric current of one ampere passes through a resistance of one ohm for one second. So we are having fun with Jouley."

The Saf-T-Liner C2 Electric School Bus comes equipped with a powertrain from Efficient Drivelines, Inc., that provides 100-160 kilowatt hours of battery energy and a baseline 100-mile range and an operating range up to 100 miles

between charges, with an option for a higher range with additional battery packs.

Among its features is a vehicle control software and a telematics and diagnostics system that tracks bus location and provides real-time monitoring of potential issues.

"Daimler Trucks North America is committed to developing sustainable mobility with an emphasis on battery electric vehicles," said Roger Nielsen, Daimler Trucks North America president and CEO. "DTNA is the industry's leader in alternative energy propelled vehicles, including a broad line-up of CNG-powered trucks and buses,

and our series of propane-powered school buses and medium duty trucks.

"Our commitment to battery electric vehicles continues our strong leadership in matching our customers' needs with the best powertrain for their application and environment," Nielsen said.

Thomas Built Buses is a member of the Daimler global truck group and draws upon Daimler's worldwide resources for technology and innovations.

Parent company Daimler AG recently announced a major corporate overhaul granting its cars and trucks operations more indepen-

dence in a bid to become more nimble and better confront the disruptive shift to self-driving electric vehicles.

Under the plan, the German automotive giant would break up its conglomerate structure by transforming itself into a holding company with three units: Mercedes-Benz Cars & Vans, Daimler Trucks & Buses and the financial services unit.

"We are pleased to debut the first generation Saf-T-Liner C2 Electric School Bus," Edgerly said. "Continuous improvement and innovation are core to both Thomas Built Buses and Daimler."

## Bus navigation app available for motorcoach drivers

BOSTON — TeleType Co., developer of the SmartTruckRoute navigation app, has expanded the product line to support motorcoach navigation.

Its new app, SmartBusRoute, provides real-time routing and navigation to professional bus drivers to help them avoid roads that are unsuitable for bus travel.

"We are pleased to contribute to the efficiency and safety of the bus industry by providing an economical real-time navigation system to commercial bus drivers," said Ed Friedman, SmartBusRoute project manager.

Previously, drivers had to rely on truck navigation, which is different from the routes that motorcoach carriers are able to use, Friedman said.

With the introduction of the SmartBusRoute app, drivers can be confident they are navigating with bus-specific routing that avoids low bridges and bus-restricted areas while allowing travel in areas where buses are permitted (and trucks may be prohibited).

SmartBusRoute features and benefits include:

- Bus-specific real-time routing and navigation avoids low

bridges and bus-restricted areas

- Option to view maps in satellite or hybrid mode for highest destination accuracy

- Instant activation, eliminat-

ing lengthy map downloads

- Unlimited bus-specific routing upon purchase

The bus app is subscription based, with a one-time payment

## People

SAINTE CLAIRE, Quebec —

*Guy French* has been named vice president and general manager for services at **Prevost** and **Nova Bus**.



*Guy French*

French replaces *Clay Flynt*, who retired at the end of September after 33 years with the **Volvo Group**, including 10 as Prevost aftermarket vice president and general manager. Flynt also oversaw the expansion of the **Prevost Parts & Service Network**.

Flynt praised French as his replacement. "Guy has been part of the team for the past 26 years and has been instrumental in helping to shape and develop the Services business," he said.

"We worked together over the last 10 years and helped to build a culture of customer care, customer uptime, parts availability and growing the service network, including introducing service vans to bring our customer care to the customer's doorstep."

French said he was excited to be leading efforts to better serve and support customers of Prevost, Nova Bus and Volvo.

"We will continue to strive to keep our industry leading position by offering a larger array of services to help those customers be even more successful," he said.

*Ralph Acs*, president of Nova Bus and Prevost and senior vice president of Volvo Bus for the

Americas, thanked Flynt for his dedication and passion to the company.

"He instilled a lot of trust and team spirit throughout the entire organization and it has been an immense privilege working with him," Acs said.

DES PLAINES, Ill. — *Sean Kelchen* has joined **Motor Coach Industries** as new coach sales regional vice president for the Southeast.



*Sean Kelchen*

Kelchen was director of operations for a prominent Dallas-based bus company that provides high-end passenger line-haul scheduled service between Dallas, Austin, Houston, Fort Worth and San Antonio, Texas. His career experience also includes transportation logistics, sales, equipment acquisition, maintenance and regulatory compliance.

At MCI, he will represent MCI products and serve customers in Florida, Georgia, North Carolina, South Carolina and Tennessee. He will be based in Nashville, reporting to *Pat Ziska*, new coach sales vice president.

"Sean has first-hand experience with MCI products and services," Ziska said. "He has demonstrated an entrepreneurial spirit, expanding operations in his previous positions. By this, we are confident Sean will be of benefit to our many customers in the Southeast, assisting them with their fleet requirements, business operations and growth."

equivalent to a few cents per day, and is available for Android and Apple devices. Information is available at [help@smartbusroute.com](mailto:help@smartbusroute.com) or [www.smarttruckroute.com](http://www.smarttruckroute.com).

Kelchen began his career in 1992 as a driver for **Tri-State Travel** in Galena, Ill., where he developed a lifelong appreciation for the MCI brand. He also worked in sales and transportation management at **Harker's Distribution**, a food service wholesaler and manufacturer, and had an 11-year career in operations management with **Linn Star Transfer**, a logistics company.

Kelchen once owned an MCI 102DL3 Custom Coach conversion motorhome, which he used for recreational travel, making many friends in the industry.

STEVENSVILLE, Md. — *Jacob Rosendale* has joined vehicle-lift company **Stertil-Koni** as a service technician.



*Jacob Rosendale*

In his new position, Rosendale handles technical and organizational duties at the Stertil-Koni warehouse in Stevensville and works as a key support person for company distributors and end-users.

"Jacob has dedicated his professional career to the service industry and brings a strong background in diagnosing and repairing heavy duty equipment, overseeing inventory as well as participating in the manufacturing and assembly process," said Stertil-Koni President *Jean DellAmore*.

Rosendale also has experience in sales, electrical installation and HVAC technology. He has a degree in diesel and industrial technology from the Universal Technical Institute.

**2012 MCI J4500**

**Excellent Condition ...none nicer!**

**Extremely Low Miles**

**OEM 3 Point Seat Belts**

**CD/DVD • 58 pax w/lav**

**Cummins/B500**

**Michelin tires/Alcoa rims**

**Lots more options!**

**LOWER PRICE: \$319k**

**Partial Financing OAC**

**Trade for MCI D or DL3 Considered**

**Call or Email for more photos & info!**

**808.832.6261 • sales@royalstarhawaii.com**

**\*\*MORE AVAILABLE\*\***

**RRL Insurance Agency**

**Motorcoach Insurance Specialists**

**Philip W. Love Sr.**

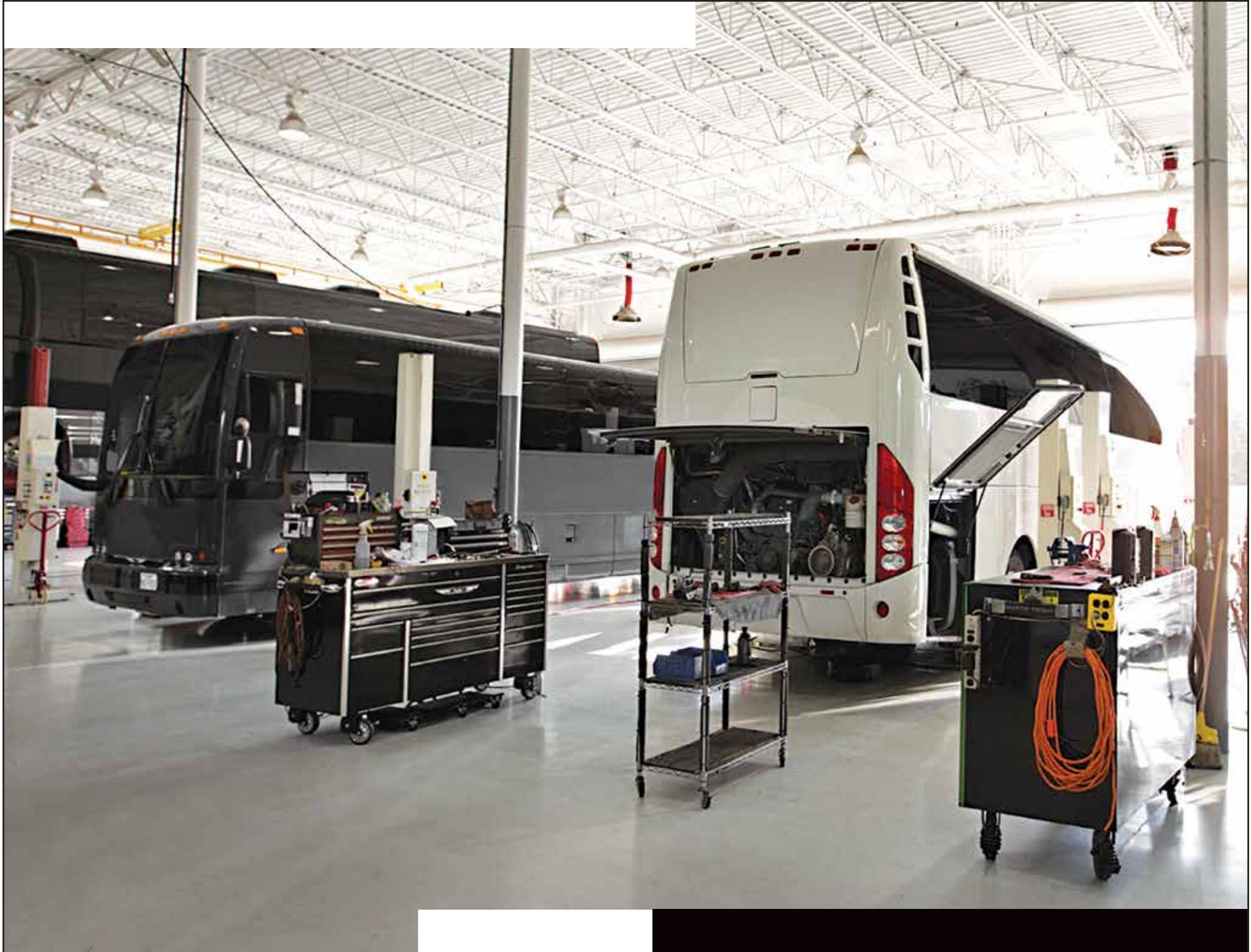
800-407-4077 | FAX 321-752-7980

lovep@rrl-ins.com • www.rrl-ins.com

4450 W. Eau Gallie Blvd., #115

Melbourne, FL 32934

**RRL INSURANCE**



**PREVOST**

THE ULTIMATE EXPERIENCE

## UNMATCHED EXPERTISE. UNPARALLELED SERVICE.

The world's most advanced coaches deserve the best in support, and that's precisely what Prevost provides. No other service network delivers more technical expertise and years of hands-on experience. It's a commitment we make to your drivers, your passengers, your schedule and your bottom line.

[prevostcar.com](http://prevostcar.com)

# Re-Energize your fleet with an **MCI pre-owned coach**



Invest in the best. Whether your route takes you around town or across the continent, MCI has a pre-owned coach that was built just for you. With our extensive selection, you'll find the options you need at an affordable price that will boost your capacity, uptime and profitability.

Our Re-Energized MCI J4500 coaches feature a 210+ point inspection, a new interior and a 2-year warranty on the re-manufactured DD Series 60 engine and Allison B500 transmission.

There's only one place to get a Re-Energized MCI J4500; a Select MCI J4500 or Setra Select pre-owned coach — and that's from MCI.

**RE Energize**   **Select+**   **Setra**   **SELECT+**   **Deal**



See our complete  
available inventory at  
[mcicoach.com/preowned](http://mcicoach.com/preowned)

**MCI**

**SETRA**

**MCI**  
Reliability **DRIVEN**™