

TIPS



ILLINOIS ASSOCIATION FOR PUPIL TRANSPORTATION

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In This Issue

Page 1

- President's Message

Page.....2

- Meeting Your Needs!

Page3

- Advertisers
- Conference News

Page 5

- Are You Real Team?

Page.....7

- Question and Answer

Page..... 8

- Question and Answer cont.

Page.....9

- IAPT Contact Info

Page.....10

- Tire Hot Buttons for Fleets

Page 11

- Fire Trucks and School Buses

Page13

- Bullying Awareness Month

Page.....16

- Driving Karma

Page 17

- Driving Karma cont..

Page18

- Never Too Late to Recognize Drivers

From Your President: Don West

Hello:

I was asked a question a few days ago about the future of self-driving cars and what that could mean for School Transportation. I thought it was an interesting question, which made me take a look at the future. Think of the possibility of the future if buses drove themselves on scheduled routes, stopped at all of the stops, and ran virtually on time every day. How strange would it be to see buses driving themselves? Could this technology ever reach school transportation and replace bus drivers?

I don't see humans being replaced any time soon, but the thought of eliminating human error with routes is an interesting concept. No more calls of drivers running stop signs, speeding or missing stops. We would possibly have a new set of issues to deal with, the directions didn't download correctly to the "computer/bus", computer glitches/busses going rouge and doing what they want to do. How would a bus know that all of the students got on at the stop? Could the bus make sure no one was in the danger zone? Can it differentiate between parents standing at stops versus students waiting at stops? What about rail road crossings? I know there are several companies looking at "driverless" cars. Most companies say that they will never totally eliminate the driver.

With school transportation, you will never eliminate a person on the bus. There would still need to be supervision on the bus, think of just student behavior, a bus accident, or a medical emergency. I think most bus drivers can breathe easy about not being replaced by a computer, but I do see computer assisted driving coming soon to the school bus industry. I foresee buses that apply the brakes if it senses the driver following too closely to the car in front of it, or a bus that does more automated processes during the student pick up process to help eliminate drivers skipping steps, such as not applying the parking brake or putting the bus in neutral.

Think of the future, embrace technology, but be cautious and always have a back up plan.

I hope your year is starting well.

Sincerely,
Don West
IAPT President



MEETING YOUR NEEDS

One of the biggest challenges as members of the IAPT board is trying to provide service to our membership. We have tried over the past several years to offer trainings for our members, sometimes at no charge. We look forward to continuing to provide these trainings.

We are looking to provide trainings but, need your help. We have sometimes not had the attendance we were hoping for and need to know how we can promote our membership taking advantage of these trainings.

In speaking with some members, travel has been an issue. Others have mentioned that paying the drivers was not in their budgets. Do you have any thoughts?

Would putting together a program that could travel at request be the answer? Of course there would have to be a minimum number in attendance for it to be fiscally responsible for IAPT.

Would sponsoring a guest speaker at central locations in the regions be the answer?

We are truly committed to providing education and training for IAPT members at little to no cost to our membership. **That is our mission.**

Please let us know your thoughts. We will work to provide what will best suit your organization if at all possible.

Email your thoughts to Barb Rizzo at email@ilapt.net



Hi Everyone:

Keep your suggestions for the conference coming in.

Is there an area that you need more information on?

We can only meet your needs if we know what they are.

2015 Conference

The dates will be June 16 & 17, 2015.

We are considering changing the format a bit with the trade show being held in a different sequence.

Do you have any thoughts on changing the order of the Trade Show within the conference structure? Let us know.
email@ilapt.net

Barb

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TIPS ARTICLES

Please think about writing an article about some of the workshops you attend this year. Please submit articles for TIPS to share some of the things you learned while attending the conference. Maybe something you learned while networking with your peers or at the trade show.



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Are You a Real Team?

There's a difference between being on a team and being a real team.

People who are on a team focus on their own goals.

People who are part of a real team focus on team goals first and their individual goals second.

Individuals on a team are committed to getting better and improving themselves.

Individuals who are part of a real team are not only committed to getting better they are also committed to each other and the team.

When you are on a team you think about how the team can serve your desires.

When you are part of a real team your desire is to serve the team.

When you are on a team communication isn't a priority

When you are a real team communication is essential to build trust, commitment and teamwork.

When you are on a team you care

When you are a real team you care more.

On a team, your time is more important than your team.

A real team makes time with the team a priority.

On a team, trust, love and respect are not often discussed or cultivated.

A real team focuses on building trust, sharing love and showing respect and ingrain them into everything they do.

On a team people fight and the fighting hurts the team because they don't have trust and love.

A real team also fights but the fighting makes the team stronger because they have trust and love. They grow from their disagreements.

On a team, not everyone is on the bus.

A real team has everyone on the bus with a shared vision, focus and purpose.

On a team, there's a lack of leadership

A real team has strong leaders who develop other leaders.

People on a team have an ego to want to be great.

People who are part of a real team also have an ego to want to be great but they give up their ego to serve their team and a bigger cause in order to be great.

So how about your team? Are you just on a team or are you a real team?

I encourage you to gather your team together, read this newsletter and honestly ask each member of the team what they think. Then discuss ways you can grow stronger as team. Let me know how it goes. You can send me a tweet, post on Facebook or email me at info@jongordon.com. I read all emails.

- Jon

John Gordon's Newsletter



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A Question?!

An Answer that is a great refresher for All!

While a school bus is loading/unloading at the school, on the school property, if a bus has its stop arm out, you may not pass said bus, unless the "driver" waves you on or the arm is pulled back in.

I have had drivers telling me that as long as school staff is there to guide other buses/cabs through, they may pass.

I have looked and looked and cannot find anything that says this. I even have some of our school staff questioning me about this. Am I wrong? Is there a policy that says our busing staff can guide buses through the stop arm and where can I find it.

Answer:

As you are aware when a school bus is loading or unloading students the stop arm must be used. This is for both on the street or on the school property. At no time while the stop arm is out may another vehicle legally pass the bus. There are no provisions for a school official to allow someone to pass the bus while the stop arm is out. The driver can wave someone through but it is not recommended as it sends a confusing message to other drivers. I have included the Illinois Vehicle Code and highlighted a couple sections for you to refer to. If you have any other questions feel free to contact me.

(625 ILCS 5/11-1414) (from Ch. 95 1/2, par. 11-1414)

Sec. 11-1414. Approaching, overtaking, and passing school bus.

(a) The driver of a vehicle shall stop such vehicle before meeting or overtaking, from either direction, any school bus stopped at any location for the purpose of receiving or discharging pupils. Such stop is required before reaching the school bus when there is in operation on the school bus the visual signals as specified in Sections 12-803 and 12-805 of this Code. The driver of the vehicle shall not proceed until the school bus resumes motion or the driver of the vehicle is signaled by the school bus driver to proceed or the visual signals are no longer actuated.

(b) The stop signal arm required by Section 12-803 of this Code shall be extended after the school bus has come to a complete stop for the purpose of loading or discharging pupils and shall be closed before the school bus is placed in motion again. The stop signal arm shall not be extended at any other time.

(c) The alternately flashing red signal lamps of an 8-lamp flashing signal system required by Section 12-805 of this Code shall be actuated after the school bus has come to a complete stop for the purpose of loading or discharging pupils and shall be turned off before the school bus is placed in motion again. The red signal lamps shall not be actuated at any other time except as provided in paragraph (d) of this Section.

Continued on page 8

(d) The alternately flashing amber signal lamps of an 8-lamp flashing signal system required by Section 12-805 of this Code shall be actuated continuously during not less than the last 100 feet traveled by the school bus before stopping for the purpose of loading or discharging pupils within an urban area and during not less than the last 200 feet traveled by the school bus outside an urban area. The amber signal lamps shall remain actuated until the school bus is stopped. The amber signal lamps shall not be actuated at any other time.

(d-5) The alternately flashing head lamps permitted by Section 12-805 of this Code may be operated while the alternately flashing red or amber signal lamps required by that Section are actuated.

(e) The driver of a vehicle upon a highway having 4 or more lanes which permits at least 2 lanes of traffic to travel in opposite directions need not stop such vehicle upon meeting a school bus which is stopped in the opposing roadway; and need not stop such vehicle when driving upon a controlled access highway when passing a school bus traveling in either direction that is stopped in a loading zone adjacent to the surfaced or improved part of the controlled access highway where pedestrians are not permitted to cross.

(f) Beginning with the effective date of this amendatory Act of 1985, the Secretary of State shall suspend for a period of 3 months the driving privileges of any person convicted of a violation of subsection (a) of this Section or a similar provision of a local ordinance; the Secretary shall suspend for a period of one year the driving privileges of any person convicted of a second or subsequent violation of subsection (a) of this Section or a similar provision of a local ordinance if the second or subsequent violation occurs within 5 years of a prior conviction for the same offense. In addition to the suspensions authorized by this Section, any person convicted of violating this Section or a similar provision of a local ordinance shall be subject to a mandatory fine of \$150 or, upon a second or subsequent violation, \$500. The Secretary may also grant, for the duration of any suspension issued under this subsection, a restricted driving permit granting the privilege of driving a motor vehicle between the driver's residence and place of employment or within other proper limits that the Secretary of State shall find necessary to avoid any undue hardship. A restricted driving permit issued hereunder shall be subject to cancellation, revocation and suspension by the Secretary of State in like manner and for like cause as a driver's license may be cancelled, revoked or suspended; except that a conviction upon one or more offenses against laws or ordinances regulating the movement of traffic shall be deemed sufficient cause for the revocation, suspension or cancellation of the restricted driving permit. The Secretary of State may, as a condition to the issuance of a restricted driving permit, require the applicant to participate in a designated driver remedial or rehabilitative program. Any conviction for a violation of this subsection shall be included as an offense for the purposes of determining suspension action under any other provision of this Code, provided however, that the penalties provided under this subsection shall be imposed unless those penalties imposed under other applicable provisions are greater.

The owner of any vehicle alleged to have violated paragraph (a) of this Section shall, upon appropriate demand by the State's Attorney or other designated person acting in response to a signed complaint, provide a written statement or deposition identifying the operator of the vehicle if such operator was not the owner at the time of the alleged violation. Failure to supply such information shall result in the suspension of the vehicle registration of the vehicle for a period of 3 months. In the event the owner has assigned control for the use of the vehicle to another, the person to whom control was assigned shall comply with the provisions of this paragraph and be subject to the same penalties as herein provided.

(Source: P.A. 95-105, eff. 1-1-08; 95-331, eff. 8-21-07.)

Mike Slife

Principal Consultant – State Director of Pupil Transportation

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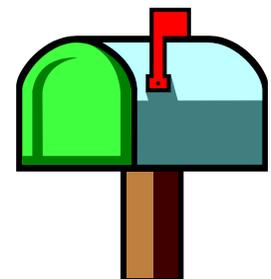


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What are the Tire "Hot Buttons" for Fleets?

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When it comes to the #1 maintenance cost, tires continue to deserve a lot of attention.

A good tire program will go a long way in helping the company's bottom line.

So what are fleet's looking for when it comes to their tires?

- Maximizing fuel economy
- Maximizing tire removal miles
- Maximizing # of retreads/casing

Even a one or two percent increase in fuel economy can save millions of dollars/year in fuel depending on the size of the fleet. One of the past concerns with fuel efficient tires was the possible loss in removal miles. With the advent of new materials and innovative tire construction, a fuel efficient tire design may now yield similar miles to the non-fuel efficient or control tire. The heavier the tire, the more rolling **resistance (RR) is generated. A 30/32" tread depth drive tire design will generate higher RR when compared to the same tire that has only 26/32" starting tread depth.**

Improving fuel economy pretty much always trumps any possible loss in removal miles. SmartWay publishes a list of both new tires and retreads that meet their "verified" fuel efficient standards. This is helpful information when deciding which are the best fuel efficient (low rolling resistance) tire options.

<http://www.epa.gov/smartway/forpartners/technology.htm>

There are many variables that will affect how many miles a tire will go before reaching **its pull point. The legal limit is 4/32" remaining tread depth for steer tires and 2/32"** for any other wheel position. Taking a tire down to its legal limit will help on mileage but is not always the best idea for protecting the tire casing from cuts and stone damage. Historical data clearly shows that re-treadability is adversely affected by running the tires down to the legal tread depth pull point. Protecting the casing and maximizing the number **of retreads per casing is clearly in the fleet's best interest. A retread is typically a third of** the price of a new tire.

With a plethora of tire makes/models to choose from including both new tires and retreads, every fleet should be evaluating tire models on a regular basis. It is not uncommon to find as high as a 15% difference in removal mileage from one tire model to another. This is why it is important to have an ongoing tire evaluation program running at your fleet.

Every fleet wants to maximize their tire removal miles and lower their cost/mile. It is important that you choose the proper tire design based on your specific service vocation, routes, loads and vehicle configurations.

Working with your tire professional can help insure you choose the best tire for the various wheel positions.

To insure that your tires get the highest miles/32 it is imperative that you maintain the recommended air pressure in them. Running the correct pressure all the time will **generate the optimum tire footprint and keep the tire running cool. Heat is a tire's** worst enemy when it comes to generating casing issues and will reduce tire removal miles in the process.

Keeping the tire running at the correct tire footprint with the optimum tire pressure will only help maximize the number of casings that can be successfully retreaded. Your local retreader should be able to supply you with a report that details exactly why a casing was rejected for retreading. This is important information to analyze. A careful analysis of this data will help you determine what improvements are required in your tire program to continue to get one, two or even three retreads per casing.

What's Happening in our Industry?

Fire Trucks and School Buses

Have you been asked about any Illinois law concerning fire trucks passing school buses while school bus drivers unload students?

I recently was asked such a question. I searched for an answer in the current Rules of the Road without much success. So, I tried another resource; NIPSTA. The acronym stands for Northern Illinois Public Safety Training Academy. This agency is unique in providing educational programs and curriculum which address training requirements of fire, police, EMS, public works, hazardous material, and disaster response personnel. Staff was helpful in answering the question.

Fire fighters, while driving emergency response vehicles, must follow the same rules of the road as drivers of non-emergency vehicles. Fire fighters must stop for a school bus while the 8-flashing light system is activated.

The school bus driver, as a courteous person who shares the road, could interrupt the unloading process and cancel the lights so the fire truck can proceed. Though, the safety of students should be the utmost concern of the school bus driver.

Nancy Lahey
Homer CCSD 33C

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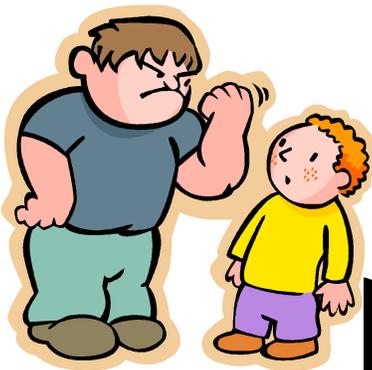
October is National Bullying Prevention Awareness Month

October 6th is Blue Shirt Day - World Day of Bullying Prevention.

Encourage your bus drivers to participate on this day!

Public Act 098-0801 becomes effective on January 1, 2015 and makes significant changes to paragraph 5/27-23.7 (Bullying prevention) of the Illinois School Code. Notable highlights include:

- ◆ Inclusion of bullying from a computer or other technology accessed from a nonschool related location if the bullying causes a substantial disruption to the education process or orderly operation of the school.
- ◆ A detailed definition of “cyber-bullying”
- ◆ A requirement that the school district’s Bullying Prevention policy or procedures include a process to investigate reported acts of bullying and requires the provisions of information regarding services that are available within the district and community, such as counseling, support services, and other programs.



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Feature Article

DRIVING KARMA: YOU GET WHAT YOU GIVE!

I recently exited a parking lot in my area into a lane that immediately ended and required me to merge left into the through lane. You know the situation, where people charge up the right side and squeeze in? I signaled and settled in to wait a while as the line of traffic was steady as far back as I could see and I'm not the 'force my way in' type of guy (anymore). To my surprise and delight, the first car that had the opportunity, braked and waved me in and I joined the line. After completing my lane change, I waved back with my right hand from inside ("Thanks") and the generous driver, who let me in, flashed his lights back ("No problem, you're welcome"). I smiled. Good karma indeed!

Such an easy moment, a light touch on the brakes, a casual gesture and I'm in line without drama or frustration. I'm happy to have been let in and he appreciated my thanks. It got me thinking: I see countless acts of courtesy every day when I drive but I listen to endless diatribes from others about how discourteous everyone is these days on the road. What's going on here?



I believe in karma – You get what you give... you attract to you, events and experiences that are consistent with the behavior that you practice and your beliefs and expectations. If you expect others to be jerks about their driving, you watch for it and naturally notice it. As a consequence, you may feel justified in driving like a jerk yourself and attract even more jerks and discourteous drivers into your experience as they react to your driving style.



Now, you could choose to drive aggressively and defend your actions by arguing that this is the only way to deal with all the idiots on the road, but this attitude betrays an underlying belief that defensive driving means that the best defense is a strong offence. You may or may not be religious or spiritual; go to church, pray or meditate or practice a faith at all, but fundamentally we all know right from wrong and retaliation or aggression isn't the answer.

Driving Karma cont.

Every spiritual leader ever, professed peace and the importance of tolerance, forgiveness and the inherent goodness in all others regardless of their behavior in the moment. You and I have both behaved badly at some point but has that doomed us to purgatory and forever tarnished us as a bad person?

We recently lost Nelson Mandela who was an inspiration to the entire world and he said that 'resentment is like drinking poison and then hoping it will kill your enemies'. In fact, we are all imperfect people struggling to find our way through life, some more skilled in some ways and less in others. Compassion and forgiveness is an appropriate response to poor driving skills seen in others or even intentional aggressive driving. Karma is Karma. You get what you give. Whatever you believe about driving and other drivers, it's going to be true... for you. And treating others poorly will just come back to you someday.

But what if you chose a different reality? What if you could just choose to think differently and try out different driving behavior? You will certainly get what you give in this case also. Will you stop seeing or experiencing discourteous drivers? Likely not, but you will begin to attract and notice the good guys out there that don't tailgate, and do let you in, that don't block the fast lane, that signal and wait for a gap instead of forcing the issue. You will continue to get what you give, but it will all be different because you will be giving differently.

The reality that we live in is mostly of our own creation. Living in a world where we focus our judgment outward critically and self-righteously assessing everyone else might make us feel superior, but at the expense of our own happiness and joy.

You may have a GPS in your vehicle that guides you to your destination, but each of us has another compass; an internal moral compass that if we listen to before acting or reacting impulsively will guide us to the best outcome for all.

So when you next drive, refer to your internal compass about right and wrong and apply it to yourself first before judging others. Try giving a bit and patiently watching for it to come around as it certainly will, if you just look for it. It's just driving karma.

Written by: Spencer McDonald, President, Thinking Driver

Spencer McDonald is a contributing columnist for Canadian Occupational Safety Magazine.

Never too late for a little “Back-to Bus” backpack for your drivers!

- Band Aid** to remind you of healing hurts; feelings, yours or someone else’s
- Candy Kiss** to remind you that everyone needs a nice treat occasionally
- Rubber Band** to remind you of hugging and those times when you want to give or receive one
- Tissue** to remind you to dry someone’s tears or perhaps your own, so you can see the tears of others
- Button** to remind you to “button your lips” to keep from saying mean things about others or talking when it’s not appropriate
- Toothpick** to remind you to “pick-out” the good qualities of everyone, including yourself
- Gold Thread** to remind you that friendship is the golden thread that ties together the hearts of everyone
- Eraser** to remind you that everyone makes mistakes
- Lifesaver Candy** to remind you to think of fellow bus drivers as your “lifesaver”; toss it out to help
- Mint** to remind you that you are worth a MINT to your employer

Nancy G. Lahey

Dispatcher

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Reminder

***IAPT Dues renew on November 1.
Watch for invoices about October 1***



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~Harry Truman

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Please submit items for TIPS by the 5th of each month to:

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