

New at MOTORCOACH EXPO 2014



Caio. Alliance Bus Group displayed the latest version of the Caio G3400 at its expansive Expo stand. The G3400 is built on a Freightliner XBR chassis, using a Cummins ISB engine and Allison B300. Amaya seats, TransAir HVAC, ISRI driver seat, and REI AVV system are standard. Information at www.AllianceBusGroup.com.



BCA. Bus and Coach America unveiled its BCA45 at Expo. Three years in development, the coach was engineered in the U.S., and basic assembly is in China by a company reputed to be the largest bus builder in the world. It has a mono-coque stainless steel frame and Cummins-Allison powertrain. Standard equipment includes Eberspacher roof-mounted HVAC; Bitzer compressor; Double Coin tires; ZF axles and independent front suspension; color rear-view monitor, and cruise control. Information at www.bcabus.com.

Photos by David Braun Photography, Las Vegas (www.DavidBraun.com)



CT Coachworks. New to Expo was CT Coachworks of Riverside, Calif., and its 41-foot tour coach. The CT uses a Freightliner XBR chassis with a Cummins and Allison powertrain. Freedman seats, ISRI driver seat, ZF independent front suspension and MCC roof-mounted A/C is standard. Information at www.ctcoachworks.com.



EPV. EVP Corporation, successor to DesignLine, brought the ECOCoach commuter bus to Expo. Produced in North Carolina, the ECOCoach is available in either natural gas- or diesel-powered versions. The 57-passenger coach has Thermo King A/C, Ricon wheelchair lift, Amerex fire suppression system, Cummins engine, and ZF EcoLife transmission. Information at www.epvcorp.com.

Newest products, services light up UMA Motorcoach Expo

LOS ANGELES — For 30 years, UMA Motorcoach Expo has been a melting pot of new products, services, ideas and technologies.

The trade show, the 2014 version of which was held here in late February, provides the industry's largest forum for introducing, explaining and displaying the newest technology and services available to professional bus and motorcoach companies.

Here's a sampling of the products, services and technologies that new and returning exhibitors displayed at this year's Expo.

Rotary Lift shed new light on motorcoach repair by introducing Tech Lights, a line of LED shop lights.

Rotary Lift says its Tech Lights series provide powerful lighting options that can be adapted to meet a variety of service bay needs. Each light comes with mounting clips that are magnetic, so the lights can be set up in a variety of locations without drilling.

"Technicians can always use more light under the vehicles they work on, but fixed lights that are built into the vehicle lift itself are not as useful as something that can be repositioned," said Ron Lainhart, Rotary Lift parts and service manager.

"Our Tech Lights lamps' magnetic mounting clips make it possible for technicians to attach the lamps to a lift's columns, its arms, a

tool cart or the vehicle itself. As a result, Tech Lights lamps are ideal for both close-up inspection work and general-purpose lighting."

The Tech Lights shop lights are available in three kits. The two-post lift kit includes two, 32-inch line light units, each embedded with 96 LEDs and fitted with two magnetic

mounts. The kit's power cable is more than 25 feet long.

Each light is further fitted with a coiled cord that offers more than 15 feet of range for moving the light to different locations. The light housing is one inch in diameter so it can illuminate compact work areas.

A four-post lift kit includes four, 48-inch long, one-inch diameter light units and eight magnetic mounts. All four lights are controlled from a single switch.

For maximum versatility, Rotary Lift offers the hand-held single Tech Light shop light that can be

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ABC unveils product lines, announces division at Expo

LOS ANGELES — ABC companies had plenty on its plate at UMA Motorcoach Expo 2014 here in late February.

In addition to continuing the rebranding of two of its most-popular Van Hool motorcoaches, the company also showed off a line of British-designed double-decker buses it soon will begin assembling at a plant in Indiana, and talked up being named the exclusive distributor for a line of mid-size, low-floor transit buses it will market to private operators in the U.S. and Canada.

Plus, it officially announced the appointment of Roman Cornell, company senior vice president, as the head of a new ABC Specialty Vehicles Division, which includes responsibility for marketing the company's new offerings.

Cornell said the addition of the double-decker and midsize buses will enhance ABC's market position by offering a broader product range.

The double-decker models — the Alexander Dennis Enviro400 and Enviro500 — will be assembled at the same plant in Napanee, Ind., that ABC has for some time been using to refurbish and repower hundreds of older coaches for Greyhound Lines and other operators. The Greyhound work is winding down, freeing up the facility for the new production.

The assembly line is expected



ABC will assemble the Enviro400 at its refurbishing plant in Indiana.



ABC is the new distributor of the New Flyer MiDi, a 30/35-foot transit bus.

to begin rolling before the end of the year, and first deliveries are expected soon afterwards, according to Stephen Walsh, vice president of the British bus builder.

The 400 is a 36-foot tour bus

that can carry as many as 80 passengers, including 51 on an open upper deck. The 500 is a three-axle covered bus that comes in both 40- and 42-foot models with 80 seats and standing room for about an-



The Van Hool CX45 offers a slew of new standard safety features.



ABC's Ameritrans division brought its M2-395 RLR model to Expo.

other 20 passengers.

Both vehicles have no-step entrances, lower-deck air conditioning, curved staircases for upper deck access and cameras for driver monitoring of the upper deck.

A key feature of the 500 is a low-height option of 13.6 feet, which allows it to navigate many city streets where some double-decker buses are too tall, a feature that

CONTINUED ON PAGE 28 ►

Prevast promotes fuel-saving features, marks anniversary

LOS ANGELES — With operating costs on the rise, motorcoach companies are paying increasing attention to finding ways they can better control their fuel and other expenses.

That trend was evident at the Prevost stand during this year's UMA Motorcoach Expo here.

Instead of the typical unveiling of new coach features or a redo of an older model, Prevost went with fuel economy and promoted a mix of technologies and equipment on its coaches that it says will produce significant savings.

"We're delivering fuel efficiency," marketing and communications head Alan Dvoskin said, pointing to offerings that ranged from Allison transmissions that maximize fuel efficiency, to Michelin tires that are designed to reduce fuel usage.

High on the company's fuel efficiency list is PRIME (Power Recovery by Intelligent Management of Energy), an energy management system that reduces fuel consumption by using engine down time during braking and deceleration to charge batteries and com-



Test drives were available in the Prevost-marketed Volvo 9700.

press air.

"Instead of constantly charging, the alternator uses engine negative torque to generate free electricity," the company reported.

Prevost estimates the system generally reduces fuel usage by about 2 percent, but notes that test results have produced even higher reductions under certain driving situations.

"The maximum fuel economy will be obtained when a mix of hilly and flat road sections allows the batteries to be charged only

when the vehicle is in free wheel," it said. "The batteries are charged with free energy and no fuel consumption is dedicated to charging the batteries."

In addition to fuel savings, the company said PRIME delivers more savings with the use of AGM (absorbed glass mat) batteries, which require less maintenance than traditional batteries and can last as much as four times longer.

The company maintains, too, that the wide range of Michelin tires available for its coaches also



The H3-45 features Prevost Aware, adaptive cruise braking by Bendix.

play a key role in holding down fuel costs by reducing drag and rolling resistance, two key contributors to fuel consumption.

It also suggested that various tires, when used in certain combinations, can achieve fuel efficiency that produce annual savings of between \$900 and \$1,700.

Prevost even noted that its Aware adaptive cruise braking system is not only a safety device, but a big fuel saver as well.

The system sends out a radar signal in front of the coach that

keeps the following distance safe and alerts the driver to possible dangers ahead. It has a range of 500 feet and can pick up as many as 32 different objects within its range.

When cruise control is activated, the device automatically adjusts the speed of the coach to maintain a safe distance while keeping the cruise set. It then picks up the original cruise speed when it is safe to do so.

"The system can help drivers stay in cruise control longer, which

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MCI reports fuel economy gains for 2014 model coach

LOS ANGELES — Motor Coach Industries says it's making genuine headway in helping motorcoach operators reduce spending on one of their biggest operating expenses — fuel costs.

And MCI is backing up its claim with the results of independent fuel-economy testing of one of its coach models.

MCI, the largest manufacturer of motorcoaches in North America, said the 253-mile simulated highway test of a new J4500 model showed a significant improvement in fuel consumption.

The testing was conducted at the Bosch test track in New Carlisle, Ind., and included a coach made by one of its main competitors, as well as a "control" coach — another J4500 MCI.

The head-to-head testing between the J4500 and a Van Hool 2045 — run at 65 miles per hour on cruise control to simulate normal highway mileage — showed the MCI had 6.6 percent better fuel economy. That would equate to more than \$1,766 in annual fuel savings for an operator driving the coach 60,000 miles.

Both vehicles had the same preparation and were tested in unloaded condition. A number of variables were minimized. For example, both coaches had 3.42 axle ratios, HVAC systems were turned off, and tire pressures were closely checked.

A major difference was the MCI coach was equipped with a Cummins ISX engine and the Van



MCI says the fuel economy of its J4500 "has improved significantly."

Hool had a Detroit DD13. Both had Allison B500s.

MCI credited part of the improved fuel economy performance to engineering tweaks to its 2014 models, including a high-efficiency cooling system, optimized axle ratios, and refined suspension control system.

Among other things, the suspension system allows the coach to be operated in full high and low ride, in both the front and rear, to better clear obstacles. Load sensors keep the coach parallel with the road even when axle loads are uneven.

"With fuel accounting for nearly 52 percent of what it costs to operate a motorcoach, MCI has made it its mission to keep fuel costs as low as possible, largely through powertrain optimization engineering," the company said.

Cummins estimates that its newest engine, which meets stricter federal emissions standards,

produces a 2 percent mile-per-gallon gain over previous engines that were compliant with lesser standards.

As a result of the testing and suggestions from Cummins, MCI made several observations that it said motorcoach operators should consider if they want to see even more fuel savings. Among them were:

- Wind conditions impact fuel economy. In a 30-mile-per-hour wind, the spread in fuel economy between headwind and tailwind driving was 43 percent at 72 miles an hour and 48 percent at 65 miles an hour.

- A cooling fan locked in the on position can cause an 8- to 12-percent drop in fuel mileage because of the horsepower draw of the fan.

- Fuel economy improves by 1 percent for every 10 degrees increase in air temperature due to lower air density.



The restroom in the Setra S 417 two-door model, which was available for test drives at Expo, is tucked at the foot of the second-door stairs.

- Fuel economy declines by 1 percent for every 10 percent of tire under inflation and every one hour of idle time.

- By reducing speed from 72

miles an hour to 65, an operator can expect a 9.5 percent improvement in fuel economy.

In addition to its test results,

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Temsa goes 'big' at Expo but sees 'small' in the future

LOS ANGELES — Nothing appears to be too small — or too large — for Temsa to take on.

Initially marketing 35- and 30-foot coaches, the Turkish bus builder — that is rapidly scoring in the North American motorcoach sector — went big this year and introduced a 45-foot coach at UMA Motorcoach Expo here.

Now, it's looking to flip around again, issuing a surprise announcement at the trade show that it plans to introduce a 25-foot model in about two years.

"It will be a minibus, a smaller version of the TS45," Temsa General Manager Dincer Celik said during a media briefing on the Expo show floor.

His remarks came just as motorcoach operators from across the country were getting their first good look at the new TS45, a 57-passenger Temsa that reportedly was shaped in large measure by input from motorcoach operators.

It features integral monocoque construction, stainless steel framing and a Cummins ISX/Allison B500 Gen5 powertrain.

Standard equipment on the coach includes Isringhausen driver seat; LED interior and exterior lights, including headlights; cruise control; dual Presto Lite (Leece Neville) alternators; Alcoa Dura-bright rims; Jacobs brake, and electrically operated sunvisors. Fabric-covered passenger seats are standard; leather seats are optional.

In addition, it is loaded with safety equipment, including daytime running lights, three-point belted driver and passenger seats, a lane departure warning system, tire pressure monitors, an engine fire suppression system, a rear parking sensor and a brake pad wear monitor.

Customer deliveries of the TS45 are scheduled to begin in mid-summer with the initial model going to Vandalia Bus Lines, a

Caseyville, Ill., motorcoach operator that placed the first order for the coach.

Celik said adding the TS45 to the current lineup of 30- and 35-foot coaches and the plan for manufacturing a 25-foot model, emphasizes the company's strong commitment to the North American market.

"We're here to stay," he stressed, adding that sales for the company have grown about 25 percent each year.

While he did not offer much in the way of details of the 25-foot Temsa, Celik did say the bus will be designed around an integral body that will be powered by a Cummins engine and seat between 27 and 35 passengers.

There were indications North American motorcoach operators again will have a role in the design and development of the 25-foot offering, much like they did for the TS45.

"It takes a team effort to gather



John and Cindy Burnett, owners of Premier Coaches Northwest in Federal Way, Wash., took delivery of this Temsa TS35 at Expo. The coach was used as a shuttle and for demonstration drives at the show.

the input from the market," said Robert F. Foley, president and chief executive of CH Bus Sales, the exclusive distributor of Temsa coaches in the U.S.

If the minibus reaches production in two years, it would beat by a full year the amount of time —

three years — it took Temsa to turn out the TS45, following the introduction of its 35- and 30-footers.

"A 45-foot coach was needed, but there was no rush because the 35 was going so well," noted Tim Vaught, CH vice president of sales and service and product development.



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Turtle Top. The Odyssey XLT, Turtle Top's flagship model, is built on a Freightliner M2 chassis. With seating for up to 48 passengers, the XLT has a huge rear luggage bay; LED lighting; rear observation camera system, and a sticker price of \$233,700. Information at www.turtletop.com.



Glaval Bus. Glaval brought its Legacy model to Expo. The Legacy is built on a Freightliner S2C chassis and powered by Cummins and Allison. Available in 96- or 102-inch widths, the Legacy has seating for up to 45 passengers. Related story on Page 29. Information at www.glavalbus.com.



Meridian Specialty Vehicles. The Meridian Sprinter Shuttle Bus, based on a Mercedes-Benz Sprinter 3500 chassis, is available in a variety of interior configurations. The 24-foot shuttle can seat up to 20. It features Freedman seats, Altro flooring, and 74-inch interior height. Information at www.meridiansv.com.



Complete Coach Works. Perhaps the most remarkable bus at Expo was the CCW remanufactured all-electric transit bus. Rebuilt to like-new condition, the ZEPS (zero-emission propulsion system) bus has a 150-mile range. Information at www.completcoach.com/zeps.



Krystal. The Krystal E450 made its first appearance at Expo. Built on a Ford chassis, the E450 features welded-steel cage body framing, seating capacity of 14 to 27, and a long list of optional equipment. Information at www.krystalbus.net.



Honored. U.S. Sen. Mark Begich, center, was honored at NTA/UMA Travel Exchange for his support of the travel industry. He was joined at the event by UMA President and CEO Victor Parra, left, and NTA member Misha Jovanovic of Misha Tours in San Diego.

MCI announces

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MCI showcased an upgraded Setra Top Class S 417, which featured two unusual offerings — a second door and a conference or club lounge section.

MCI said this year's Setra S 417 has more than 30 major improvements, many designed to pamper the driver. Among them are a heated seat, a leather steering wheel with integrated controls that allow key functions to be conducted from the wheel, and a front collision guard that helps protect the driver and passengers in a frontal crash.

For passengers, the coach offers wireless internet, a premium sound system, LED reading lights, rear window and three-point safety belts. A glass roof also is available as an option.

Patrick Scully, executive vice president of MCI, which distributes Setra coaches in North America, said the two special features — second door and club seating — available on the S 417 should be attractive to niche buyers.

"I can see some sports-team coaches sitting back here talking while their players are sitting up front," Scully said while seated in the S 417's luxurious lounge area that surrounds a large conference table in the rear of the coach.

Some operators who toured the coach said the second door makes loading and unloading of passengers easier and faster, and the conference area allows passengers to conduct business or socialize face-to-face.

A major consideration for operators is where to station the driver when the coach is unloading — at the front door or the rear door, with its steeper steps.

"We'll see how it goes," said Scully.

Other upgrades made to the J4500 that MCI unveiled were redesigned parcel racks that give passengers more headroom, a re-configured cockpit that puts switches within easier reach of the driver, more durable front and rear bumpers, and laminated safety glass with a dual-latch emergency release mechanism.

Meantime, Scully said things are looking up for MCI, stressing that the company is regaining customers and rebuilding the confidence its customers have had in its operations and products.

"It validates all the work that we have done and it builds the trust of our customers," he added.

"We are building quality products that allow our customers to run their businesses and do what they need to do."

ABC announces

CONTINUED FROM PAGE 22

helps make it workable for commuter and tour uses, as well as transit routes.

Both models are equipped with Cummins engines, Dana axles and Allison, Voith or ZF transmissions. They do, of course, comply with Federal Transit Administration "Buy America" requirements.

The midsize transit buses that ABC soon will be marketing

throughout North America are the New Flyer MiDi 30- and 35-foot models, which the company says are suitable for community, airport, university and hotel shuttle services.

The MiDi, which seats between 27 and 35 passengers, have Cummins engines; Allison transmissions; low, step-free entries; wide vestibules; large windows, and overhead LED lighting.

ABC also used Expo to extend its much publicized rollout of the rebranded flagship Van Hool

T2100, which has been upgraded and renamed the TX, and the Van Hool C2045, which now carries the name of CX.

The company initially introduced the coaches to the industry in late November with a two-day gathering for more than 200 operators and suppliers at its headquarters in Winter Garden, Fla. (See Dec. 15 *Bus & Motorcoach News*.)

Both models have been upgraded, including the addition of an assortment of safety equipment.

They carry three-point seatbelts, automatic traction control, fire suppression systems, tire pressure monitoring systems, backup cameras with in-dash displays, two escape roof hatches, and lane departure warning systems that rumble the driver seat when the coach begins to drift.

Meantime, Cornell, who has been at the company founded by his grandfather, Clancy Cornell, for more than 20 years, said he will focus on customer outreach, new

product development and partnership alliances in his role as head of the Specialty Vehicles Division.

In addition to the New Flyer Midi and Alexander Dennis double deckers, the division also will market the New Flyer Xcelsior heavy-duty, low-floor transit bus to the private bus industry.

The Xcelsior is available in 35-, 40- and 60-foot lengths and clean diesel, compressed natural gas, and diesel-electric hybrid propulsion systems.

Prevost promotes

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can result in significant fuel savings," it notes.

If cruise control is in the off position, the unit warns the driver if the coach gets too close to the vehicle ahead or if the closing rate is too rapid. The warnings heighten if an impact appears imminent, giving the driver time to brake and slow down.

Prevost suggests, too, that its use of Volvo engines and Allison transmissions in its coaches also helps reduce fuel.

"Fully automatic Allison transmissions, along with a vehicle spec appropriate for the particular duty cycle, can provide superior fuel efficiency and optimum fuel economy," it contended.

It pointed out that while some transmissions have power interruptions during shifting, the transmissions it uses do not, which allows for the full use of the engine's horsepower.

The fact that this year is the 90th anniversary of Prevost's founding — by Eugene Prevost in 1924 — also was very much evident at the Prevost stand, with a coach decked out with anniversary livery and a huge video display screen.

"We are extremely proud to celebrate this milestone in Prevost's history, and to reflect on how far we have come across the decades," said Prevost President and CEO Gaetan Bolduc.

"That said, we have always been — and will always be — a forward looking organization. The people of Prevost are passionate about our legacy of leadership, and about the remarkable number of Prevost industry 'firsts' over the years in such areas as safety, environmental care and comfort.

"Above all, we say thank you to our customers for making this first 90 years possible, and for being our inspiration to always reach higher in providing 'no-compromises' seated-coach and conversion-coach products and services," Bolduc added.

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Forest River is buying Supreme shuttle bus division

GOSHEN, Ind. — Supreme Industries is selling its shuttle bus business to Forest River Inc., which has three cutaway bus lines, plus a slew of recreational vehicle brands.

Supreme said it expected to clear about \$7 million in net proceeds, which will be used to fund “a series of top-line growth initiatives.” The deal was slated to close by the end of March.

Forest River, which is a Berkshire Hathaway company and based in Elkhart, Ind., also manufactures small body-on-chassis trucks; cargo, service and travel trailers; pontoon boats, and pickup truck campers.

Its three lines of cutaway buses are Glaval, Starcraft Bus and Elkhart Coach.

Its RV brands include Coachman, Forest River, Shasta, Palomino and Dynamax.

In all, Forest River has annual

sales of around \$1.6 billion, operates 60 plants and employs 5,400.

Supreme announced late last year it intended to exit the shuttle bus business. (See Feb. 1 *Bus & Motorcoach News*.)

The company produced an extensive line of shuttles and other specialty buses, including the 33-passenger Senator model, considered the company’s flagship bus

and built on a Freightliner chassis. The Senator has been primarily marketed to the tour-and-charter bus industry, as well as churches.

Seating capacities of its models range from 7 up to 39 passengers.

Despite the extended product range, the shuttle bus unit represented less than 12 percent of consolidated sales at Supreme, and it hurt earnings, the company said.

“The bus market has become increasingly competitive, and this business has been unable to achieve our profitable growth objectives,” Supreme CEO Mark Weber said.

“This divestiture allows us to concentrate our resources on growing our work truck, specialty vehicle and trolley businesses.”

Supreme produces the Classic

American Trolley bus.

For 2013, Supreme Industries reported net income of \$6.4 million, compared with \$11.8 million in 2012, a decline of about 46 percent. Sales for the year ending Dec. 31 were down 1.4 percent from 2012 to \$286.1 million.

The company attributed the sales decline to lower bus and specialty vehicle sales.

Calendar

APRIL 2014

8 Bus Association of New York Lobby Day, State Capital, Albany, N.Y. Info: tammy@alleventsinc.com, or go to www.banybus.org.

13-16 Ontario Transportation Expo Conference & Trade Show, Sheraton Toronto Airport Hotel and the International Centre, Toronto. Info: www.omca.com.

15 Florida Motorcoach Association Education and Compliance Meeting, Sheraton Lake Buena Vista Resort, Orlando. Info: FMA@buses.org.

JUNE 2014

12-14 The Bus History Association 2014 Annual Convention, Country Inn & Suites at Mall of America, Minneapolis. Info: www.bus-history.org.

18-21 New England Bus Association 2014 Annual Conference, Hilton Mystic, Mystic, Conn. Info: mitch.guralnick@mcicoach.com.

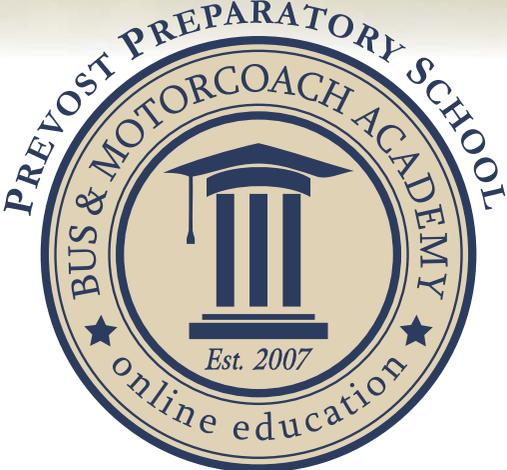
24-25 UMA Capital Hill Days, Washington, D.C. Info: Ken Presley at UMA, email kpresley@uma.org, or call (800) 424-8262.

JULY 2014

13-16 Joint Annual Meeting of Virginia, North Carolina and South Carolina Motorcoach Associations, Richmond Marriott, Richmond, Va. Info: www.scmotorcoach.org, www.ncmotorcoach.org, or www.vamotorcoach.org.



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New products

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used with any type of vehicle lift. The battery-powered single Tech Light shop light features a light wand with a magnetic hook for hanging on the vehicle or lift.

An independently controlled spotlight projects out of the top of the wand, giving users a focused beam for up-close inspections. The light wand can operate for up to three hours and the spotlight can shine for up to six on a full charge.

For more information, go to www.rotarylif.com.

The 'motorcoach experience'

Can shuttle buses provide passengers with the "motorcoach experience?"

Yes, says Hadley. And luggage-rack systems are the key.

Hadley's newest parcel-rack system, known as the Swan™ Collection, was showcased at UMA Motorcoach Expo.

The Swan system is "air-conditioned ready," says Hadley, offering a flexible configuration that can include individual passenger reading lights, integrated blue nightlights, speakers, and LED aisle lighting.

The system's lighting and switches are incorporated into linear channels along each edge of the rack, just below the handrail, giving each passenger control of their own fixed reading lamps.

A separate master control, operated by the driver, can override the system in the same way most motorcoach interiors are configured.

Hadley interior systems are available as an OEM-specified system, as well as an aftermarket retrofit kit. Hadley says the components are designed for easy installation and convenient access to service and maintain during the life of the bus.

Along with the interior systems, Hadley displayed its light of lighting and mirrors at the UMA Expo.

While Hadley's components were shown at its booth, fully installed systems could be seen on buses at the Ameritrans, TurtleTop, Glaval and Krystal stands.

More information at www.hadleyadvantage.com.

Digging out

Rud-Chain Inc., a manufacturer of chains and chain products, used Expo to debut its Rotogrip CS, an automatic chain system designed to provide traction on snowy and icy roads.

Marketed with the tag line, "Automatic safety at the flip of a switch," the Rotogrip CS (for "compact solution") was developed for motorcoaches and low-floor transit buses, and can be activated from the driver's seat.



Ivan Forslund of Rand McNally, center left, discusses fleet information systems with Warren Newton, center right, of Newton Bus Service in Gloucester, Va. At right is Sabina Newton and at left is Mark Spicer of Rand McNally.

"Vehicle chains tend to break down and can damage a vehicle, and they're hard to put on, especially in cold weather," said Steve Blood, of Rud-Chain. "This way, (drivers) can throw a switch, get traction and off they go."

Plus, he said, the system is smooth running, easy to install with a variety of simple installation options, and works in forward and reverse at low speeds.

To learn more about the 130-year-old company and its products, go to www.rudchain.com.

Easy parts search

TRP's newest innovation wasn't available on the UMA Motorcoach Expo show floor...unless you had a smart phone or tablet and could access the internet.

TRP used Expo to promote its revamped website that provides operators and bus and truck fleets a searchable online catalog and detailed information on its line of all-makes aftermarket parts.

The website, at www.TRPParts.com, also features the latest specials offered across the United States, Canada, and Mexico on TRP parts.

"We set out to make the new TRP website as simple to use as picking up the TRP catalog, with more interactive features that make finding the right part even easier and more intuitive," said Bart Lore, general marketing manager for PACCAR Parts.

The site allows users to search parts by keyword, category or part number. Bus and truck fleets and operators can also stay current on the latest products and maintenance tips with videos and articles.

"Visitors to the new site can look up individual parts, download product information sheets to get details on features and benefits,

view photos and watch videos or read articles offering parts and maintenance recommendations," Lore said.

The website includes a dealer locator that helps operators find their nearest authorized TRP retailer. The website is available in English, Spanish and French language versions.

Lab in a box

On-Site Analysis introduced the fourth generation of its on-site fluid analyzers, which are diagnostic devices that eliminate the expense and wait time of mailing oil, coolant and other lubricant samples to laboratories.

A "lab in a box" that's "as easy to use as an ATM," the OSA4 series of analyzers can also help operators save money on oil, oil filters and waste disposal by reducing unnecessary oil changes, said a company spokesman.

"The status quo usually is, when they analyze the oil, they change the oil at that time. If they have our unit onsite, they're able to pull a sample, take it over to the machine, and within nine minutes, it will let them know if they need to change the oil or not," he said.

He cited a study of 5,000 bus oil samples that showed 64 percent of oil changes were unneeded, while 11 percent of samples indicated overextended oil use.

On-site oil analyzers are most cost effective for large fleets of 50 buses or more; coolant and anti-freeze devices are smart investments for companies with 20 or 30 buses, he said.

For more information, go to www.on-siteanalysis.com.

Mapping it out

Rand McNally, the venerable road map company that's reinvent-

ing itself for the digital age, showed off its electronic fleet management tools for the motorcoach industry.

"We're electronic logs, we're navigation, we're two-way communications," a company spokesman said. "Rather than having three or four different devices, it's all in one device."

Among the company's new offerings is a coaching tool called SpeedGauge, which uses GPS tracking to identify the location, frequency, severity and duration of speeding events.

"Let's say the speed limit is 35 miles per hour, and the driver is doing 45," the spokesman said. "SpeedGauge takes a satellite snapshot of exactly where the coach is...and every five minutes it takes another snapshot of the driver, how fast he's going and where he was going."

The company is notified via email with the information so the driver's behavior can be managed and monitored over time.

In addition, the devices can help operators when it comes time to file state fuel tax reports.

"We can tell you how many miles you've driven in each state and how much fuel you've consumed in each state. That takes a lot of work off a company that is doing it manually," he said.

More information at www.rand-mcnally.com.

12,000 items

DAS Companies, a distributor of travel products, outfitted a Motorcoach Expo booth with everything from travel pillows, blankets and flashlights to enough adapters, plugs, cables and other portable electronics accessories to fill a large display at Radio Shack.

But it was just a fraction of the 12,000 items the company distrib-

utes to Pilot and Flying J truck stops, TravelCenters of America, Love's Travel Stops and other businesses along the nation's highways, said Gary Hill, a brand manager with DAS.

Still, he said, there were enough goodies to catch the eyes of plenty of attendees.

"It's been a pretty good show. We've gotten some new leads," he said.

One offering that failed to attract much attention from motorcoach operators was a full array of CB radio antennas and accessories.

"It has been a learning process, but it's been good for us," he said.

See all that DAS has to offer at www.dasinc.com.

Hollywood's long arm

Operators need to pay heed to those familiar notices on DVDs that warn it's a federal crime to willfully infringe on copyright laws.

That's because, under the law, showing a movie on a motorcoach requires a license, and violators may be subject to five years in jail and/or a fine of up to \$250,000, according to the Motion Picture Association of America.

And, yes, there are people checking, according to Ryan Hedge, of Criterion Pictures USA. The Motion Picture Association of America works to ensure the laws are enforced.

"If they catch wind that you're screening something, they'll check to see if you have licensing, and if you don't, they'll send the lawyers after you. They can be very aggressive," said Hedge.

Criterion, which provides licenses for movies from 20th Century Fox, Paramount Pictures and Dreamworks, was among first-time exhibitors at UMA Motorcoach Expo here.

Hodge said license fees vary, depending on how many times a movie is shown, the audience size and other factors. They're generally inexpensive for smaller audiences, according to the Motion Picture Association of America.

"We can set it up any way you want," he said. "If you just want to rent a DVD from us and show that DVD every month, great. If you want a blanket license in case your customers want to show movies (they have brought on board), we can do that."

In addition, the company is launching technology to provide digital content to the motorcoach market via streaming or downloads.

Called Criteria on Demand, the service will eliminate shipping costs, help operators decide which movies to show, and provide edited versions of movies, he said.

For more information, go to www.criterionpicusa.com.

Expo: Something of a family reunion? Many think it is

LOS ANGELES — What is UMA Motorcoach Expo?

There is a busload of answers to that question, of course, but one truism is that it is a “coming together of the UMA family.”

A one-minute video, emphasizing that point, has been posted on You Tube. Find it at www.youtube.com/watch?v=SpYU704epA.

Here’s what UMA family members, interviewed for the video, had to say about this year’s Expo in Los Angeles.

Kevin Creighton of West Valley Charter Lines in Campbell, Calif. — the brother you wished you had when you got in that fight, that time at the Hitching Post Bar in Albuquerque:

“It’s a great time being here at UMA with your friends and family.

“I’ve been coming to UMA for almost 28 years...I heard a song last night called *It’s a Wonderful World* — I think about that and all the motorcoach family we have here at UMA.”

John Walker of Star Shuttle & Charter in San Antonio, Texas — the uncle who went to law school and became an award-winning motorcoach company owner:

“We’re very excited to be here at Travel Exchange. This is like going to a family reunion. We get to see everybody in the industry that we need to see and all of our old friends. This has been a great show.”

Jack Wigley of All Aboard America! in Mesa, Ariz. — the

great guy who married your sister and struck it rich in Arizona:

“I’ve been attending UMA for 25 years and it has been quite an experience. I’ve learned a lot and made a lot of friends — it’s a great organization and we’re glad to be here in Los Angeles.”

Lou Sardo of Sardo Bus &

Coach Upholstery, an Expo exhibitor — every family has a comedian and we’ve got the best:

“This has really been a great show...wonderful people. In this industry we’re all family, and we’re friends. It’s more than business — it’s friends and family, and the business comes along with that.”



Kevin Creighton



John Walker



Jack Wigley



Lou Sardo



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People

NASHVILLE, Tenn. — **Bridgestone Commercial Solutions** has promoted **Matt Loos** to director of truck and bus marketing, while **Cassandra Kilareski** joins the Bridgestone unit as senior manager of marketing communications and digital.

In his newly created position, Loos will lead overall strategy for truck and bus radial tires marketing, including pricing, programs, and training.

Loos joined Bridgestone in 2007. Most recently he was marketing program manager and marketing end-user channel manager for the truck and bus tire division of Bridgestone Commercial Solutions.

Kilareski joins Bridgestone from **Navistar**.

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