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November 9, 2012

Mr. Bruce York,
Chief Medium and Heavy Duty Vehicle Division
Office of Defects Investigation

Subject: Information Request - PE12-015

Dear Mr. York:

First and foremost, I would like to state that Ricon does not agree with the conclusions drawn by the [redacted] in the matter at the center of this information request. The root cause of the incident was not related to a defect in the rollstop mechanism but rather to the failure of the Authority to properly deploy the interlocked restraint belt.

With specific regard to NHTSA's request for information:

1. ***State, by production year, the number of subject wheel chair lifts (lifts) Ricon has manufactured for sale or lease in the United States. Separately, for each lift manufactured to date, state the following:***
   - ***a. Model;***
   - ***b. Model Year;***
   - ***c. Date of manufacture; and***
   - ***d. OE Rollstop switch plunger part number***
   - ***e. Lift Owner (i.e. [redacted] etc.).***

   Provide this information in Microsoft Excel 2000, or a compatible format, entitled "PRODUCTION DATA."

Ricon's installed base of Mirage, F9TF model lifts consists of 3,779 units in two, separate types of applications. The largest group, 3,306 units or 87% is installed primarily in the luggage bay of motor coaches, like the [redacted] unit, while the other, 473 units or 13% is installed in the stepwell of a high floor transit buses (see attached item 1- Primary Mirage Applications).

The motor coach applications are further categorized as those equipped with a programmable, intermediate floor height for use with a separately controlled, sliding plug or parallel plug passenger compartment door. Ricon believes that this data is relevant to the [redacted] incident for according to the driver's account of events, the upward travel of the platform was interrupted by a malfunction of the passenger compartment door lock. This, according to the driver, was the reason for attempting to move the platform back down to the ground without off-loading the passenger in the coach. The model numbers and corresponding quantities equipped with a programmable, intermediate floor height are tabulated on the production data summary page in the column under the abbreviation "Int Ht". 2,013 units (Originally 1,683 plus 330 retrofitted primarily at the request of [redacted] – see response to question 12) or 61% of the 3,306 motor coach units are equipped with an intermediate floor height. The same 2,013 units are also equipped with an electrically interlocked restraint belt.

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The other 1,293 (originally 1,623 minus 330 retrofitted at the request of the [redacted] Transit) coach type units are equipped with a non-interlocked restraint belt but do NOT feature a programmable intermediate height.

As a point of clarity, all new motor coach variants of the Mirage family are certified 403 compliant with the interlocked restraint belt as the wheelchair retention devise. Though the need for new models of step well mounted variants is considerably less, these units are certified under 403 with the outboard rollstop as the wheelchair retention device.

With regard to the information requested under question 1, please refer to the attached file (PRODUCTION DATA - Mirage F9TF w_summary - SN 11072012 -2). This file contains:

a. ***Model***
   The Ricon model number of the form F9TF is provided in the first column
b. ***Model Year;***
   Ricon does not use the concept of a model year in the production of the Mirage lift.
c. ***Date of manufacture; and***
   Ricon records the unit ship date for each serial number shipped. As a practical, the ship date and the manufacturing date are very often the same day.
d. ***OE Rollstop switch plunger part number***
   All Mirage lifts produced after September 7, 2012 employ plunger part number 28677 as a result of the product improvement requested by [redacted] Transit. Prior to September 7, 2012, plunger part number 19429 was used (see response to question 11 for copies of applicable drawings).
e. ***Lift Owner (i.e., [redacted] etc.).***
   As Ricon supply lifts to vehicle manufacturers and retro-fitters, the end customer or current owner is generally not known to Ricon. Such information is kept by the vehicle manufactures and retrofitters to whom Ricon have sold the units. Through a warranty registration process, Ricon have some, albeit questionably accurate, owner information (approximately 30%).
f. ***Which units are equipped with a restraint interlock***
   The Production Data Summary contains columns labeled "Restraint" and "Interlock". Those models that have a "Y" in both columns are equipped with an interlocked restraint belt.

2. ***State the number of each of the following, received by Ricon, or of which Ricon is otherwise aware, where the subject lift was alleged to have experienced the alleged defect:***
   a. ***Consumer complaints, including those from fleet operators;***
   b. ***Field reports, including dealer field reports;***
   c. ***Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer***

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alleging or proving that a death or injury was caused by a possible defect in a subject lift, property damage claims, consumer complaints, or field reports;

d. ***Property damage claims;***

e. ***Third-party arbitration proceedings where Ricon is or was a party to the arbitration; and,***

f. ***Lawsuits, both pending and closed, in which Ricon is or was a defendant or codefendant.***

For subparts "a" through "f," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately for each model and model year. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Ricon's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e" and "f", identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

Ricon understands that this request relates to "issues" involving a failure to deploy of the outer roll stop. Accordingly, Ricon has no records of any such complaints beyond the one reported by the [redacted] Transit Authority.

3. ***Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:***

a. ***Ricon's file number or other identifier used;***
The subject incident is filed in a potential claims file labeled "[redacted] Mirage – March, 2012"

b. ***The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);***
Ricon has no system for categorizing such complaints beyond the response to the above part "a".

c. ***Lift owner or fleet name (and fleet contact person), address, and telephone number;***
[redacted]

d. ***Lift's Production Date;***
October 10, 2005

e. ***Incident date;***
March 6, 2012

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f. ***Report or claim date;***
The incident was reported to Ricon via email on March 12, 2012

g. ***Whether an injury incident is alleged;***
Ricon have no information regarding injuries that may have been sustained as a result of the incident

h. ***Number of alleged injuries, if any;***
See response to the above question "g"

i. ***Number of alleged fatalities, if any; and***
There was no fatality as a result of the incident.

j. ***A brief summary of the complaint.***
See attached communication from Mr. [redacted] dated March 12, 2012.

Provide this information in Microsoft Excel 2000, or a compatible format, entitled "COMPLAINT DATA."
The complaint data is provided above.

4. ***Produce electronic copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Ricon used for organizing the documents.***

As indicated in the response to the above question 2, the [redacted] complaint is the only complaint Ricon has related to the alleged defect. Four communications and corresponding attachments are provided as follows:

a. March 12, 2012 – Email and photos from [redacted] describing the incident
b. March 14, 2012 – Email and photo from [redacted] outlining the alleged defect
c. March 29, 2012 – Response from Ricon to [redacted]
d. NYCT Rollstop Offer 05042012 – Offer from Ricon to [redacted] to enhance the operation of Mirage rollstop. Note, video clip is provided under separate cover through FTP resource.

5. ***State, by subject lift production date, a total count for all of the following categories of claims, collectively, that have been paid by Ricon where either the subject component was replaced in the subject lifts or a subject lift was repaired for the alleged defect: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign. Separately, for each such claim, state the following information:***

a. ***Ricon's claim number;***
b. ***Lift owner or fleet name (and fleet contact person) and telephone number;***
c. ***Lift production date;***
d. ***Repair date;***
e. ***Repairing dealer's or facility's name, telephone number, city and state or ZIP code;***

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f. Labor operation number;
g. Problem code;
h. Causal part (if identified);
i. Replacement part number(s) and description(s);
j. Concern stated by customer; and
k. Comments, by dealer/technician relating to claim and/or repair;

Provide this information in Microsoft Excel 2000, or a compatible format, entitled "WARRANTY DATA."

The field replaceable unit for the Mirage lift that contains the subject switch plunger is UV-ES-221. Over the period of time the F9TF model lift has been produced, Ricon have recorded fifteen (15) occurrences of warranty replacement of UV-ES-221. Though Ricon do not have specific details related to circumstances of the individual events, according to Ricon's inside service technicians, the reasons for replacement of this component relate to failure of the one or the other limit switch or the wiring used in the operation of the outer barrier. The failure modes associated with these two switches are such that:

1. The roll stop does not open when the platform reaches the ground necessitating operation of the systems manual override system
2. The platform does not leave the ground after the roll stop is raised to vertical.

6. ***Describe in detail the search criteria used by Ricon to identify the claims identified in response to Request No. 6, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject lifts.***

A search of Ricon's warranty claim data base was conducted using the field replaceable unit part number for the plunger switch assembly - UV-ES-221.

7. ***Produce electronic copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject components, that Ricon has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Ricon is planning to issue within the next 120 days. Additionally, if a copy of the communication was sent to NHTSA (as required by C.F.R. 49 §579.6) prior to Ricon's receipt of this information request, please state the date it was sent to the Agency and identify the person to whom it was sent. If no copy was sent to NHTSA, please fully explain why.***

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At the request of the [redacted] Transit Authority, a product improvement procedure was prepared and is currently in the process of being implemented. The procedure is outlined in field modification instruction (FMI) 751-049.

8. ***If not provided in your response to item 7, please produce electronic copies of all communications related to the March 6, 2012 incident occurring in Brooklyn, NY.***

Refer to response to item 7.

9. ***For each modified subject component distributed by Ricon, please identify (all contact information) the entity to which it was sent. Please order your response by distribution date.***

In addition to the rollstop plunger kits provided to [redacted], further to [redacted] request, Ricon have provided the following:

a. One plunger kit was sent to [redacted] to retrofit a [redacted] pilot bus.
b. One plunger kit was sent to [redacted] to retrofit another pilot bus

10. ***Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to the subject components that have been conducted, are being conducted, are planned, or are being planned by, or for, Ricon. For each such action, provide the following information:***

a. Action title or identifier;
b. The actual or planned start date;
c. The actual or expected end date;
d. Brief summary of the subject and objective of the action;
e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and,
f. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide electronic copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

Ricon maintains that an occupant restraint belt is a more efficient wheelchair retention device than a roll stop. Evidence of this is provided in a short video produced by Colorado based firm known as Access-Arize. Further, as outlined in the response to question 4, a short video was prepared to demonstrate the roll stop operation enhancement requested by [redacted].

Copies of both the Access-Arize video and the [redacted] roll stop enhancement demo video are provided under separate cover through Ricon's FTP resource.

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11. Identify and describe all modifications or changes made by, or on behalf of Ricon in the design, material composition, manufacture, quality control, supply, or installation of the subject component from the start of production to date. For each such modification or change, provide the following information:

- *a. The model wheel chair lift that the modification or change applies to;*
- *b. The date or approximate date on which the modification or change was incorporated into production;*
- *c. A detailed description of the modification or change;*
- *d. The reason(s) for the modification or change;*
- *e. The part numbers (service and engineering) of the original component;*
- *f. The part number (service and engineering) of the modified component;*
- *g. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;*
- *h. When the modified component was made available as a service component; and*
- *i. Whether the modified component can be interchanged with earlier production components.*

The enhancement developed for [redacted] was deployed across the Mirage product family on September 7, 2012 in response to [redacted]s request that the enhancement be included with their next procurement of Motor Coaches from MCI. A copy of the Ricon Engineering Change Order (ECO) number 8760 is provided and the relevant drawings for PN's 19429 and 28677 are also provided.

12. Furnish Ricon's assessment of the alleged defect, including:

- *a. All causal or contributory factors;*
- *b. Any warning that a roll stop latch failure may be imminent;*
- *c. The risk to motor vehicle safety; and*
- *d. The potential for future occurrences of the alleged defect*

a. As outlined at the beginning of this response, it is Ricon's position that the root cause of incident that occurred on March 6, 2012 in [redacted] involving a Ricon Mirage lift on [redacted] bus no. 3235 was the failure of the operator to properly deploy the restraint belt. Moreover, the deliberate bypassing of the restraint belt interlock switch by the Authority rendered the wheelchair non-compliant with requirements of 49CFR571.403 S6.10.2.5.

b. Ricon disagrees with the premise of this statement in that it assumes the allegations made by [redacted] are correct and that a defect in the roll stop mechanism is the cause of the March 6th incident. A properly deployed restraint belt would have prevented the occurrence. Moreover, had the restraint interlock not been bypassed by the Authority, the operator would not have been able to raise the platform from ground level. Accordingly, a warning would have been available to the operator.

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c. Though it is possible to comply with the requirements of (chapter and verse related to wheelchair retention device) with either a roll stop located at the outboard end of the platform OR a restraint belt or other device. A properly deployed restraint belt is the more efficient of the two because of its proximity to the CG of the wheelchair and occupant as evidenced by the demonstration video produced by the Colorado based firm Access-Arize. Accordingly, as a restraint belt is available on all Ricon F9TF model lifts, the alleged defect poses no risk to motor vehicle safety unless the owner/operator defeats the safety provisions.

d. Like the above question b, Ricon disagrees with the premise of this statement in that it assumes that a defect in the rollstop plunger switch mechanism was the root cause of the subject incident.

Respectfully Submitted,

Stanton D. Saucier, PE
Vice President – Marketing and Product Planning
Ricon Corp., A Wabtec Company

Enclosures:

1. Q1 - Item 1 – Mirage Applications
2. Q1 – PRODUCTION DATA – Mirage F9TF w/summary
3. Q4 – March 12, 2012 – [redacted] to Ricon
4. Q4 – March 14, 2012 – [redacted] to Ricon
5. Q4 – March 29, 2012 – Ricon to [redacted]
6. Q4 – [redacted] Rollstop Offer 05042012
7. Q5 – WARRANTY DATA – UV-ES-221 11092012
8. Q7 – FMI 751-049 Rollstop Closed Switch Adjustment
9. Q11 – ECO 8067
10. Q11 – Drawing number 19429
11. Q11 – Drawing number 28677

Videos delivered via FTP

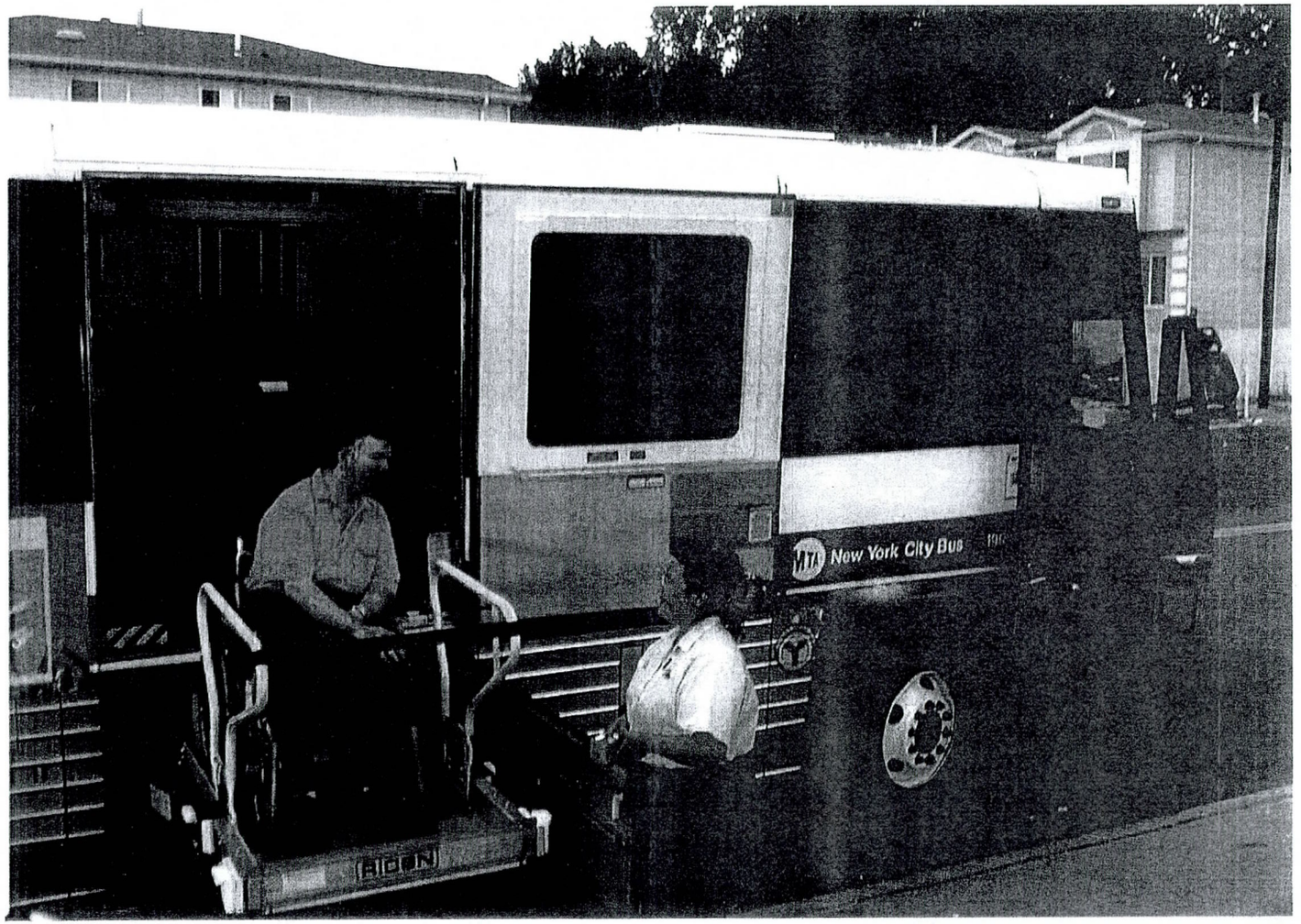
1. Access-Arize restraint belt demonstration
2. Ricon demonstration of [redacted] requested rollstop enhancement

Item1: Primary Mirage Applications

November 9, 2012

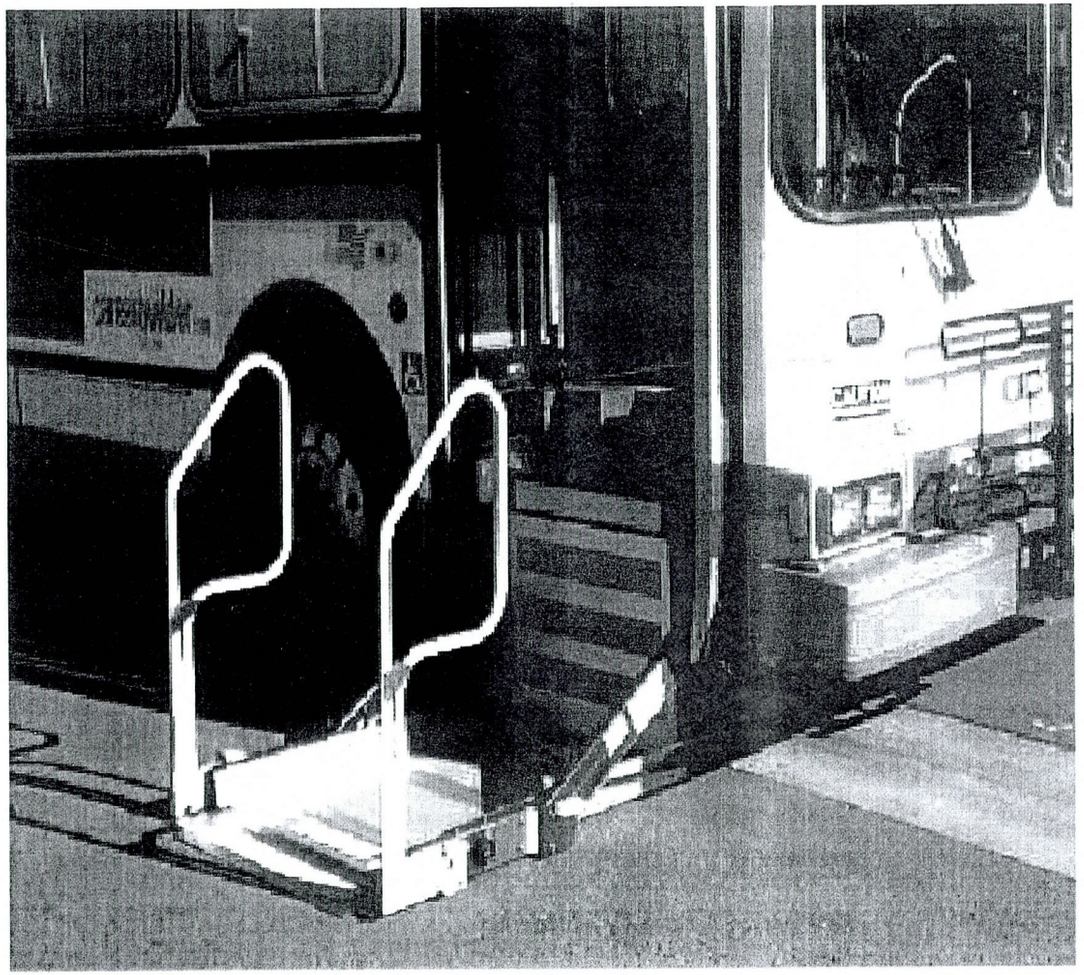
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Motor Coach Application



[redacted] / MCI "D" Coach

Transit Bus Application



[redacted] Transit

Production Data Summary - Ricon Mirage F9TF
Model Numbers, Quantities and Options
November 9, 2012

Model	Count	Restraint	Interlock	Int Ht
F9TF-DE009	1,236	Y	Y	Y
F9TF-DE019	193	Y	Y	Y
F9TF-DE015	141	Y	Y	Y
F9TF-DE020	113	Y	Y	Y
	1,683			
NY Retrofit	330			
	2,013	61%		
F9TF-DE004	574	Y	N	N
F9TF-DE001	501	Y	N	Y
F9TF-DE002	350	Y	N	N
F9TF-DS001	107	Y	N	N
F9TF-DE011	47	Y	N	N
F9TF-DE007	16	Y	N	N
F9TF-DE014	14	Y	N	N
F9TF-DE018	4	Y	N	N
F9TF-DE012	3	Y	N	N
F9TF-DE016	3	Y	N	N
F9TF-DE006	2	Y	N	N
F9TF-DE013	1	Y	N	N
F9TF-DE017	1	Y	N	N
	1,623			
NY Retrofit	(330)			
Net	1,293	39%		
Total Coach Lifts	3,306	87%		
F9TF-SG001	130	N	N/A	N/A
F9TF-SG002	101	N	N/A	N/A
F9TF-SG006	66	N	N/A	N/A
F9TF-SG016	45	N	N/A	N/A
F9TF-SG003	44	N	N/A	N/A
F9TF-SG017	23	N	N/A	N/A
F9TF-SG018	22	N	N/A	N/A
F9TF-SG007	19	N	N/A	N/A
F9TF-SG020	9	N	N/A	N/A
F9TF-SG021	6	N	N/A	N/A
F9TF-SG008	2	N	N/A	N/A
F9TF-SG019	2	N	N/A	N/A
F9TF-SG009	1	N	N/A	N/A
F9TF-SG011	1	N	N/A	N/A
F9TF-SG012	1	N	N/A	N/A
F9TF-SG014	1	N	N/A	N/A
	473	13%		
	3,779			

SerialNo	Model Number	Description	Ship Date
15239	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/7/2005
15240	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/7/2005
15243	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/12/2005
15244	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/12/2005
15245	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/14/2005
15246	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/14/2005
15247	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/17/2005
15248	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/17/2005
15250	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/18/2005
15251	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/18/2005
15252	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/18/2005
15253	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/19/2005
15254	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/19/2005
15255	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/20/2005
15256	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/21/2005
15257	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/21/2005
15258	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/24/2005
15259	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/24/2005
15282	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/26/2005
15283	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/26/2005
15284	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/26/2005
15285	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/26/2005
15286	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/27/2005
15287	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/27/2005
15289	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/28/2005
15288	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/28/2005
15291	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/31/2005
15290	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15296	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15297	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15299	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15298	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15295	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15300	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/1/2005
15301	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/2/2005
15302	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/2/2005
15303	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/2/2005
15304	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/2/2005
15307	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2005
15305	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2005
15308	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2005
15306	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2005
15309	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/4/2005
15310	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/4/2005
15312	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/4/2005
15311	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/4/2005

15429	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/11/2005
15428	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/11/2005
15430	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/11/2005
15433	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/14/2005
15434	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/14/2005
15432	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/14/2005
15431	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/16/2005
15439	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/16/2005
15440	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/17/2005
15441	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/17/2005
15444	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/18/2005
15443	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/18/2005
15442	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/18/2005
15445	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/18/2005
15448	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/21/2005
15446	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/21/2005
15452	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/21/2005
15455	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/22/2005
15456	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/22/2005
15453	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/22/2005
15457	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/23/2005
15458	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/23/2005
15447	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/23/2005
15469	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/24/2005
15468	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/24/2005
15454	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/24/2005
15459	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/24/2005
15460	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/24/2005
15461	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/24/2005
15470	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/28/2005
15471	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/29/2005
15472	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/29/2005
15473	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	3/29/2005
15506	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/1/2005
15475	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/4/2005
15508	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/4/2005
15507	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/4/2005
15474	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/4/2005
15509	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/5/2005
15510	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/5/2005
15513	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/6/2005
15511	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/6/2005
15512	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/6/2005
15514	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/7/2005
15516	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/7/2005
15515	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/7/2005
15518	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/8/2005

15573	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/26/2005
15576	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/26/2005
15579	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/29/2005
15582	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/29/2005
15578	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/29/2005
15577	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/29/2005
15591	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/29/2005
15609	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15590	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15610	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15589	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15585	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15584	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15586	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15587	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/6/2005
15580	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/6/2005
15581	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/6/2005
15620	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/6/2005
15622	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/6/2005
15619	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	5/11/2005
15650	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15648	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15642	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15641	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15644	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15640	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15643	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/20/2005
15663	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/20/2005
15680	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/25/2005
15681	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/25/2005
15657	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15651	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15653	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15652	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15658	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15671	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15659	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15660	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15670	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15669	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/27/2005
15626	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/27/2005
15628	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/27/2005
15672	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/27/2005
15625	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/27/2005
15623	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/27/2005
15624	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/27/2005
15679	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	5/27/2005

15727	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/24/2005
15752	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/24/2005
15768	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/24/2005
15764	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/24/2005
15765	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/24/2005
15766	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/24/2005
15774	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	6/24/2005
15773	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	6/24/2005
15757	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/28/2005
15789	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/28/2005
15786	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/28/2005
15785	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/28/2005
15771	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	6/28/2005
15772	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	6/28/2005
15767	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/29/2005
15769	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/30/2005
15796	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/30/2005
15792	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/30/2005
15793	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/30/2005
15794	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/30/2005
15784	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	6/30/2005
15791	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15787	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15790	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15795	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15803	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15788	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15804	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	7/1/2005
15798	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	7/1/2005
15802	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/1/2005
15800	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	7/1/2005
15647	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15646	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15645	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15639	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15618	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15661	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15662	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
8336	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15617	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15615	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15616	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15613	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15614	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15611	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15612	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005
15588	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/1/2005

15905	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/16/2005
15887	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	8/22/2005
15886	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	8/22/2005
15916	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/24/2005
15917	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/24/2005
15918	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/24/2005
15919	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	8/26/2005
15888	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15885	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15884	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15909	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15923	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15912	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15910	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15907	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15913	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15911	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15908	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15915	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15924	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15922	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15914	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/26/2005
15920	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	8/26/2005
15921	F9TF-SG009	APP,F9TF,EL DORADO,STD DOOR,ST	8/30/2005
15892	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/9/2005
15891	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/9/2005
15890	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/9/2005
15889	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/9/2005
15936	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/9/2005
15938	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/9/2005
15770	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	9/9/2005
15928	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/13/2005
15927	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/13/2005
15926	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/13/2005
15948	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	9/19/2005
15901	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/19/2005
15934	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15925	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15931	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15932	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15929	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15930	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15904	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/20/2005
15949	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	9/22/2005
15950	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	9/22/2005
15951	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	9/27/2005
15955	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	9/27/2005

15998	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/13/2005
16003	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/13/2005
16002	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/13/2005
16006	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/14/2005
16008	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/14/2005
16005	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/14/2005
16014	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16015	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16013	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16016	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16011	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16012	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16010	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16007	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16009	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/18/2005
16017	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/19/2005
16019	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/19/2005
16018	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/19/2005
16020	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/21/2005
16022	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/24/2005
16024	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/24/2005
16025	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/24/2005
16027	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/24/2005
16023	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/24/2005
16026	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/24/2005
16021	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/26/2005
16030	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/26/2005
16028	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/26/2005
16032	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/26/2005
16031	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/26/2005
15946	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/27/2005
16035	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/27/2005
15947	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/27/2005
15944	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/27/2005
15945	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/27/2005
16047	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/28/2005
16048	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/28/2005
16049	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/28/2005
16029	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/28/2005
16033	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/28/2005
16034	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/28/2005
16036	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/28/2005
16037	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/31/2005
16038	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	10/31/2005
16039	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	11/1/2005
16040	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	11/1/2005
16041	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	11/1/2005

16092	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/15/2005
16093	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/15/2005
16071	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16070	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16074	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16069	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16057	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16068	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16053	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16055	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16058	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16056	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/16/2005
16114	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/19/2005
16113	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/19/2005
16111	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/19/2005
16125	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	12/19/2005
16126	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	12/19/2005
16123	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16118	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16122	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16139	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16137	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16138	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16133	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16117	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16119	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16124	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16131	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16132	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16121	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16115	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16108	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16120	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16134	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16107	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16116	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16136	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16135	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16142	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16143	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16140	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16141	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16144	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	12/30/2005
16064	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/30/2005
16054	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/30/2005
16067	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/30/2005
16145	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/30/2005

16220	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	2/3/2006
16218	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	2/3/2006
16195	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2006
16193	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2006
16192	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/3/2006
16219	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	2/3/2006
16208	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/6/2006
16169	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/6/2006
16209	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/6/2006
16210	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/6/2006
16212	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/6/2006
16211	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/6/2006
16197	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2006
16196	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2006
16203	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2006
16202	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2006
16205	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2006
16206	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2006
16221	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	2/7/2006
16201	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/7/2006
16223	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/7/2006
16224	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/7/2006
16198	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/7/2006
16199	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/7/2006
16204	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/7/2006
16227	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/9/2006
16228	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/9/2006
16214	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/13/2006
16215	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/13/2006
16213	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/13/2006
16216	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/13/2006
16059-R	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/13/2006
16217	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/13/2006
16261	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/15/2006
16262	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/15/2006
16270	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2006
16271	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2006
16272	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2006
16273	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2006
16274	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2006
16275	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2006
16235	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/17/2006
16238	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/17/2006
16234	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/17/2006
16233	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/17/2006
16239	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/17/2006
16236	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/17/2006

16305	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/2/2006
16318	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16317	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16311	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16310	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16309	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16314	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16312	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16313	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16315	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16319	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16316	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16320	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16321	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/10/2006
16324	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2006
16323	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2006
16322	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2006
16243	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/14/2006
16168	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/14/2006
16167	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/14/2006
16246	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/14/2006
16247	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/14/2006
16248	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/14/2006
16325	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	3/16/2006
16245	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/16/2006
16249	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/16/2006
16244	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/16/2006
16343	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/17/2006
16342	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/17/2006
16339	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/17/2006
16341	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/17/2006
16253	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/20/2006
16252	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/20/2006
16251	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/20/2006
16250	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/20/2006
16254	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/20/2006
16326	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	3/20/2006
16345	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/20/2006
16340	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/20/2006
16344	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/20/2006
16347	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/20/2006
16346	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/20/2006
16351	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	3/21/2006
16352	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	3/22/2006
16353	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	3/22/2006
16355	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	3/22/2006
16361	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/22/2006

16370	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/31/2006
16369	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/31/2006
16368	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/31/2006
16375	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/31/2006
16376	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/31/2006
16377	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/31/2006
16400	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/3/2006
16401	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/3/2006
16402	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/3/2006
16396	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/3/2006
16415	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/4/2006
16416	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/5/2006
16417	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/5/2006
16395	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/6/2006
16413	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/6/2006
16428	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/6/2006
16411	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/6/2006
16409	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/6/2006
16412	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/6/2006
16435	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/7/2006
16418	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16407	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16406	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16419	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16420	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16421	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16422	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/7/2006
16427	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/11/2006
16426	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/11/2006
16425	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/11/2006
16424	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/11/2006
16423	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/11/2006
16647	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	4/11/2006
16648	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	4/11/2006
16450	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/12/2006
16451	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/12/2006
16414	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/13/2006
16429	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/13/2006
16410	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/13/2006
16432	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/13/2006
16431	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/13/2006
16430	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	4/13/2006
16452	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/13/2006
16453	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/13/2006
16439	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/17/2006
16437	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/18/2006
16454	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/19/2006

16521	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	5/3/2006
16520	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	5/3/2006
16464	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/4/2006
16436	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	5/4/2006
16491	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/4/2006
16463	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/4/2006
16483	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/4/2006
16481	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/4/2006
16487	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/4/2006
16517	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	5/4/2006
16519	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	5/4/2006
16516	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16512	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16511	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16513	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16515	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16510	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16514	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/4/2006
16522	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/5/2006
16525	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/5/2006
16523	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/5/2006
16524	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/5/2006
16526	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/8/2006
16527	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/8/2006
16528	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/8/2006
16498	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/8/2006
16529	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/9/2006
16530	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/9/2006
16531	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/9/2006
16518	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	5/10/2006
16490	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/11/2006
16495	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/11/2006
16493	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/11/2006
16542	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/11/2006
16494	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/11/2006
16543	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/11/2006
16559	F9TF-DE004		5/12/2006
16560	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2006
16561	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2006
16553	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/12/2006
16554	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/12/2006
16552	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/12/2006
16556	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/12/2006
16564	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/12/2006
16535	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/12/2006
16532	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/12/2006
16536	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/12/2006

16593	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2006
16590	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2006
16592	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2006
16631	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2006
16610	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	6/2/2006
16611	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	6/2/2006
16591	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/5/2006
16633	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/5/2006
16632	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/5/2006
16634	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/5/2006
16636	F9TF-DS001		6/6/2006
16637	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	6/6/2006
16641	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/8/2006
16642	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/8/2006
16643	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/8/2006
16644	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/8/2006
16640	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/8/2006
16635	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/8/2006
16646	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/9/2006
16645	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/9/2006
16655	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	6/12/2006
16620	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	6/12/2006
16654	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	6/12/2006
16619	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	6/12/2006
16623	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	6/12/2006
16617	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	6/12/2006
16650	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/12/2006
16651	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/12/2006
16658	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/12/2006
16664	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/15/2006
16663	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/15/2006
16661	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/15/2006
16660	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/15/2006
16659	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/15/2006
16665	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/16/2006
16662	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/16/2006
16652	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	6/19/2006
16676	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	6/22/2006
16677	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	6/22/2006
16678	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	6/22/2006
16713	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006
16671	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006
16668	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006
16666	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006
16669	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006
16670	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006
16667	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/22/2006

16657	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/14/2006
16674	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/14/2006
16656	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/14/2006
16747	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	7/14/2006
16749	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/14/2006
16751	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/14/2006
16750	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/14/2006
16752	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/14/2006
16264	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/28/2006
16771	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/20/2006
16770	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/20/2006
16744	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/20/2006
16742	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/20/2006
16768	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/20/2006
16767	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/20/2006
16781	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/21/2006
16780	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/21/2006
16795	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/27/2006
16796	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/27/2006
16797	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/27/2006
16786	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/27/2006
16787	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/27/2006
16782	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/27/2006
16783	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/27/2006
16784	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/27/2006
16785	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/27/2006
16803	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16802	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16804	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16801	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16800	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16798	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16799	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/27/2006
16808	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	7/28/2006
16809	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	7/28/2006
16789	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16790	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16792	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16794	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16793	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16791	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16788	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	7/28/2006
16622	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/29/2006
16618	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/29/2006
16621	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/29/2006
16639	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	7/29/2006
16267	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	2/28/2006

16867	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16861	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16860	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16856	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16855	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16857	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16872	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16874	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2006
16891	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/25/2006
16888	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/25/2006
16892	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/25/2006
16893	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/25/2006
16889	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/25/2006
16890	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/25/2006
16894	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	8/25/2006
16906	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	8/31/2006
16907	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	8/31/2006
16905	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	8/31/2006
16908	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	8/31/2006
16909	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	8/31/2006
16944	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	9/12/2006
16945	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	9/12/2006
16947	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	9/14/2006
16946	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	9/14/2006
16876	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16875	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16877	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16881	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16883	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16880	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16879	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/15/2006
16878	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16882	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16884	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16885	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16886	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16887	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16873	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16927	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16930	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16931	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16929	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16926	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16928	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16932	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2006
16910	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/19/2006
16951	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	9/22/2006

17002	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
17001	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
17004	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
17003	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
17000	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
16996	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
16999	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/13/2006
17037	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	10/19/2006
17038	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	10/19/2006
17036	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17035	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17029	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17031	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17032	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17030	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
16977	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17008	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17028	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17034	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17033	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17026	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17010	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17027	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17009	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17007	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17006	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/20/2006
17040	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	10/24/2006
17048	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	10/27/2006
16870	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	10/27/2006
17044	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	10/27/2006
17045	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	10/27/2006
17043	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	10/27/2006
17046	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	10/27/2006
17055	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17053	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17051	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17050	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17049	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17052	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17057	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17058	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17054	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17060	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17062	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17061	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17063	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006
17056	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/27/2006

17107	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/10/2006
17109	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/10/2006
17084	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/10/2006
17087	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/10/2006
17100	F9TF-SG003		11/13/2006
17122	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/13/2006
17123	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/13/2006
17121	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/13/2006
16152/R	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	11/16/2006
17124	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/16/2006
17125	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/16/2006
17126	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/16/2006
17127	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/16/2006
17090	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/17/2006
17089	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/17/2006
17088	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/17/2006
17092	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/17/2006
17091	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/17/2006
17140	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17116	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17133	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17138	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17139	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17136	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17134	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17135	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17137	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/17/2006
17147	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/17/2006
17148	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/17/2006
17149	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/17/2006
17150	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/17/2006
17128	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/17/2006
17129	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/17/2006
17130	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/17/2006
17157	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/20/2006
17158	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/20/2006
17159	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/22/2006
17171	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	11/22/2006
17155	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/22/2006
17132	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/22/2006
17131	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/22/2006
420264	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	11/22/2006
17167	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/22/2006
17169	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/22/2006
17168	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/22/2006
17166	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/22/2006
17151	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	11/22/2006

17195	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17201	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17200	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17241	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17198	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17199	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17202	F9TF-SG003	APP,F9TF,MILLENNIUM,S.G.,24V,F	12/20/2006
17254	F9TF-SG007	APP,F9TF,THOMAS BUILT BUS,12V,	12/22/2006
17255	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	12/22/2006
17236	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17235	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17234	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17263	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17237	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17233	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17264	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/22/2006
17256	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	1/5/2007
17257	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	1/5/2007
17266	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/5/2007
17267	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/5/2007
17270	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/5/2007
17265	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/5/2007
17269	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/5/2007
17268	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/5/2007
17273	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/5/2006
17274	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/11/2007
17275	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/11/2007
17193	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/11/2007
17286	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17287	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17281	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17282	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17283	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17284	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17285	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17271	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17276	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17272	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17280	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17278	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17279	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17277	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/12/2007
17300	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	1/16/2007
17302	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	1/16/2007
17297	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	1/16/2007
17298	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	1/16/2007
17299	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	1/16/2007

17365	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	2/9/2007
17366	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	2/9/2007
17372	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/9/2007
17373	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/9/2007
17370	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	2/9/2007
17368	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	2/13/2007
17369	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	2/13/2007
17387	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/15/2007
17385	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/15/2007
17386	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/15/2007
17371	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	2/15/2007
17381	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/15/2007
17382	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/15/2007
17405	F9TF-DE012	APP,F9TF,EL DORADO,DA,12V,FMVS	2/19/2007
17407	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/22/2007
17404	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/22/2007
17403	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/22/2007
17412	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/23/2007
17411	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/23/2007
17410	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/23/2007
17409	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/23/2007
17408	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/23/2007
17380	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/23/2007
17383	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/23/2007
17384	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/23/2007
17406	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	2/27/2007
17414	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	2/27/2007
17413	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	2/27/2007
17417	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17378	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17418	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17416	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17379	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17377	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17319	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17339	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17320	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17420	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17422	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17421	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17425	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/28/2007
17423	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/28/2007
17424	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	2/28/2007
17429	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/28/2007
17430	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/28/2007
17419	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/28/2007
17442	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	3/9/2007

17481	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	3/23/2007
17482	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	3/23/2007
17483	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2007
17484	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2007
17485	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2007
17486	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	3/28/2007
17487	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	3/28/2007
17488	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	3/28/2007
16251-R	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/28/2007
17489	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	3/29/2007
17490	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	3/29/2007
17504	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/3/2007
17505	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/3/2007
17506	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/5/2007
17512	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/5/2007
17513	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/5/2007
17514	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/5/2007
17515	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/5/2007
17519	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/10/2007
17517	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/11/2007
17518	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/11/2007
17522	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/18/2007
17524	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/18/2007
17523	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/18/2007
17542	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/19/2007
17543	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/19/2007
17534	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17532	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17533	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17479	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17531	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17529	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17530	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17528	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17526	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17527	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/20/2007
17540	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/20/2007
17541	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/20/2007
17550	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/25/2007
17551	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/25/2007
17552	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/25/2007
17525	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/27/2007
17544	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/27/2007
17545	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/27/2007
17546	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/27/2007
17538	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/27/2007
17539	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/27/2007

17597	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/16/2007
17598	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/16/2007
17599	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/16/2007
17603	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17602	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17605	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17604	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17600	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17601	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17607	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17609	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17610	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17608	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17606	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/17/2007
17613	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	5/17/2007
17611	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	5/17/2007
17612	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	5/17/2007
17356	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	5/18/2007
17614	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/22/2007
17615	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/22/2007
17616	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/22/2007
17619	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	5/23/2007
17617	F9TF-DE007	APP,F9TF,METROTRANS,DA/EX,12V,	5/24/2007
17618	F9TF-DE007	APP,F9TF,METROTRANS,DA/EX,12V,	5/24/2007
17628	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17627	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17630	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17629	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17622	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17621	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17620	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17623	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17624	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17625	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/25/2007
17638	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17637	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17632	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17640	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17633	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17639	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17626	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2007
17653	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	6/12/2007
17654	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	6/12/2007
17655	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	6/12/2007
17666	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/13/2007
17662	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/13/2007
17668	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/13/2007

17738	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	7/28/2007
17737	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	8/2/2007
17751	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	8/2/2007
17723	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17725	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17726	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17733	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17736	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17748	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17749	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17722	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17728	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17729	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17721	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17724	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17727	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/3/2007
17757	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	8/8/2007
17458-R	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/8/2007
17746	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17744	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17745	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17741	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17742	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17743	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17747	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17735	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17732	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17734	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17730	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17750	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17752	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/9/2007
17758	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	8/13/2007
17775	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	8/13/2007
17642	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	6/14/2007
17760	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17753	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17766	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17763	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17765	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17754	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17756	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17759	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17755	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17762	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17761	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17764	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/16/2007
17767	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/24/2007

17867	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/26/2007
17869	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/26/2007
17868	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/26/2007
17870	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/26/2007
17871	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/26/2007
17872	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	10/26/2007
17886	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/7/2007
17884	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/7/2007
17850	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/7/2007
17885	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/7/2007
17876	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17874	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17880	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17877	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17875	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17887	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17881	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17879	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/7/2007
17907	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/13/2007
17908	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/13/2007
17909	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/13/2007
17906	F9TF-SG014	APP,F9TF,EL DORADO SW,12V,FLDG	11/15/2007
17916	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	11/15/2007
17915	F9TF-SG011	APP,F9TF,EL DORADO,STD DOOR,ST	11/15/2007
17917	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	11/16/2007
17901	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/16/2007
17902	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	11/16/2007
17903	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	11/20/2007
17905	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	11/20/2007
17919	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	11/20/2007
17904	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	11/20/2007
17918	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	11/20/2007
17897	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/20/2007
17898	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/20/2007
17899	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/20/2007
17900	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	11/20/2007
17846	F9TF-DE009		11/21/2007
17882	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/21/2007
17883	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/21/2007
17910	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/21/2007
17911	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/21/2007
17912	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/21/2007
17913	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/21/2007
17914	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/21/2007
17945	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/5/2007
17963	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/11/2007
17964	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/11/2007

18010	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2008
18011	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2008
18009	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2008
18008	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2008
18013	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2008
18019	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	1/25/2008
18020	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	1/25/2008
18021	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18022	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18017	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18018	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18014	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18015	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18002	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18003	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18016	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/25/2008
18046	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/31/2008
18049	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/31/2008
18048	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/31/2008
18047	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/31/2008
18050	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/31/2008
18051	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/31/2008
18023	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18025	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18024	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18054	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18053	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18052	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18055	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18056	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18057	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/1/2008
18061	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/8/2008
18060	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/8/2008
18063	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/8/2008
18059	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/8/2008
18062	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/8/2008
18058	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/8/2008
18071	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/11/2008
18068	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/11/2008
18069	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/11/2008
18073	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/11/2008
18072	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/11/2008
18070	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/11/2008
18064	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	2/12/2008
18067	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	2/12/2008
18065	F9TF-SG002	APP,F9TF,B/BIRD,S.G.,EXT HOSE,	2/12/2008
18076	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/13/2008

18138	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/14/2008
18139	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/14/2008
18140	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/14/2008
18128	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/14/2008
18129	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/14/2008
18130	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/17/2008
18131	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/17/2008
18141	F9TF-SG012	APP,F9TF,METROTRANS,NAVISTAR S	3/19/2008
18142	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	3/19/2008
18143	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	3/20/2008
18144	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	3/20/2008
18153	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18152	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18151	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18154	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18149	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18150	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18147	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18148	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18146	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18145	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/20/2008
18160	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18159	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18158	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18163	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18162	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18161	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18157	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18156	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18155	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18166	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18165	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18164	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18169	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18167	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18168	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/28/2008
18173	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2008
18174	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2008
18171	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2008
18170	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2008
18172	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2008
18176	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/1/2008
18179	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/2/2008
18180	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/2/2008
18177	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/3/2008
18178	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	4/3/2008
18181	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/3/2008

18245	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/25/2008
18246	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/26/2008
18247	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/26/2008
18248	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	4/26/2008
18239	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18241	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18235	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18238	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18236	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18229	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18240	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18231	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18237	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18234	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18230	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18228	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18242	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18232	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18233	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/26/2008
18249	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/30/2008
18250	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	4/30/2008
18252	F9TF-DE001		5/2/2008
18257	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18254	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18259	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18256	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18258	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18255	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18253	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/2/2008
18251	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	5/8/2008
18270	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/9/2008
18272	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/9/2008
18271	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/9/2008
18280	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18282	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18277	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18261	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18260	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18279	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18273	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18278	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18274	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18275	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18276	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/9/2008
18281	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/16/2008
18283	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/16/2008
18287	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/16/2008

18358	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	7/25/2008
18364	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/8/2008
18363	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/8/2008
18362	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/8/2008
18374	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/20/2008
18370	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/20/2008
18373	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	8/20/2008
18384	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	8/20/2008
18385	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	8/20/2008
18386	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	8/20/2008
18367	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/21/2008
18366	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/21/2008
18365	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/21/2008
18368	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/21/2008
18352	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/21/2008
18353	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/21/2008
18391	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	8/28/2008
18369	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/5/2008
18371	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/5/2008
18372	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/5/2008
18398	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/5/2008
18399	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/5/2008
18400	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/5/2008
18389	F9TF-SG008	APP,F9TF,DUPONT S/WELL,12V,w/P	9/5/2008
18390	F9TF-SG008	APP,F9TF,DUPONT S/WELL,12V,w/P	9/5/2008
18393	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/5/2008
18392	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/5/2008
18394	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/5/2008
18395	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/5/2008
18396	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/5/2008
18397	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/10/2008
18401	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/10/2008
18407	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/12/2008
18408	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/12/2008
18410	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/12/2008
18413	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/12/2008
18414	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/12/2008
18415	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/12/2008
18409	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/15/2008
18411	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/15/2008
18412	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/15/2008
18402	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/17/2008
18403	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/18/2008
18404	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/18/2008
18405	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	9/18/2008
18422	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/26/2008
18421	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/26/2008

18498	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/20/2008
18499	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/20/2008
18500	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/20/2008
18494	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/22/2008
18495	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/22/2008
18496	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/22/2008
18497	F9TF-DE006	APP,F9TF,K&D CUST COACH,DA/EX,	11/22/2008
18506	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/22/2008
18507	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/26/2008
18505	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/26/2008
18508	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/26/2008
18503	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/26/2008
18504	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	12/5/2008
18515	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	12/23/2008
18511	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/7/2009
18510	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/7/2009
18509	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/7/2009
18513	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/7/2009
18514	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/7/2009
18512	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/7/2009
18516	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/8/2009
18517	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/8/2009
18518	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/8/2009
18519	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/15/2009
18520	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/15/2009
18521	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/15/2009
18530	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/16/2009
18527	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/16/2009
18529	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/16/2009
18531	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/16/2009
18528	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/16/2009
18532	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/20/2009
18533	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/20/2009
18534	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/20/2009
18537	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/20/2009
18542	F9TF-DE012	APP,F9TF,EL DORADO,DA,12V,FMVS	1/23/2009
18543	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18545	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18544	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18539	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18540	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18541	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18535	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18536	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18538	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/23/2009
18548	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/28/2009
18549	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/28/2009

18613	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18606	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18604	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18611	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18610	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18612	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18609	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/20/2009
18624	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/4/2009
18625	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/4/2009
18640	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2009
18639	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2009
18638	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2009
18636	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2009
18633	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2009
18629	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/10/2009
18579	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/11/2009
18583	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/11/2009
18584	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/11/2009
18586	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/11/2009
18587	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/11/2009
18588	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/11/2009
18590	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/12/2009
18592	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/12/2009
18589	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/12/2009
18616	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18617	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18618	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18619	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18621	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18623	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18630	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18631	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18632	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18634	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18635	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18637	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/12/2009
18660	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18659	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18658	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18655	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18656	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18657	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18653	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18652	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18654	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2009
18626	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/25/2009
18627	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	3/25/2009

18707	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/17/2009
18684	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/17/2009
18704	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/17/2009
18705	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/17/2009
18712	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/17/2009
18716	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/21/2009
18717	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/21/2009
18714	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/22/2009
18713	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/22/2009
18718	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/22/2009
18715	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/22/2009
18719	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/22/2009
18722	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/23/2009
18723	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/23/2009
18720	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/23/2009
18721	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/23/2009
18729	F9TF-SG018	APP,F9TF,THOMAS BUILT BUS,3 ST	4/24/2009
18728	F9TF-SG018	APP,F9TF,THOMAS BUILT BUS,3 ST	4/24/2009
18727	F9TF-SG018	APP,F9TF,THOMAS BUILT BUS,3 ST	4/24/2009
18726	F9TF-SG018	APP,F9TF,THOMAS BUILT BUS,3 ST	4/24/2009
18725	F9TF-SG018	APP,F9TF,THOMAS BUILT BUS,3 ST	4/24/2009
18733	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/24/2009
18734	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/28/2009
18735	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/28/2009
18740	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/30/2009
18739	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/30/2009
18741	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/30/2009
18744	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/30/2009
18743	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/30/2009
18742	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/30/2009
18738	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/30/2009
18737	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/30/2009
18736	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	4/30/2009
18745	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	4/30/2009
18751	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/19/2009
18749	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/19/2009
18750	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/19/2009
18766	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18767	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18768	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18770	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18771	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18769	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18772	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18773	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18774	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/20/2009
18775	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPL	5/22/2009

18859	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/4/2009
18860	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/4/2009
18861	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/11/2009
18862	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/15/2009
18863	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/15/2009
18864	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/15/2009
18865	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2009
18867	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2009
18866	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2009
18869	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2009
18868	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/18/2009
18870	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/25/2009
18876	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/9/2009
18871	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	10/14/2009
18724/R	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	10/14/2009
18879	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/20/2009
18880	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/20/2009
18877	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/20/2009
18878	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/20/2009
18881	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/20/2009
18882	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	10/20/2009
18883	F9TF-DE016	APP,F9TF,STD CARR,EXT TRV,16"B	10/23/2009
18886	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/30/2009
18887	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	10/30/2009
18888	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/4/2009
18889	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/4/2009
18890	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/4/2009
18896	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	11/20/2009
18897	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/25/2009
18898	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	11/25/2009
18901	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	12/3/2009
18900	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	12/3/2009
18906	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/8/2009
18909	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/8/2009
18907	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/8/2009
18908	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	12/8/2009
18910	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/11/2009
18911	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/11/2009
18912	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	12/14/2009
18916	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	12/18/2009
18917	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	12/18/2009
18918	F9TF-SG001	APP,F9TF,EL DORADO SG,EXT HOSE	12/18/2009
18922	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/15/2010
18921	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/15/2010
18923	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/15/2010
18929	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/15/2010
18925	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/15/2010

19002	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/7/2010
18995	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/7/2010
19008	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/11/2010
19005	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/11/2010
19007	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/11/2010
19006	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/11/2010
19010	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19009	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19012	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19013	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19011	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19016	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19015	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19014	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/14/2010
19018	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/20/2010
19019	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/20/2010
19017	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/20/2010
19020	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/20/2010
19022	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/21/2010
19023	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/21/2010
19021	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/21/2010
19025	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/24/2010
19024	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/24/2010
19028	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	5/25/2010
19027	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2010
19029	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2010
19026	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/26/2010
19032	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/27/2010
19035	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/27/2010
19033	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/27/2010
19031	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/27/2010
19030	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/27/2010
19038	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/28/2010
19039	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/28/2010
19040	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/28/2010
19037	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/28/2010
19036	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	5/28/2010
19048	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	6/2/2010
19043	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2010
19041	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2010
19042	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2010
19044	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/2/2010
19047	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/4/2010
19050	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/4/2010
19046	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/4/2010
19049	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/4/2010
19045	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	6/4/2010

19110	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/21/2010
19111	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/21/2010
19112	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/21/2010
19113	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/21/2010
19114	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/23/2010
19115	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	7/27/2010
19116	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	7/27/2010
19119	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/29/2010
19123	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/29/2010
19118	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/29/2010
19122	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/29/2010
19121	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/29/2010
19117	F9TF-SG019	APP,F9TF,BEC-RED TROLLEY,24V,1	7/30/2010
19124	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/30/2010
19126	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/30/2010
19125	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	7/30/2010
19128	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	8/9/2010
19129	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	8/9/2010
19130	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	8/9/2010
19127	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	8/9/2010
19139	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/13/2010
19136	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/13/2010
19137	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/13/2010
19138	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/13/2010
19142	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/18/2010
19143	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/18/2010
19141	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/18/2010
19140	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/18/2010
19150	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/26/2010
19151	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/26/2010
19152	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/26/2010
19153	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/27/2010
19154	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/27/2010
19156	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	8/27/2010
19155	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	9/2/2010
19164	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/3/2010
19157	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/3/2010
19158	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/3/2010
19159	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/3/2010
19160	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/3/2010
19161	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/8/2010
19162	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/8/2010
19163	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/8/2010
18132	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2008
18133	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/18/2008
19175	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	9/15/2010
19171	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	9/17/2010

19235	F9TF-SG020	APP,F9TF,EL DORADO SG,EXT HOSE	11/24/2010
19234	F9TF-SG020	APP,F9TF,EL DORADO SG,EXT HOSE	11/24/2010
19239	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	11/24/2010
19237	F9TF-SG020	APP,F9TF,EL DORADO SG,EXT HOSE	11/24/2010
19230	F9TF-SG020	APP,F9TF,EL DORADO SG,EXT HOSE	11/24/2010
19241	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/29/2010
19240	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/29/2010
19242	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/29/2010
19243	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/3/2010
19244	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/3/2010
19245	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/3/2010
19250	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/10/2010
19251	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/10/2010
19253	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/10/2010
19254	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/10/2010
19252	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/10/2010
19257	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/16/2010
19259	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/16/2010
19258	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/16/2010
19256	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/16/2010
19255	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	12/16/2010
19261	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	12/22/2010
19262	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/6/2011
19263	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	1/6/2011
19264	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	1/10/2011
19265	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	1/13/2011
19266	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	1/14/2011
19267	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	1/14/2011
19268	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	1/17/2011
19269	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVS	1/17/2011
19270	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/21/2011
19271	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/21/2011
19272	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/21/2011
19276	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	1/28/2011
19277	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	1/28/2011
19273	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	1/28/2011
19274	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	1/28/2011
19279	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	2/4/2011
19278	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	2/4/2011
19282	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/9/2011
19280	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/9/2011
19281	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/9/2011
19283	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	2/17/2011
19290	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	2/18/2011
19288	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	2/18/2011
19289	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	2/18/2011
19295	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/22/2011

19343	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19346	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19344	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19341	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19342	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19345	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19347	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19348	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19349	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/8/2011
19350	F9TF-DE014	APP,F9TF,CHAMPION-ABC,DA/EX,12	4/12/2011
19352	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19353	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19351	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19358	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19359	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19356	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19357	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19355	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19354	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/15/2011
19360	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/21/2011
19361	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/21/2011
19362	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	4/21/2011
19369	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/21/2011
19363	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/21/2011
19364	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/21/2011
19366	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/21/2011
19365	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/25/2011
19367	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/25/2011
19368	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/25/2011
19376	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	4/29/2011
19372	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/29/2011
19375	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/29/2011
19373	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/29/2011
19374	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/29/2011
19370	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/29/2011
19371	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	4/29/2011
19382	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/6/2011
19378	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/6/2011
19377	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/6/2011
19380	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/6/2011
19379	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/6/2011
19381	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/6/2011
19383	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2011
19384	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2011
19385	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2011
19386	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2011
19387	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	5/12/2011

19456	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/12/2011
19457	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/12/2011
19458	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/12/2011
19461	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	7/14/2011
19462	F9TF-DS001	APP,F9TF,B/BIRD,D/A,w/FLDG HDR	7/14/2011
19455	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/15/2011
19459	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/15/2011
19460	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/15/2011
19466	F9TF-SG016	APP,F9TF,IC CORP,S.G.,PUMP w/E	7/22/2011
19467	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/29/2011
19468	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/29/2011
19469	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	7/29/2011
19470	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/4/2011
19471	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/4/2011
19472	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/4/2011
19474	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19473	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19475	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19479	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19478	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19477	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19476	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19480	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19481	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/12/2011
19493	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19492	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19491	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19490	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19483	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19482	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19489	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19484	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19485	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	8/26/2011
19402	F9TF-SG021	APP,F9TF,DUPONT,3 STP,12V	6/13/2011
19405	F9TF-SG021	APP,F9TF,DUPONT,3 STP,12V	6/13/2011
19403	F9TF-SG021	APP,F9TF,DUPONT,3 STP,12V	6/13/2011
19406	F9TF-SG021	APP,F9TF,DUPONT,3 STP,12V	6/13/2011
19401	F9TF-SG021	APP,F9TF,DUPONT,3 STP,12V	6/13/2011
19404	F9TF-SG021	APP,F9TF,DUPONT,3 STP,12V	6/13/2011
19487	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	8/16/2011
19494	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/1/2011
19504	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/1/2011
19496	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/1/2011
19495	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/1/2011
19505	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/1/2011
19497	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/1/2011
19507	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	9/2/2011

19559	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	9/23/2011
19564	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/27/2011
19565	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/27/2011
19566	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/27/2011
19567	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/28/2011
19568	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/28/2011
19569	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/28/2011
19563	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/28/2011
19571	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/28/2011
19570	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/28/2011
19580	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19576	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19575	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19577	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19579	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19578	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19574	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19581	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19582	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	9/30/2011
19586	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/30/2011
19584	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/30/2011
19585	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/30/2011
19583	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	9/30/2011
19587	F9TF-DE011	APP,F9TF,B/BIRD,WLDGE,24V,INTE	9/30/2011
19609	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/7/2011
19608	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/7/2011
19606	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/7/2011
19605	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/7/2011
19604	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/7/2011
19607	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/7/2011
19592	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19589	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19590	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19597	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19593	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19591	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19594	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19595	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19596	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/7/2011
19610	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/10/2011
19612	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/10/2011
19611	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/10/2011
19619	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/12/2011
19617	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/12/2011
19618	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/12/2011
19620	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/12/2011
19621	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/12/2011

19679	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	10/27/2011
19664	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19665	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19663	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19668	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19669	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19666	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19667	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	10/28/2011
19680	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	11/1/2011
19681	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	11/1/2011
19682	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	11/1/2011
19683	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	11/3/2011
19684	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMV	11/3/2011
19685	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/3/2011
19686	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/3/2011
19687	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	11/3/2011
19689	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19693	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19692	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19670	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19690	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19694	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19696	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19695	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/4/2011
19701	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19688	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19697	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19698	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19699	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19700	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19702	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19703	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19704	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/10/2011
19717	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BEL	11/11/2011
19705	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/11/2011
19716	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/11/2011
19708	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/11/2011
19706	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/11/2011
19707	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/11/2011
19720	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/15/2011
19719	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/15/2011
19718	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/15/2011
19723	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/15/2011
19728	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/17/2011
19721	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/17/2011
19722	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/17/2011
19727	F9TF-DE020	APP,F9TF,MCI/CNG BUS,S/BELT,24	11/17/2011

19804	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/18/2012
19811	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/18/2012
19805	F9TF-DE018	APP,F9TF,TEMSA - SAFARI USA	1/18/2012
19806	F9TF-DE018	APP,F9TF,TEMSA - SAFARI USA	1/18/2012
19814	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/23/2012
19815	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/23/2012
19816	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/23/2012
19817	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/23/2012
19803	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2012
19823	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2012
19824	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2012
19802	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2012
19825	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2012
19826	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	1/24/2012
19813	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/24/2012
19818	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/24/2012
19820	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/26/2012
19821	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/26/2012
19819	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/26/2012
19830	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/26/2012
19829	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/26/2012
19822	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/26/2012
19839	F9TF-SG006	APP,F9TF,EXT TRAVEL,SW/SG,12V,	1/27/2012
19840	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/27/2012
19841	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	1/27/2012
19831	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19833	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19832	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19837	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19835	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19836	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19838	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19834	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	1/27/2012
19843	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/3/2012
19844	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/3/2012
19845	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	2/3/2012
19842	F9TF-DE001	APP,F9TF,MCI,NJT,24V,FMVSS	2/6/2012
19871	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19873	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19872	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19870	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19876	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19875	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19874	F9TF-DE002	APP,F9TF,MCI"D"COACH,NO INTERM	3/15/2012
19883	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2012
19882	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2012
19881	F9TF-DE004	APP,F9TF,PREVOST,24V,FMVSS	3/28/2012

501696	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	5/17/2012
501725	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	5/17/2012
501726	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	5/17/2012
501727	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	5/17/2012
501732	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	5/17/2012
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502027	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BELT,24V,FM	5/26/2012
502028	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BELT,24V,FM	5/26/2012
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502030	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BELT,24V,FM	5/26/2012
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502196	F9TF-DE009	APP,F9TF,MCI,NJT,w/INTLK,S/BELT,24V,FM	5/26/2012
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506408	F9TF-SG017	APP,F9TF,EL DORADO SG,24V,FMVSS	9/1/2012
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508504	F9TF-DE015	APP,F9TF,MCI,NYTC,11" BRIDGEPLATE,24V	10/27/2012
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508512	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	10/27/2012
508839	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	11/1/2012
508840	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	11/1/2012
508841	F9TF-DE019	APP,F9TF,PREVOST/NYCTA,24V,FMVSS	11/1/2012

Saucier, Stanton

From: [redacted]
Sent: Monday, March 12, 2012 11:52 AM
To: Saucier, Stanton
Cc: Ryman, Vinnie; Anthony.Amaducci@MCICoach.com; Cardoza, Daniel; Wallace, William
Subject: Mirage Lifts
Attachments: injured passenger on sidewalk.jpg; system satasified but not mech locked.jpg

Hello Stanton,

Been a while, hope all is well. Guess you know by now, we had an unfortunate passenger injury last week. I'm sure Vinny Ryman kept you in the loop. Bottom line, we had an oversize chair board facing into the bus, the seat belt was most likely not used, improperly used, and/or could not fit around the chair. The seat belt interlock was also bypassed. The barrier dropped at mid travel and the customer put their chair into reverse. As you can see, a lot of contributing factors are present with this incident.

However, there is something else to discuss. Note the attached photo of the incident scene. Note the lift platform is mid travel and the roll stop is down. The operator also stated that the sliding door would not open at this time. So as a result, we attempted to recreate this situation and were successful. We simulated an oversize wheelchair pressing on the roll stop by placing a wire cutter handle between the roll stop and lift platform edge as we attempted to raise the lift from ground floor level. As shown in the second attached photo, the mechanical lock was not achieved, but the systems electrical requirements were primarily satisfied.

The lift then rose to almost bus floor level, stopped and the sliding door locks would not unlock. When then attempted to lower the lift and the roll stop immediately lowered to the ramp position. This is exactly what the bus operator described. This is exactly what is shown in the attached photo of the incident scene.

We then investigated the roll stop micro and its adjustment and found the micro was at the lowest possible adjustment point. For example only, had we removed the adjusting screw lock nut, we may have gained the required adjustment needed to prevent the situation we created during our investigation.

Therefore, I would ask that you look into this concern and assist us in preventing the lift from operating until the roll stop is completely latched. I might also suggest a logic check to determine as to why the lift behaved as it did and with out the roll stop being fully latched.

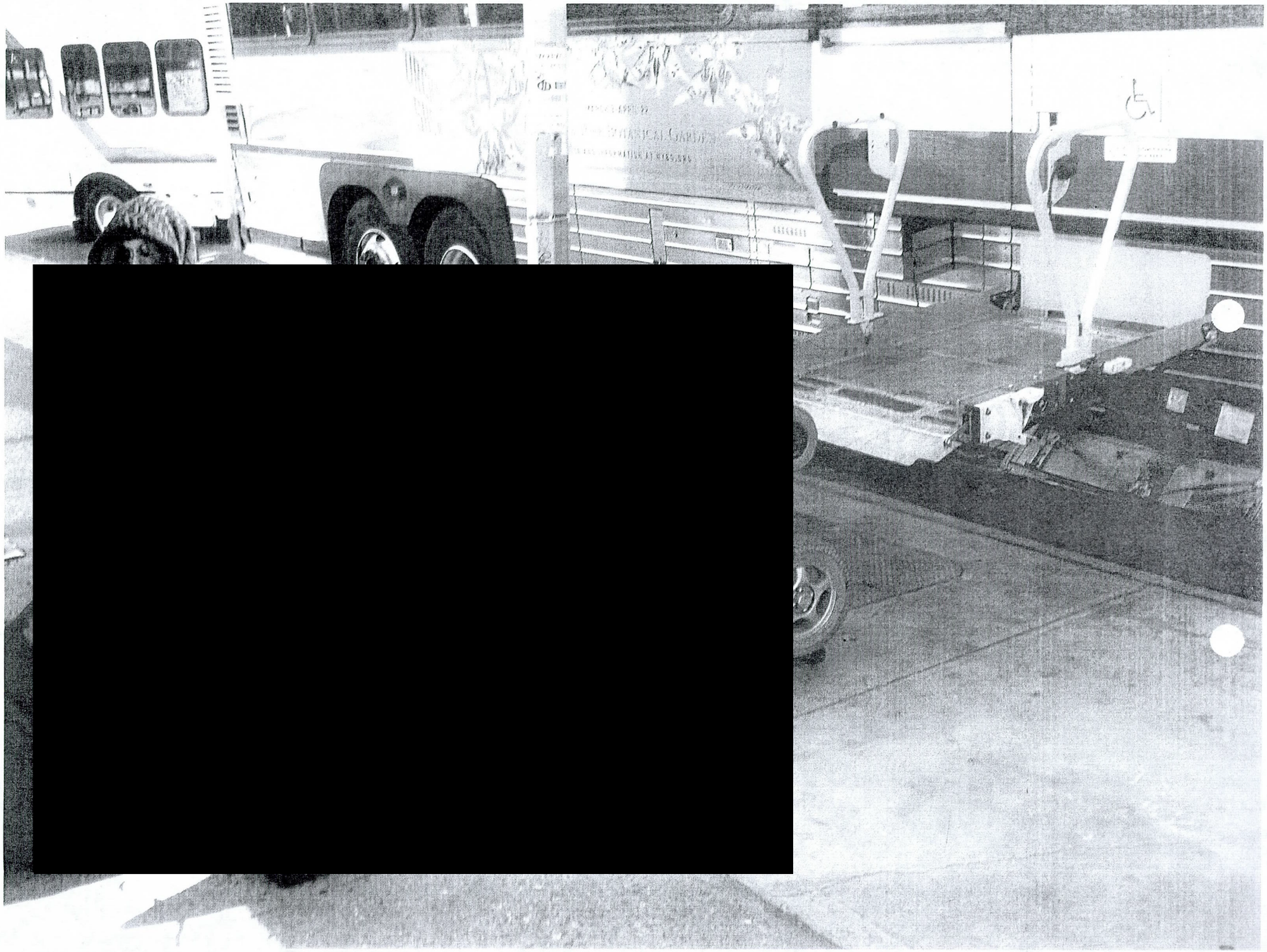
As you know, the size and weight of motorized wheelchairs is an ever increasing concern, therefore preventing the lifting of such items is critical for safe reliable operation and especially for safe disabled passenger service.

Sincerely,

[redacted]

** Note* All requests for legal information pertaining to accident(s) must be submitted by E-mail only and must include the "bus number and date of incident." D.A.N. Case numbers should not be referenced. Thank you!*





Saucier, Stanton

From: [redacted]
Sent: Wednesday, March 14, 2012 12:23 PM
To: Saucier, Stanton
Cc: Ryman, Vinnie
Subject: Roll stop issue
Attachments: barrier system satasified barrier lock not engaged.jpg

Importance: High

Stanton,

We confirmed that a logic issue is present with the current roll stop operation. To the point, the current system does not require activation of both roll stop micros before the lift will rise from ground floor level. The second micro signal that was not obtained and allowed the lift to work was the rearward "roll stop" open micro. The vertical cam that contacts this micro is also activated or is part of the roll stop mechanical lock catch (see attached photo).

Therefore, if a wheelchair boards the lift and is in any way pressing on the roll stop (as simulated in the attached photo), the mechanical lock will not be fully obtained. However, and at the same time, the forward roll stop closed switch will be satisfied and not the roll stop open micro. The lift will then rise off ground (sidewalk) level, and then stop at almost bus floor level, and the sliding door will "not" unlock. We then attempted to lower the lift, it remained stationary and the roll stop returned to a full open ramp position.

Your service rep Paul and Vinny Ryman both witnessed this concern today. A control box was changed, and many adjustments were attempted. Same situation was noted, over and over again. We also duplicated this same situation on another F9T lift.

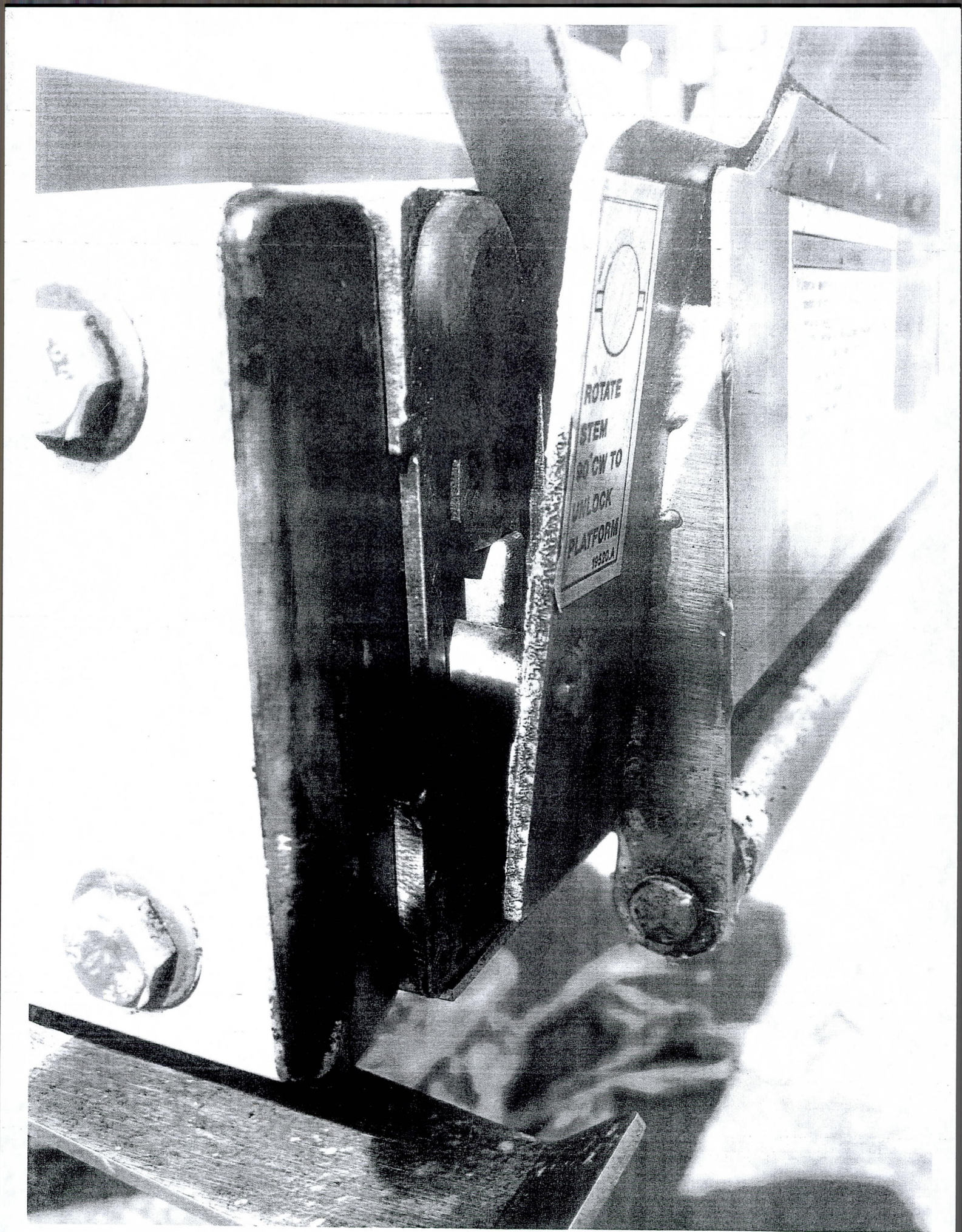
Therefore, we request your review and a resolution for this noted concern,

Thank you, [redacted]

Note* All requests for legal information pertaining to accident(s) must be submitted by E-mail only and must include the "bus number and date of incident." D.A.N. Case numbers should not be referenced. Thank you!

[redacted]




ROTATE
STEM
90° CW TO
UNLOCK
PLATFORM

Saucier, Stanton

From: Saucier, Stanton
Sent: Thursday, March 29, 2012 9:54 PM
To: [redacted]
Cc: Kettyle, Stephen; Wallace, William; Ryman, Vinnie
Subject: RE: Ricon Mirage, roll stop logic issue.
Attachments: Item 1 - Service Manual Excerpt.pdf; Item2 surveyofoccupiedwheelchairs1181.pdf

Dear Joe:

Pursuant to [redacted] request for information regarding the Ricon Mirage™ wheelchair lift model F9TF-DE001, serial number 00015995 manufactured on 10/10/2005 involved in the incident of March 6, 2012, Ricon has prepared the following response.

After reviewing the information available, Ricon agrees with [redacted] assessment, as reflected in your e-mail of March 12, 2012, that the incident was precipitated by maintenance and operator error. First, as you noted, it appears that the seat belt interlock circuit was bypassed, and the restraint belt was not used, improperly used, and/or could not fit around the passenger's "oversized" chair. Second, it appears that the operator allowed the passenger to load backwards on his motorized chair. As you are aware, Ricon recommends that all passengers load the lift from a forward facing position. Accordingly, it is Ricon's position that the events of March 6th, should not reoccur if [redacted] (1) ensures that the seat belt interlock circuits for the restraints are not bypassed; (2) ensures that the restraint belts on the lifts are used at all times and are maintained in good working condition; (3) ensures that all operators are trained on the proper loading and unloading direction for wheelchairs; and (4) ensures that all operators act in accordance with their training each and every time that a lift is put into operation. The seat belt, the seat belt interlock circuit, and the recommending operating procedures are each key components of the lift's safety features. Moreover, Ricon strongly recommends against attempting to load passengers whose combined personal and mobility aid weight exceed the recommended capacity of the lift equipment or whose overall size is too large so as not to permit the proper use of the restraint system.

With specific regard to establishing criteria for determining whether or not the lift equipment [redacted] has currently specified is of an appropriate capacity to service the needs of the local community, [redacted] might consider undertaking a mobility aid survey similar to one undertaken by London Transport in 2005. A copy of the survey is provided for reference. Please see attached item 2 (mobility aid survey). Using the results of such a survey, [redacted] could determine the efficacy of their current requirements not only for the wheelchair lift platform size and capacity but also for the spatial allotment for mobility aids inside the vehicle.

In the course of your investigation, you noted a possible issue with the outer roll stop and the timing of the switches that control it that appears unrelated to the incident in question, but on which you nevertheless have sought our advice. Ricon has reviewed the circumstances outlined in your communications and has concluded that a minor adjustment of the actuator foot limit switch can mitigate this concern. Please see the attached item 1 (excerpt from F9TF service manual). With the system adjusted so that the actuator foot is clear of the hook on the roll stop by a minimum of 1/16" when the switch changes state, even if the actuator foot were to be hung up on the hook, the roll stop will not open upon selection of the "Down" function.

Additionally, with specific regard to your concern that the latch ski may not hook the roll stop in the event a wheelchair is improperly loaded, Ricon have tested the capacity of a similarly configured unit without the hook and latch ski properly engaged and have found that the motor will not "back-drive". Further, with an applied

force of approximately 800lb, the drive linkage fails. Accordingly, it is Ricon's position that a design correction is not required. Nevertheless, as noted above, Ricon does not recommend improper loading or unloading of a wheelchair onto a lift under any circumstances.

With specific regard to the capacity of the restraint belt used on the aforementioned unit, Ricon have tested the restraint separate from the lift and have found the capacity to be on the order of 1,800lb. On a representative sample of the Mirage lift, the capacity of the restraint attached to the lift's handrails, the capacity of the combined system is 1,100lb. In Ricon's experience, these capacities exceed the forces attainable with a moving wheelchair.

Finally, Ricon is not aware of any government requirements governing the design and construction of restraints used on wheelchair lifts. As noted above, Ricon believes that restraint belts and the seat belt interlock should be used at all times for the safe operation of the lift.

Please let me know if you require anything further.

Sincere Regards,

Stanton D. Saucier, PE
VP-Marketing and Product Planning
Ricon Corp.
A Wabtec Company

From: Saucier, Stanton
Sent: Tuesday, March 27, 2012 9:02 AM
To: [redacted]
Cc: Ryman, Vinnie
Subject: RE: Ricon Mirage, roll stop logic issue.

Good Morning Joe:

We have tested a shorter plunger on the outer roll stop control limit switch consistent with your request. The result is a condition where simply leaning against the roll stop from inside the platform causes the raise function to stop operating. I'm sure you would agree that addressing one concern by creating another is not in anyone's interest. Accordingly, Ricon are working through a few alternatives and will be back in touch with you in the next 24 to 48 hours.

Kind Regards,

Stanton

From: [redacted]
Sent: Tuesday, March 27, 2012 7:13 AM
To: Saucier, Stanton
Cc: Ryman, Vinnie
Subject: Ricon Mirage, roll stop logic issue.

Gents,

Where are we, with the roll stop logic issue ? Need a response by this morning,

Thanks, JC

Note* All requests for legal information pertaining to accident(s) must be submitted by E-mail only and must include the "bus number and date of incident." D.A.N. Case numbers should not be referenced. Thank you!



7) Re-install right rollstop actuator bracket and left rollstop release bracket.
8) Re-install right and left rollstop covers.
9) Re-install manual rollstop control knob.
10) Reconnect positive battery cable at vehicle battery compartment.

b. Rollstop "Open" Switch Adjustment

NOTE: Refer to Electrical Controls section if replacement of rollstop "Open" switch is necessary.

1) Deploy platform using control pendant (Deploy), and then support.
2) Disconnect positive battery cable at vehicle battery compartment.
3) Remove left rollstop cover (four screws and washers).
4) Remove left rollstop release bracket.
5) Refer to **Figure 4-5**. Loosen actuator cam retaining screws, and pivot actuator cam away from switch activating wheel (roller).

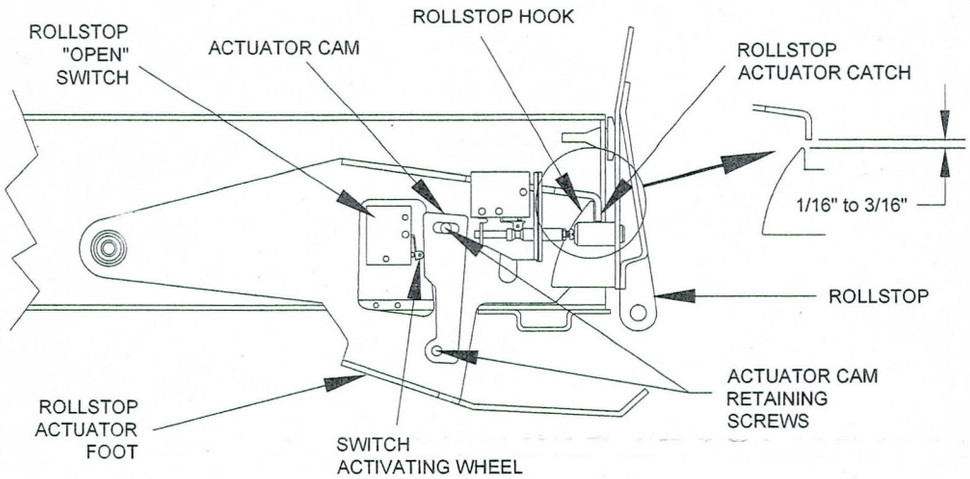


FIGURE 4-5: ROLLSTOP ACTUATION COMPONENTS

6) Manually raise rollstop actuator foot until its catch has a clearance above rollstop hook of 1/16" to 3/16". Hold foot at this gap.
7) Move cam toward switch activating wheel until a faint click is heard from the rollstop "Open" switch. The change of state is also marked by the switch contact resistance becoming zero (short) when measured at pins four and five of the rollstop switch harness. Tighten cam retaining screws.
8) Release rollstop actuator foot.
9) Re-check adjustment by raising actuator foot and observing the click or resistance change. Actuation must occur as described above. Move cam away from switch if switch does not change state. Repeat, as necessary.
10) Re-install left rollstop cover and left rollstop release bracket.
11) Reconnect the positive battery cable at the vehicle battery compartment.

c. Rollstop Closed Position Adjustment

1) Deploy platform using control pendant (OUT), and then support.
2) Disconnect positive battery cable at vehicle battery compartment.
3) Remove right rollstop cover (four screws and washers) and cover spacers.

⚠ CAUTION
The manual rollstop control knob is made from a brittle material. Handle accordingly.

4) Use a 1/8" punch to remove retaining pin from manual rollstop control knob. Remove control knob.
5) Remove right rollstop actuator bracket.

A Survey of Occupied Wheelchairs and Scooters
Conducted in 2005

Research conducted on behalf of
Mobility and Inclusion Unit of the Department for Transport

Research conducted by
CEDS, 2A Hotel Street, Coalville, Leicestershire LE67 3EP
Tel. 01530 5125959, Fax. 01530 839841, www.ceds-research.org

Report prepared by
David Hitchcock, Michael Hussey, Stephen Burchill and Magdalen Galley
CEDS © 2006

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GLOSSARY OF STATISTICAL TERMS

EXECUTIVE SUMMARY

This report details the findings of a survey of occupied wheelchairs and scooters to determine their overall masses and dimensions, conducted in 2005 by The Centre for Employment and Disadvantage Studies (CEDS). This study was the third in a series to identify and report on trends in wheelchair and scooter designs. For the first time, in addition to adult devices, specific effort was made to include children's wheelchairs. Information provided by the survey enables policy makers, architects and designers of transport systems to ensure accessibility to transport, buildings and equipment.

Nine dimensions of occupied devices are presented in this report, together with findings about the nature of wheelchair and scooter use and the results of some exploratory research into the dynamic stability of a sample of devices. Data were collected at two specialist exhibitions and 12 site visits around the UK. A total of 1356 occupants and devices were included in the sample. Dimensions were determined, using multi-image photogrammetry. Device and occupant weights were recorded with portable beam wheelchair scales and custom-made flat bed scales.

The total sample comprised 48% females and 52% males; 82% of the participants were adults and 18% children. Self-Propelled Wheelchairs formed 42% of the sample, Attendant-Propelled Wheelchairs 13%, Electric Wheelchairs 27% and Electric Scooters 18%.

The nine dimensions collected were: Height of device and occupant; Length of device and occupant; Width of device; Weight of device and occupant; Wheelbase of device; Height of armrest or device controls; Distance between device handles; Angle of the front wheel to the front of the device (wheelchairs only); Angle of the rear wheel to the rear of the device (wheelchairs only). Mean (50^{th} percentile), minimum, maximum, 5^{th} and 95^{th} percentile values are presented for each dimension, as well as comparative data for like for like measurements from the 1999 survey to highlight any trends.

Comparing measurements of the four principal dimensions of all adult devices measured in the previous (1999) survey, it would appear that overall there have been significant increases in height, weight and length but a significant decrease in width.

Looking at a comparison of the same dimensions for all of the child devices between the two surveys suggests that in contrast to the adult figures, average measurements of height, width and length are significantly lower than the corresponding measurements for 1999. Only the height figure demonstrates no significant change. However, it should be noted that significance comparisons may be less reliable for children as the average values for the 1999 data are based on small sample sizes.

The project also considered some fundamental aspects of device stability in relation to the use of ramps on vehicles and in the built environment; not as a formal compliance test, but to review the performance of different devices at different angles. A brief overview of other work in the area of wheelchair measurement is presented, together with the results of a user needs survey involving 43 stakeholders, to identify how data are used by end-users and how future surveys might be shaped.

1.0 INTRODUCTION

The Centre for Employment and Disadvantage Studies (CEDS) is the research division of yes2work, a social firm working with those who have disabilities or are otherwise disadvantaged. CEDS was commissioned by the Mobility and Inclusion Unit of the Department for Transport (DfT) to conduct the 2005 survey of occupied wheelchairs and scooters to determine their overall masses and dimensions.

This study was the third in a series (previous studies were conducted in 1991[1] and 1999[2]) to identify and report on trends in wheelchair and scooter designs. Information provided by the surveys enables policy makers, architects and designers of transport systems to ensure accessibility to transport, buildings and equipment.

The two previous studies concentrated on adult devices and collected data principally at the Mobility Roadshow, a regular and well attended event which provides the opportunity to try out mobility products, drive adapted vehicles and find out the latest information from a wide variety of charities, interest and research groups. CEDS was given a broader remit to include children's wheelchairs and to collect data at the Mobility Roadshow and through a number of site visits around the UK.

To facilitate comparison with the earlier (1999) survey, devices were assigned to one of four categories in this latest survey:

Self-Propelled Wheelchairs
These wheelchairs are manually driven by the user from the rear wheels. Unlike the 1999 survey, there was no longer a need to distinguish between 'older' and 'newer' style designs.

Attendant-Propelled Wheelchairs
These wheelchairs have small rear wheels and are pushed by an attendant.

Electric Wheelchairs
These wheelchairs have four (or sometimes six) wheels, powered by battery and operated by means of a control joystick or similar.

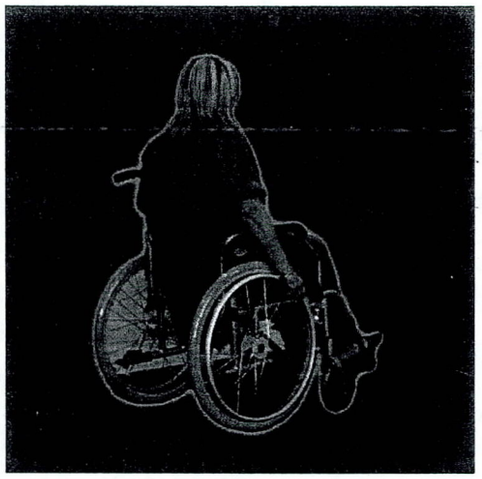
Electric Scooters
These are three or four wheeled electric powered devices steered by means of 'handlebars'.

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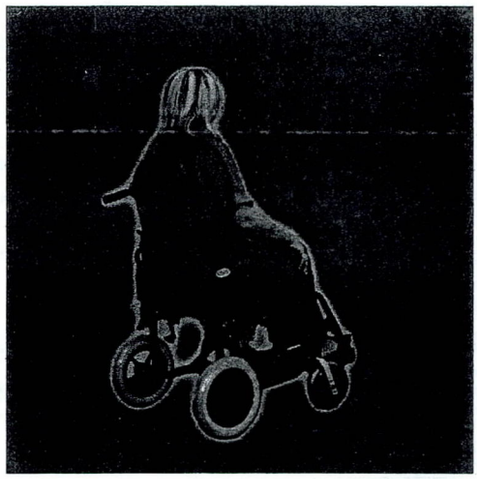
[1] Stait R E, and Savill T A. 1995. A survey of occupied wheelchairs to determine their overall dimensions and characteristics. TRL Report 150.

[2] Stait, R.E., Stone, J. and Savill, T.A., 2000, *A survey of occupied wheelchairs to determine their overall dimensions and weight : 1999 Survey*, TRL Report 470.

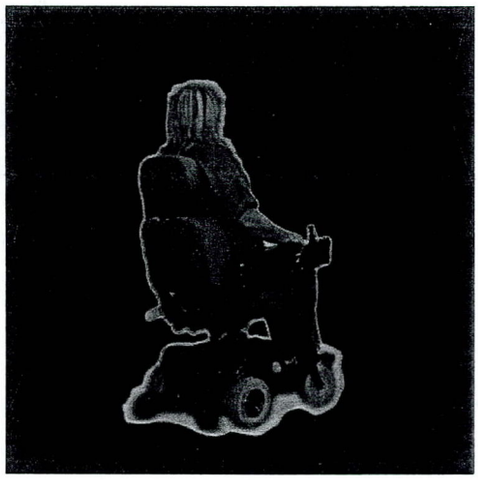
An example of each of these device types is presented in Figure 1 below.



Self-Propelled Wheelchair



Attendant-Propelled Wheelchair[3]



Electric Wheelchair



Electric Scooter

Figure 1: Examples of the device categorisation used in this survey

Nine dimensions of occupied devices are presented in this report, along with survey findings about the nature of wheelchair and scooter use and the results of some exploratory research into the dynamic stability of a sample of devices.

[3] Electric Wheelchairs can look similar to Attendant-Propelled Wheelchairs or of a more modern design like the one shown in Figure 1 above.

2.0 THE SURVEY DEMOGRAPHICS

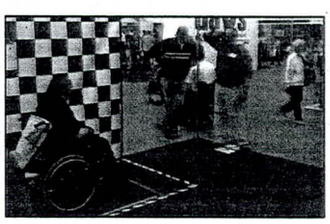
2.1 Venues

In common with the two previous surveys carried out for DfT, this investigation took the opportunity of interviewing and measuring the devices of users attending the Mobility Roadshow (held in 2005 at Castle Donington).

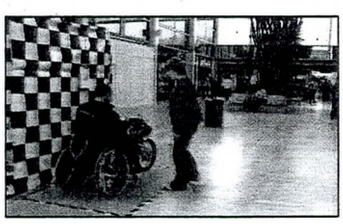
It may be argued that those attending the Mobility Roadshow demonstrate an ability to use transport (private and public) that may not be representative of all wheelchair and scooter users. Therefore, to increase representation and, hopefully, make any generalisations of the sample survey data more reliable, the survey was extended to include 12 site visits to retail centres and schools around the UK. A stand similar to that set up at the Mobility Roadshow was also used at another exhibition, the specialist event for disabled children, 'Kidz up North', held in Bolton in November 2005. Table 1 shows the number of devices measured at each type of venue.

Venue Type	Total	%
Kidz up North	56	4%
Mobility Roadshow	962	71%
Retail	203	15%
School	135	10%
Grand Totals	**1356**	**100%**

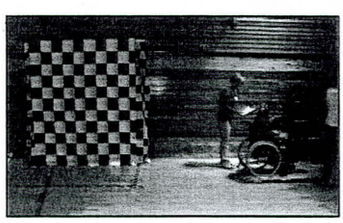
Table 1: Number of devices measured at each venue type



Exhibition



Retail



School

Figure 2: Examples of the venues

For a variety of reasons, not every dimension described in Section 4.0 (Sizes Data) is based on the total number of devices measured. For example, there are weights for 964 adults but only 526 readings for the distance between handles. The reason for this, of course, is that not all wheelchair devices have handles. Another example of discrepancy arose from not being able to weigh certain designs of devices on the portable ramps at site visits.

2.2 Participants

The total sample of 1356 device users who took part in this survey is made up of 48% females and 52% males. This corresponds exactly to the gender breakdown in the 1999 Survey. From Table 2 below it can be observed that while the number of participating adults (aged 16 and over) is almost a complete match between males and females, the gender split for children is skewed in the direction of males (58%) to females (42%).

The age breakdown reveals that 82% of the participants were adults and 18% children. Figures for the 1999 survey reflect a breakdown of 90% adults and 10% children, so there has been a very real increase in the representation of children in this latest study.

	Female	Male	Not Recorded	Totals
Adult	549	548	1	1098
Child	103	143	1	247
No Reply	3	6	2	11
Grand Totals	**655**	**697**	**4**	**1356**

Table 2: Age category and gender of survey participants

The average age of adult males participating in the survey was 49.9 years and the average age of adult females was statistically marginally higher at 51.9 years (Z = 1.86, Significance = 0.03, 1TT). For the children's age group, the average ages for males and females are 9.6 years and 10.1 years respectively – not a significant difference.

2.3 Devices

Table 3 below shows the distribution of devices measured in the survey. This describes a very different profile to that of the 1999 survey. The proportion of Electric Scooters has doubled from 9% in 1999 to 18% in 2005. The amount of Attendant-Propelled Wheelchairs has almost doubled from 7% to 13%. The percentage of Electric Wheelchairs has remained nearly constant; 25% in the 1999 study verses 27% in 2005. Although still very much the most popular type of chair, the Self-Propelled Wheelchair now only accounts for 42% of the total sample size as compared with the 1999 figure of 59%.

Device	Total	%
Self-Propelled Wheelchair	568	42%
Attendant-Propelled Wheelchair	182	13%
Electric Wheelchair	363	27%
Electric Scooter	243	18%
Grand Totals	**1356**	**100%**

Table 3: Devices measured in the survey

Table 4 below presents the number of males and females that used different types of device. Performing a chi-square test on these data reveals that there is a strong association between gender and the type of device used. (Chi(3)[4] = 33.14, Significance = 0.000). Electric Wheelchairs and Electric Scooters accounted for roughly equal proportions of users from the different genders, but more females (17.6%) than men (9.6%) used Attendant-Propelled Wheelchairs. Conversely, more of the Self-Propelled Wheelchairs surveyed were occupied by males (47%) than females (37%).

	Female	Male	No Reply	Totals
Self-Propelled Wheelchair	241	326	-	567
Attendant-Propelled Wheelchair	115	67	-	182
Electric Wheelchair	186	177	3	366
Electric Scooter	113	127	1	241
Grand Totals	**655**	**697**	**4**	**1356**

Table 4: Gender of users of each device type

Chi-square analysis also reveals an association between age and the kind of device used. (Chi(3) = 114.318, Significance = 0.000). Here the proportions of children and adults who used Self-Propelled Wheelchairs is about the same, as is the proportion of children and adults who used Electric Wheelchairs. However, only 10% of adult devices were propelled by an attendant whilst the corresponding figure for children was 30%.

	Adult	Child	No Reply	Totals
Self-Propelled Wheelchair	458	109	1	568
Attendant-Propelled Wheelchair	106	74	2	182
Electric Wheelchair	294	63	6	363
Electric Scooter[5]	240	1	2	243
Grand Totals	**1098**	**247**	**11**	**1356**

Table 5: Age category of users of each device type

[4] Chi(3) is used in preference to Chi(6) when the 'No Reply's are excluded from the calculation.

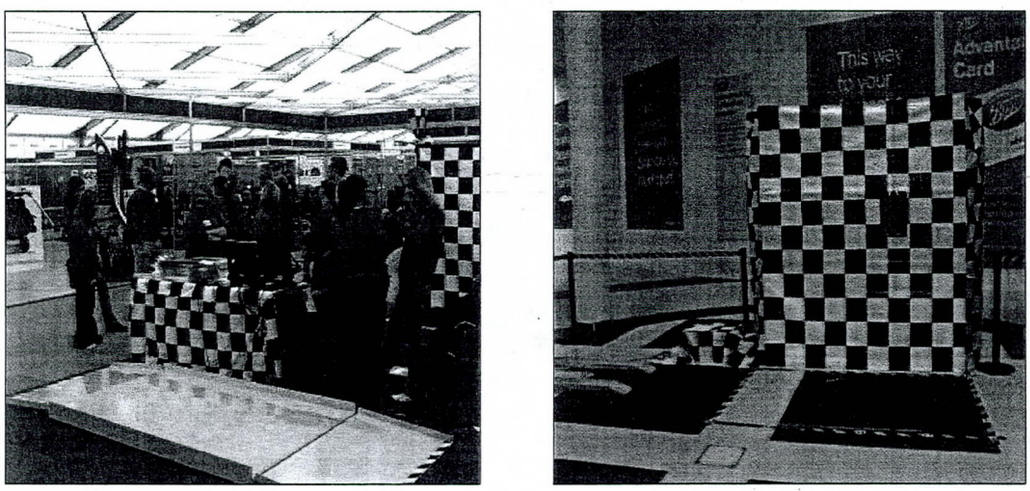
[5] Children are not permitted to use Class 3 devices – the electric scooters – and, therefore, the response of 1 is clearly an error, although it has no impact on the statistical analysis.

3.0 METHOD

3.1 General Approach

At all sites, including the Mobility Roadshow, wheelchair users or their attendants if appropriate were approached and asked if they would participate in the survey. Almost without exception people were happy to take part, and the majority expressed interest in the work.

The method and intentions of the survey were explained before each participant or attendant was asked a brief series of questions about the device and the way in which it was used. Following this, seven photographs were taken around their device – these would be used to extract the sizes data. Finally, the device was manoeuvred onto scales to record the weight of the device and its occupant (portable beam wheelchair scales were used at the site visits, and custom-made flat bed scales for the Mobility Roadshow and Kidz up North event).



Mobility Roadshow Arrangement | Site Visits Arrangement

Figure 3: Typical equipment arrangements used in the survey

3.2 Photogrammetry

This survey, like its predecessors, required efficient data collection in order to capture a high number of representative devices and their occupants with the minimum of inconvenience. In all three cases photographs were taken of each participant for subsequent analysis.

The 1991 and 1999 studies used single-image photogrammetry. In the 1991 survey each wheelchair user was required to manoeuvre into a right angle formed by two checkerboards in order for a side profile and a front profile photograph to be taken.

Because some users found it difficult to make the necessary manoeuvre this technique was slightly revised for the 1999 survey so that the wheelchair only needed to be positioned alongside a single white and black checkerboard, while the same profiles were photographed. Each of the photographs taken was used to manually calculate the various dimensions such as height, length and width. The previous researchers reported that using the two photographs of each subject, measurements were taken directly from the prints and the dimensions were calculated by scaling from the checkerboards and using trigonometry. To validate this method, photographs were taken of a person in a wheelchair and then actual measurements were taken in situ.

For this 2005 survey, it was decided that an alternative use of photography was desirable which enabled greater portability for the site visits and was not reliant on accurately positioned checkerboards or devices and provided opportunity to extract a wider range of measurements. The most appropriate technique selected was that of multi-image photogrammetry, which is reputably more accurate and flexible than the single-image method used previously.

A process for taking the photographs was developed to ensure that sufficient images for data extraction could be taken in the minimum of time; throughput rate of participants needed to be one per minute to meet target numbers. The minimum number of images was found to be seven, using the camera arrangement shown in Figure 4. In order to ensure that both the markings of the 'wheelchair zone' (needed for scaling) and all of the pertinent wheelchair features were captured in each image, the minimum distance between the zone and the camera needed to be at least 1.6m. All photographs were taken from a standing position except in positions 1 and 7 which required the photographer to squat in order to achieve sufficient angular separation.

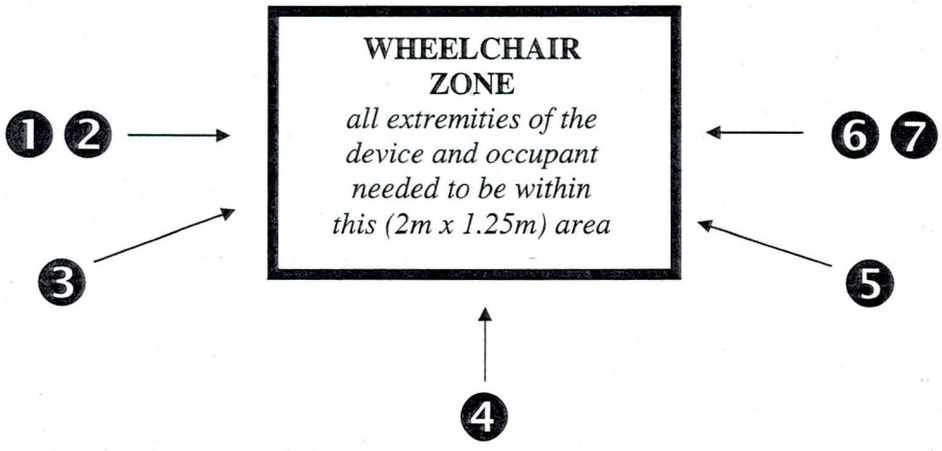


Figure 4: The seven camera positions to capture rear, front and side profiles

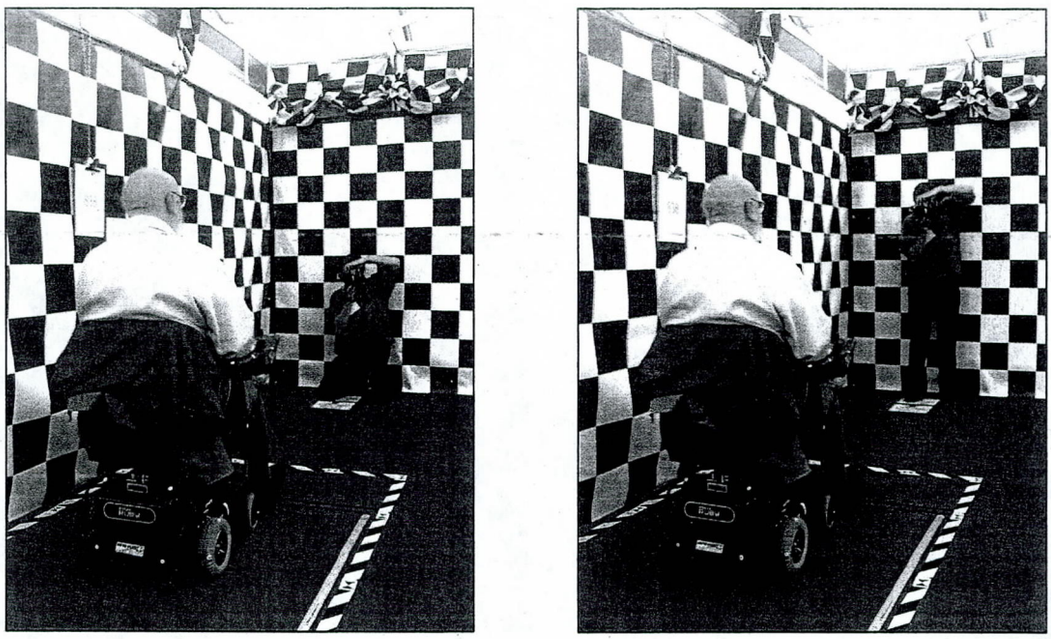


Figure 5: Different camera positions (heights) used to achieve angular separation

Because of the practical nature of the intended application of the data resulting from this survey, devices were typically photographed and weighed without the removal of luggage and other carried items, unless they were clearly exceptional such as a proliferation of Mobility Roadshow bags and promotional gifts.

Every effort was made to ensure that the same device and occupant were not duplicated at the same or subsequent events and that matching 'Shopmobility' (or similar devices, including loan wheelchairs at the Mobility Roadshow) were not repeated.

The multi-image photogrammetry technique made it possible to adopt an iterative approach to data extraction; selecting new or additional dimensions to be attained as the project progressed. Future needs from manufacturers or other researchers may also be satisfied as all the photographs are catalogued and processed ready for further dimensions to be acquired as necessary.

3.3 Measurement Accuracy

The accuracy of the measurements taken in an 'anthropometric' survey such as this is critical to the validity of the results.

The minimum accuracy of both of the scales used for weighing the devices and their occupants was $\pm$ 0.5kg.

All photographers and photo analysts involved in the data collection and transcription (extraction of the dimensions) phases of the study were required to undertake a period of training to ensure measurer error and accuracy were at an acceptable level. Photographers were asked to take a sample of photographs three times (replications) and the accuracy of their results was compared using a two-way ANOVA technique.

The comparisons were made on four test dimensions; height, length, width and wheelbase. The errors found are given in Table 6 below.

	Average Mean Percentage Error	**Error Compared with a Single Measurement by Hand**
Height	0.1%	0.3%
Length	0.1%	0.5%
Width	0.3%	0.6%
Wheelbase	0.3%	0.3%
Overall	**0.2%**	**0.4%**

Table 6: Error rates identified in validating photogrammetry accuracy

These error rates were well within the criteria of 1% which is stated within BS EN ISO 15535:2003 'General requirements for establishing an anthropometric database'.

Results from the ANOVA tests indicated that for the dimensions height, length and width there were no significant differences registered for either photographers or replications. For the wheelbase dimension, while there was no significant difference between replications, a significant difference between photographers (alpha = 0.03) was registered. On inspecting the raw data a maximum range of 5mm was observed for five photographers each completing three replications. On a target figure of 400mm, this was also considered to be an acceptable level of accuracy.

It was thought useful to compare the errors recorded in the photographic tests with those incurred using repeated hand measurement. The results obtained for seven researchers measuring the four trial dimensions are recorded in Table 7 below. The improvement in accuracy of measurement using the photogrammetry technique is clear.

	Average Mean Percentage Error
Height	1.4%
Length	4.7%
Width	1.0%
Wheelbase	3.9%
Overall	**2.8%**

Table 7: Error rates identified in hand measurement of devices

4.0 SIZES DATA

For the purposes of this survey, nine dimensions were extracted from the photographs taken of each of the 1356 occupants and their devices:

1. Height of device and occupant
2. Length of device and occupant
3. Width of device
4. Weight of device and occupant
5. Wheelbase of device
6. Height of armrest or device controls
7. Distance between device handles
8. Angle of the front wheel to the front of the device (wheelchairs only)
9. Angle of the rear wheel to the rear of the device (wheelchairs only)

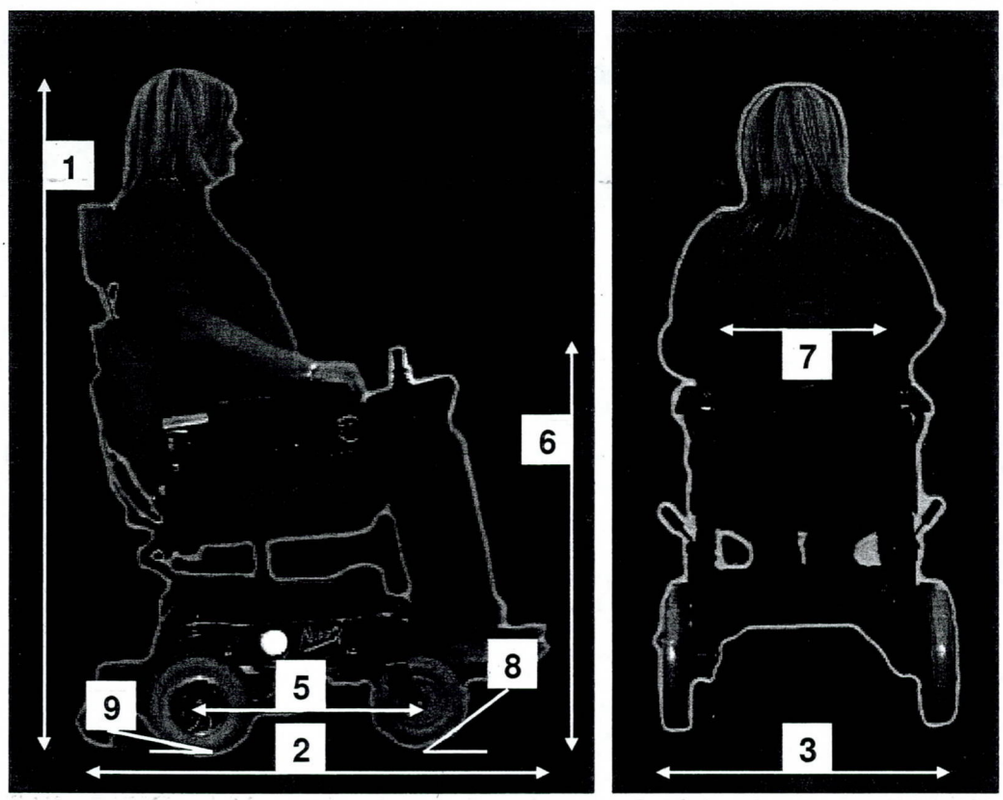


Figure 6: Guide to the measurements of this survey

The results for each of these dimensions are presented for both adult and child devices in the remainder of this section.

4.1 Summary of Adult Device Sizes

	n	Mean	Min	Max	5%ile	50%ile	95%ile
Height of device & occupant (mm)	921	1287	932	1550	1141	1291	1428
Length of device & occupant (mm)	927	1113	633	1604	893	1116	1339
Width of device (mm)	923	612	393	992	531	612	692
Weight of device & occupant (kg)	964	130.7	36.8	338.6	67.5	118.4	230.2
Wheelbase of device (mm)	925	549	338	1192	394	483	869
Height of armrest or controls (mm)	754	779	378	1220	671	747	973
Distance between handles (mm)	526	356	181	650	287	357	423
Front wheel/device angle (degrees)	714	26	6	65	12	25	47
Rear wheel/device angle (degrees)	225	13	1	45	5	13	25

Table 8: Summary of adult device sizes

4.2 Summary of Child Device Sizes

	n	Mean	Min	Max	5%ile	50%ile	95%ile
Height of device & occupant (mm)	211	1125	915	1374	972	1123	1267
Length of device & occupant (mm)	211	978	685	1412	768	981	1210
Width of device (mm)	211	546	397	689	459	541	642
Weight of device & occupant (kg)	220	66.5	23.0	217.6	31.7	53.9	139.6
Wheelbase of device (mm)	211	463	300	917	366	452	561
Height of armrest or controls (mm)	186	705	472	1052	604	694	846
Distance between handles (mm)	166	292	153	448	180	289	401
Front wheel/device angle (degrees)	185	39	3	77	21	37	63
Rear wheel/device angle (degrees)	87	14	3	46	7	13	26

Table 9: Summary of child device sizes

HEIGHT OF DEVICE & OCCUPANT

Definition of Measurement

Height from the floor to the top of the occupant's head (or the top of the device if any part of it is higher).

ADULT DEVICES

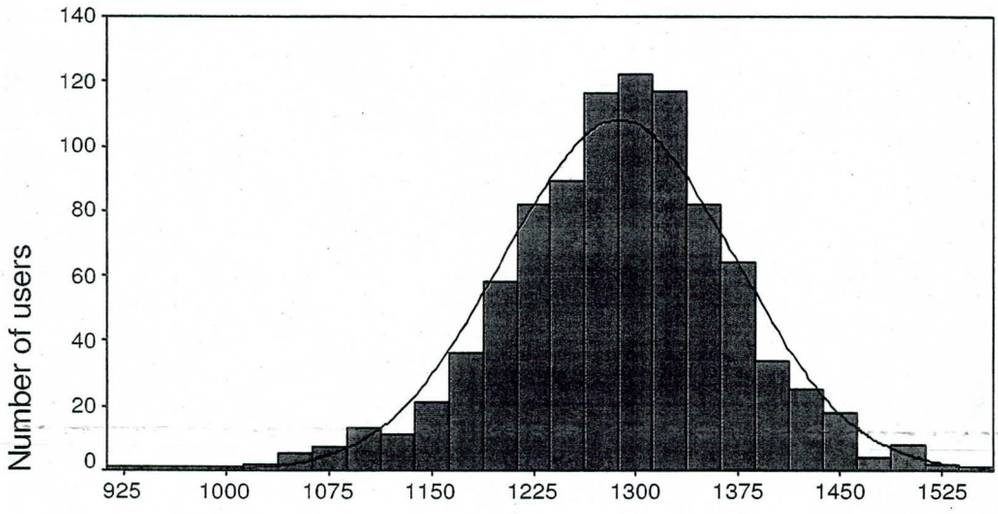


Figure 7: Distribution of heights of adult *device & occupant* (Dimensions in mm)

Device Type	Survey Year	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	1999	1241	956	1407	1111	1244	1352
	2005	1271	932	1475	1138	1279	1376
Attendant-Propelled	1999	1190	956	1374	1078	1192	1324
	2005	1210	953	1436	1096	1218	1300
Electric Wheelchair	1999	1269	1005	1451	1133	1276	1374
	2005	1292	1006	1492	1152	1302	1408
Electric Scooter	1999	1340	1071	1502	1202	1345	1438
	2005	1349	974	1550	1230	1342	1490
All Chairs	1999	1255	956	1502	1110	1259	1382
	2005	1287	932	1550	1141	1291	1428

Table 10: Comparison of heights of adult *device & occupant* - 1999 and 2005 surveys (Dimensions in mm)

Trends

Table 10 shows a large overall increase in the average height of adult *device & occupant* of 32mm over the six-year period between surveys. The 95th percentile figure has increased by 46mm over the period.

- Data for the Self-Propelled Wheelchair show very significant rises in height from the 1999 survey - for both the average (30mm) and 95th percentile (24mm).
- The Attendant-Propelled Wheelchair has a significantly higher average height (20mm) but the 95th percentile is somewhat reduced by 24mm from the 1999 survey.
- Data for the Electric Wheelchair register very significant increases in height for both the average (23mm) and 95th percentile (34mm).
- Comparisons with the 1999 survey data for Electric Scooters show only a marginal increase in average height (9mm) but show a very significant increase in the 95th percentile (52mm).

CHILD DEVICES

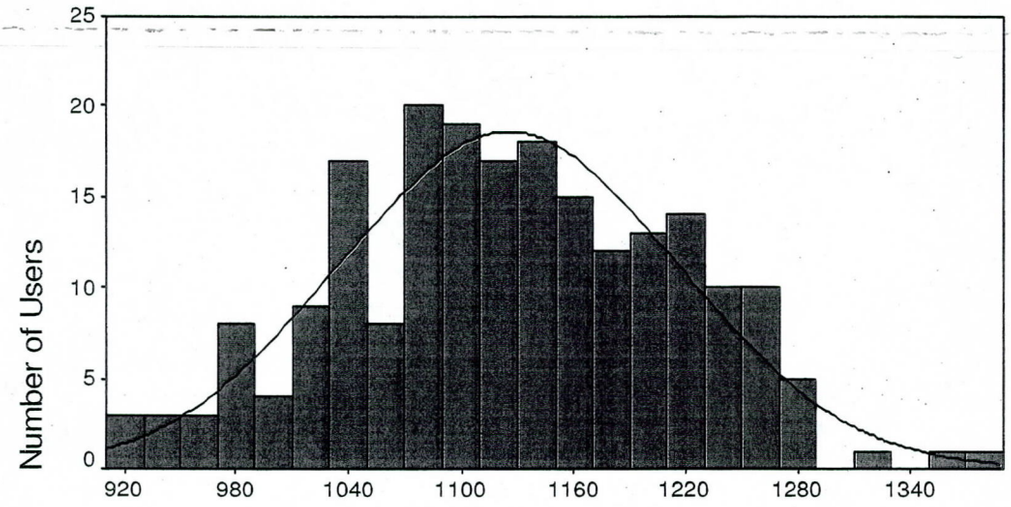


Figure 8: Distribution of heights of child *device & occupant* (Dimensions in mm)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	1125	915	1374	972	1123	1267

Table 11: Heights of child *device & occupant* (Dimensions in mm)

LENGTH OF DEVICE & OCCUPANT

Definition of Measurement

Length of the device from the furthest points at both ends including the occupant's head and feet, but not including items overhanging at the back of the wheelchair.

ADULT DEVICES

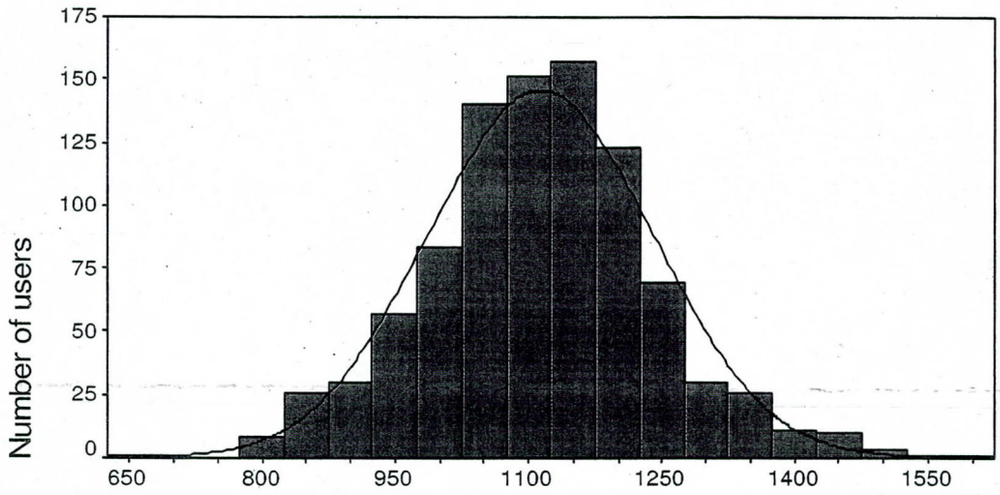


Figure 9: Distribution of lengths of adult *device & occupant* (Dimensions in mm)

Device Type	Survey Year	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	1999	1059	707	1357	870	1069	1223
	2005	1068	776	1534	864	1075	1254
Attendant-Propelled	1999	1080	742	1318	928	1086	1197
	2005	1123	951	1375	1003	1116	1344
Electric Wheelchair	1999	1107	758	1549	949	1092	1328
	2005	1142	633	1604	955	1138	1339
Electric Scooter	1999	1187	971	1500	1000	1191	1402
	2005	1168	828	1503	956	1166	1416
All Chairs	1999	1084	707	1549	894	1086	1273
	2005	1113	633	1604	893	1116	1339

Table 12: Comparison of lengths of adult *device & occupant* - 1999 and 2005 surveys (Dimensions in mm)

Trends

Table 12 shows a large overall increase in the average length of adult *device & occupant* of 29mm over the six year period between surveys. The 95th percentile figure has increased considerably by 66mm over the period.

- Data for the Self-Propelled Wheelchair show an empirical increase in average length (9mm) but a more significant increase of 31mm at the 95th percentile.
- Results for the Attendant-Propelled Wheelchair suggest very significant increases in both average length (43mm) and the 95th percentile (147mm).
- Survey data for the Electric Wheelchair demonstrate a very significant increase in average length (35mm) but a non-significant rise in the 95th percentile of 11mm.
- The average length of the Electric Scooter has fallen significantly by 19mm whereas the 95th percentile value has risen slightly by a statistically non-significant 14mm.

CHILD DEVICES

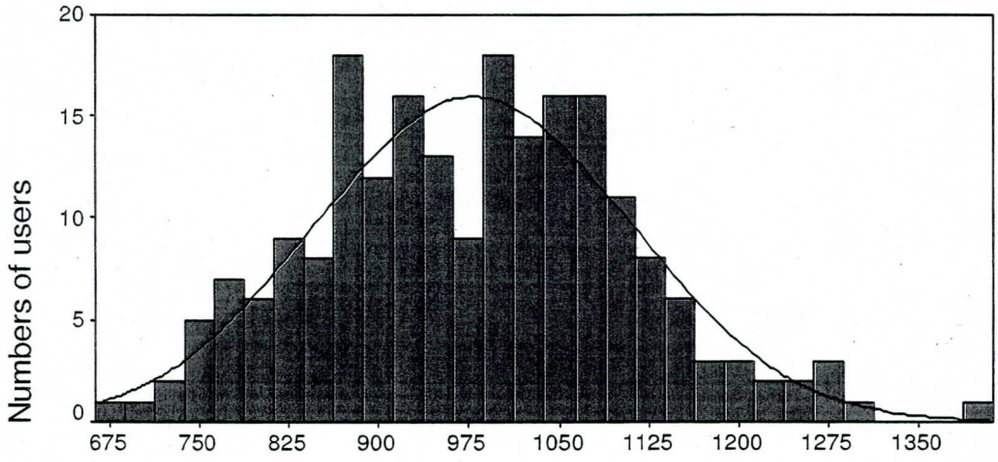


Figure 10: Distributions of length of child *device & occupant* (Dimensions in mm)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	978	685	1412	768	981	1210

Table 13: Lengths of child *device & occupant* (Dimensions in mm)

WIDTH OF DEVICE

Definition of Measurement

Width of the device from the two most external points.

ADULT DEVICES

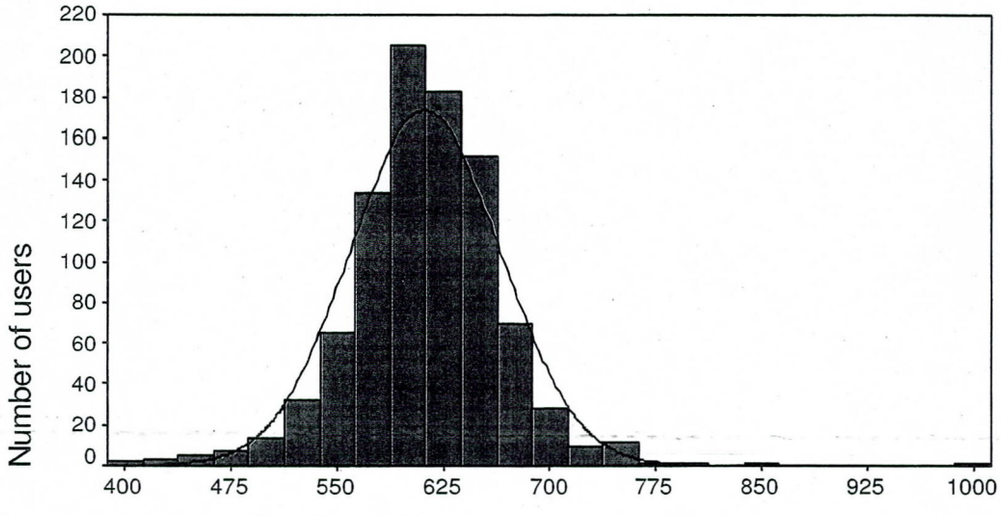


Figure 11: Distribution of widths of adult *device* (Dimensions in mm)

Device Type	Survey Year	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	1999	630	512	741	560	627	697
	2005	635	393	992	572	634	707
Attendant-Propelled	1999	596	520	674	528	598	658
	2005	595	505	719	538	595	662
Electric Wheelchair	1999	635	521	755	552	636	706
	2005	605	399	745	536	606	670
Electric Scooter	1999	607	501	695	529	608	685
	2005	579	426	840	478	586	669
All Chairs	1999	627	501	755	558	625	695
	2005	612	393	992	531	612	692

Table 14: Comparison of widths of adult *device* - 1999 and 2005 surveys (Dimensions in mm)

Trends

Table 14 shows an overall decrease in the average width of *devices* of 15mm over the six-year period between surveys. The 95th percentile figure has only marginally decreased by 3mm over the period.

- The Self-Propelled Wheelchair data show an empirical rise in both average (5mm) and 95th percentile (10mm) values – but neither of these rises is significant in a statistical sense.
- Similarly, there are no significant changes in both the average (1mm decrease) and 95th percentile (4mm increase) width dimensions for the Attendant-Propelled Wheelchair.
- The Electric Wheelchair data reveal highly statistically significant decreases in width between the two survey periods both for average value (30mm) and the more extreme 95th percentile (36mm).
- The results for Electric Scooters demonstrate a very statistically significant decrease in average width (28mm), but only a marginal decrease of 16mm for the 95th percentile.

CHILD DEVICES

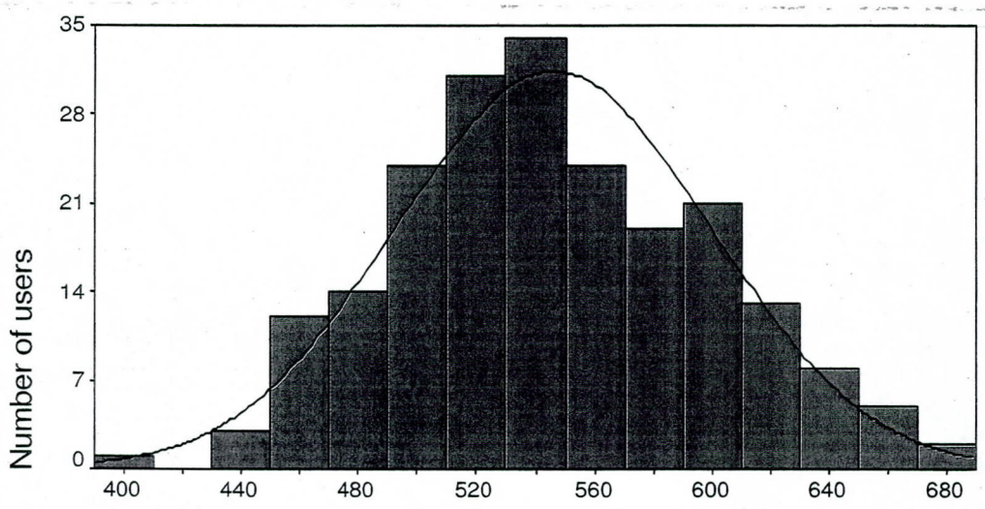


Figure 12: Distribution of widths of child *device* (Dimensions in mm)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	546	397	689	459	541	642

Table 15: Widths of child *device* (Dimensions in mm)

WEIGHT OF DEVICE & OCCUPANT

Definition of Measurement

Total weight of the device, occupant and carried items.

ADULT DEVICES

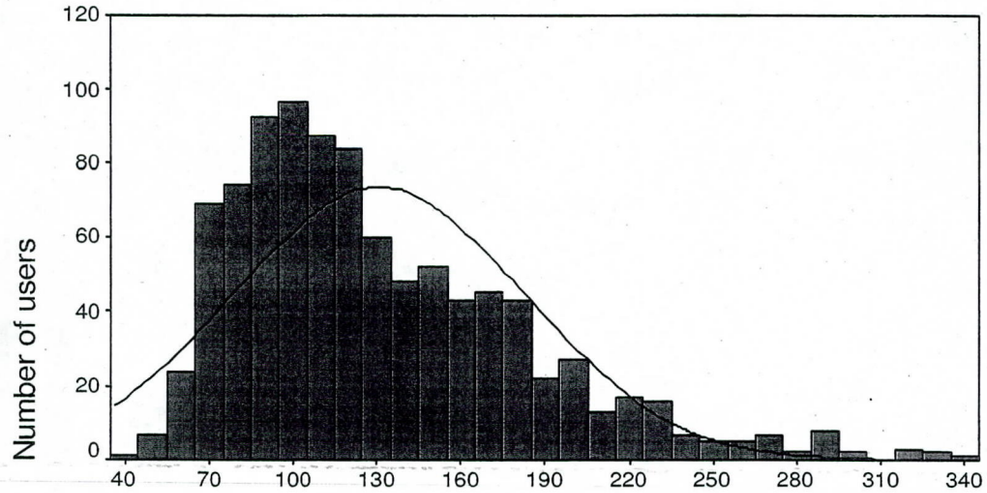


Figure 13: Distribution of weights of adult *device & occupant* (Dimensions in kg)

Device Type	Survey Year	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	1999	96.0	46.6	184.4	67.2	93.0	131.4
	2005	99.7	50.0	197.2	65.6	97.0	145.2
Attendant-Propelled	1999	89.0	58.0	181.0	68.0	83.0	127.0
	2005	91.9	36.8	185.6	58.2	88.4	136.7
Electric Wheelchair	1999	168.0	94.0	384.0	116.0	158.8	258.0
	2005	180.1	90.6	326.2	114.8	171.6	273.4
Electric Scooter	1999	166.0	79.0	314.0	109.0	159.2	222.0
	2005	162.5	86.6	338.6	108.0	149.8	258.4
All Chairs	1999	120.5	47.0	384.0	70.0	108.0	206.0
	2005	130.7	36.8	338.6	67.0	118.4	230.2

Table 16: Comparison of weights of adult *device & occupant* - 1999 and 2005 surveys (Dimensions in kg)

Trends

Table 16 shows an overall increase in the average weight of *device and occupant* of 10.2kg over the six-year period between surveys. The 95th percentile figure has increased considerably by 24.2kg over the period.

- The Self-Propelled Wheelchair has significantly increased both its average (3.7kg) and 95th percentile (13.8kg).
- The Attendant-Propelled Wheelchair shows an increase in average weight of just 2.9kg and 9.7kg at the 95th percentile .
- The Electric Wheelchair has significantly increased both its average (12.1kg) and 95th percentile (15.4kg) weights.
- The Electric Scooter shows a small decrease in average weight of 3.5kg but a large increase of 36.4kg at the 95th percentile

CHILD DEVICES

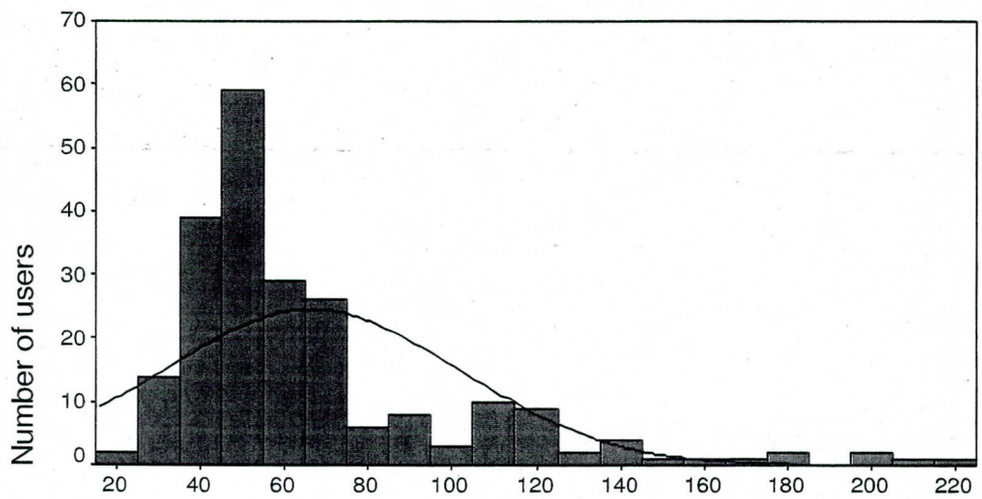


Figure 14: Distribution of weights of child *device & occupant* (Dimensions in kg)

Weights

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	66.5	23.0	217.6	31.7	53.9	139.6

Table 17: Weights of child *device & occupant* (Dimensions in kg)

WHEELBASE OF DEVICE

Definition of Measurement

Distance between the front and rear axles (rear wheel centre to front wheel centre).

ADULT DEVICES

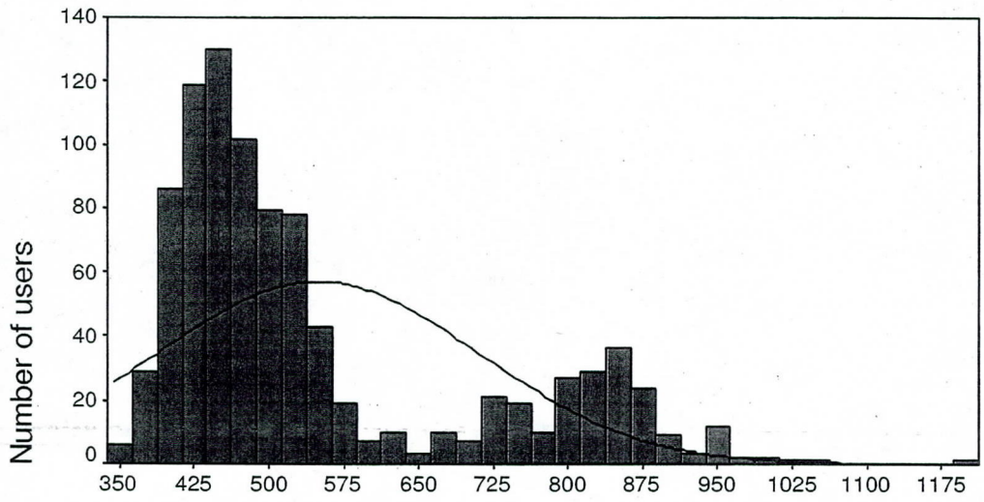


Figure 15: Distribution of wheelbase of adult *devices* (Dimensions in mm)

Device Type	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	439	338	563	379	437	506
Attendant-Propelled	459	378	582	401	453	532
Electric Wheelchair	562	392	1192	426	524	846
Electric Scooter	809	446	1053	665	829	947
All Chairs	549	338	1192	394	483	869

Table 18: Wheelbase dimensions of adult *devices* (Dimensions in mm)

Trends

The previous 1999 survey did not report dimensions for wheelbase, so no comment can be made regarding trends.

CHILD DEVICES

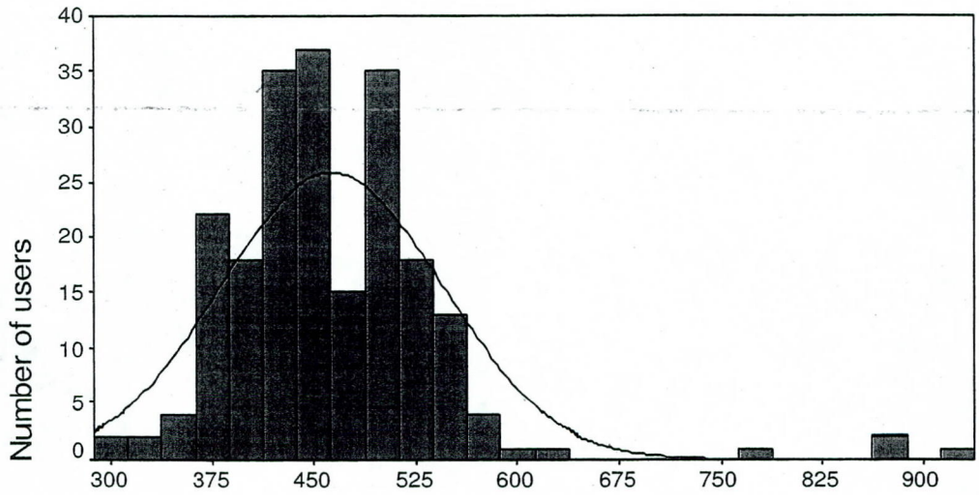


Figure 16: Distribution of wheelbase of child *devices* (Dimensions in mm)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	463	300	917	366	452	561

Table 19: Wheelbase dimensions of child *devices* (Dimensions in mm)

HEIGHT OF ARMREST OR DEVICE CONTROLS

Definition of Measurement

Height of the highest point on the armrest, tray or device control (e.g. joystick) if higher.

ADULT DEVICES

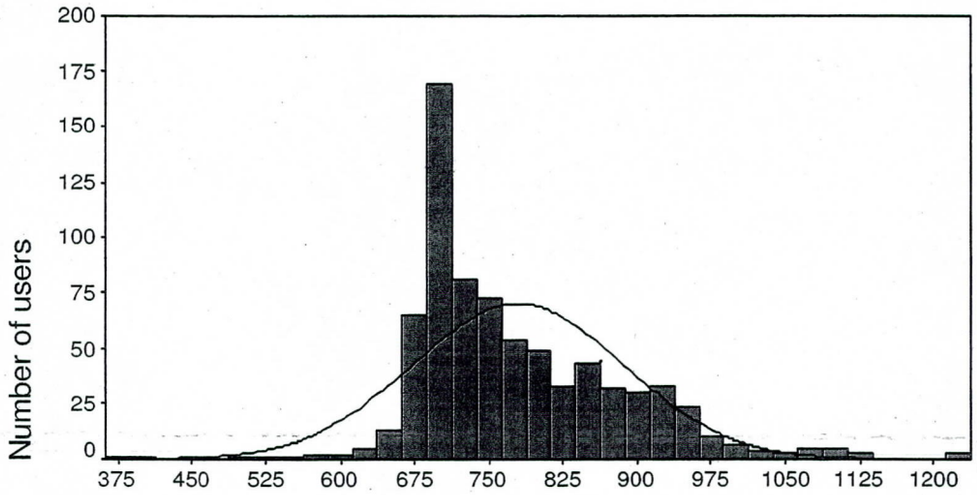


Figure 17: Distribution of armrest height, tray or device controls of adult *devices* (Dimensions in mm)

Device Type	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	697	378	959	645	696	757
Attendant-Propelled	716	578	1220	660	698	795
Electric Wheelchair	786	519	1107	696	776	924
Electric Scooter	907	587	1219	790	900	1084
All Chairs	779	378	1220	671	747	973

Table 20: Heights of armrest, tray or device controls of adult *devices* (Dimensions in mm)

Trends

The previous 1999 survey did not report dimensions for armrest or device controls height, so no comment can be made regarding trends.

CHILD DEVICES

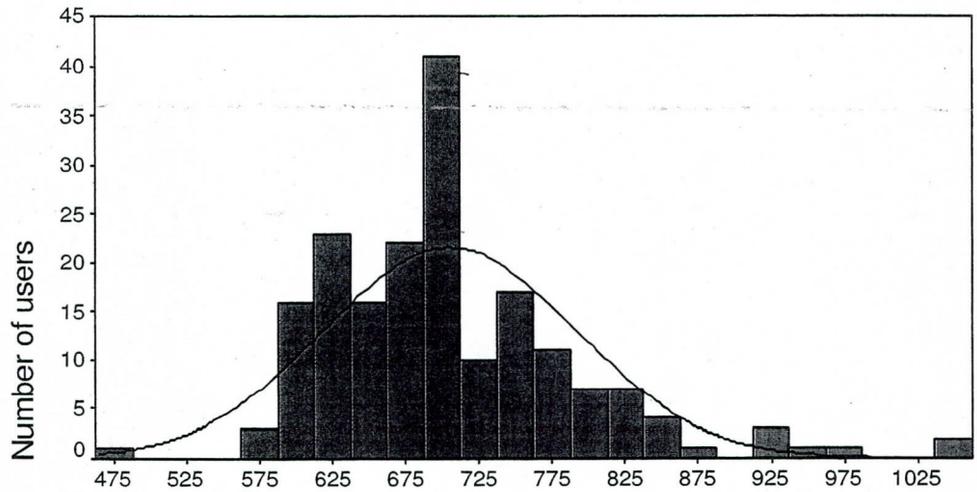


Figure 18: Distribution of armrest height or device controls of child *devices* (Dimensions in mm)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	705	472	1052	604	694	846

Table 21: Heights of armrest or device controls of child *devices* (Dimensions in mm)

DISTANCE BETWEEN HANDLES OF DEVICE

Definition of Measurement

Clearance between the handles at the rear of the device.

ADULT DEVICES

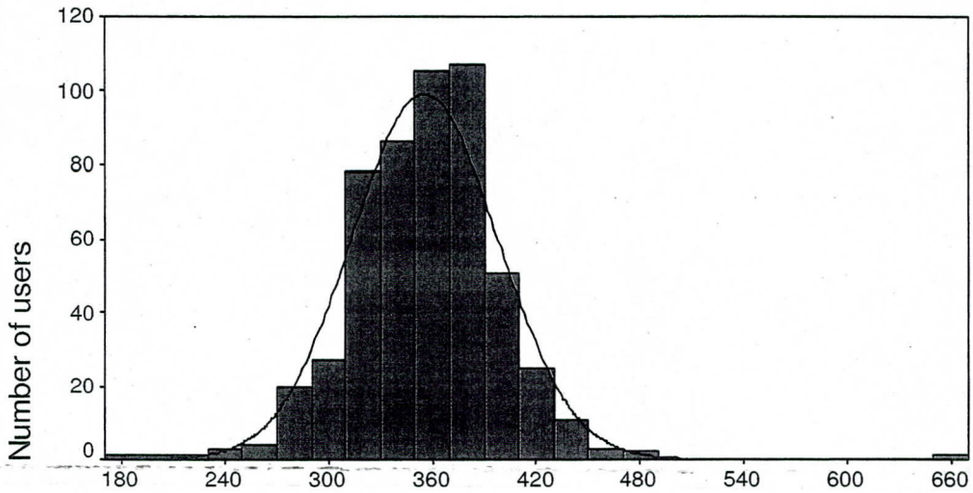


Figure 19: Distribution of distances between handles of adult *devices* (Dimensions in mm)

Device Type	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	348	229	650	286	349	416
Attendant-Propelled	369	275	479	312	371	427
Electric Wheelchair	367	240	479	290	372	427
Electric Scooter	311	181	399	181	342	399
All Chairs	356	181	650	287	357	423

Table 22: Distances between handles of adult *devices* (Dimensions in mm)

Trends

The previous 1999 survey did not report dimensions for the distance between handles, so no comment can be made regarding trends.

CHILD DEVICES

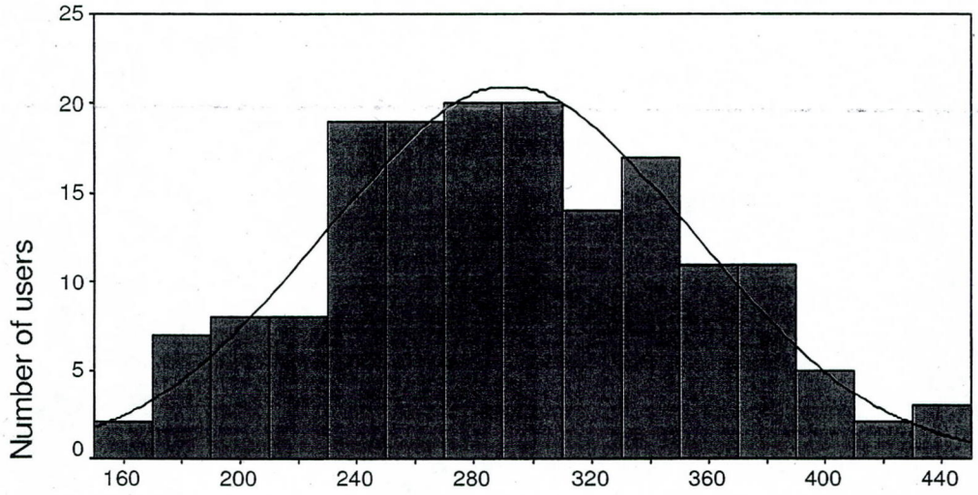


Figure 20: Distribution of distances between handles of child *devices* (Dimensions in mm)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	292	153	448	180	289	401

Table 23: Distances between handles of child *devices* (Dimensions in mm)

ANGLE OF FRONT WHEEL TO FRONT OF DEVICE

Definition of Measurement

The minimum angle made between the point at which the front wheel touches the floor and the lowest point of the device in front of the wheel (typically the footrest). This measurement only applies to wheelchairs and, alongside 'angle of rear wheel to rear of device', is useful in determining their capabilities to traverse ramps and gradients.

ADULT DEVICES

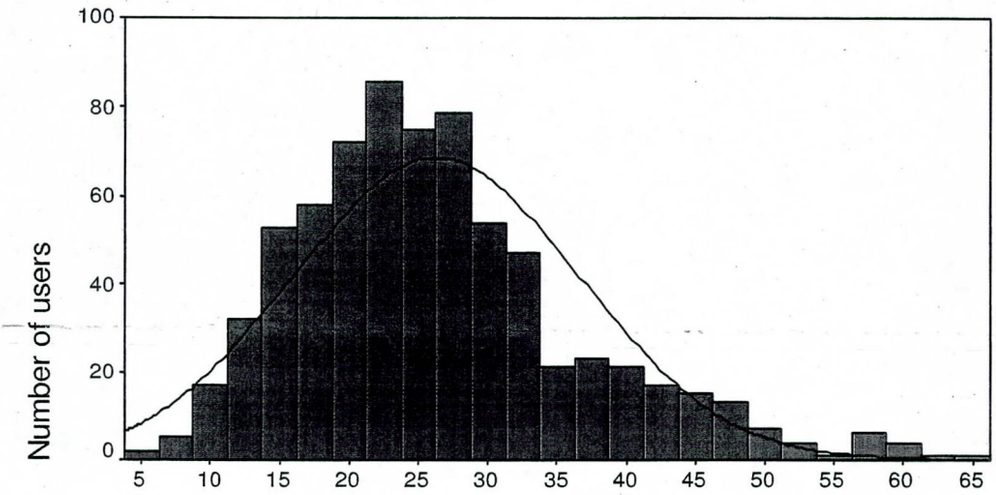


Figure 21: Distribution of minimum angles made between the front wheel and the front of the device of adult *devices* (Dimensions in degrees)

Device Type	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	26	6	65	12	24	48
Attendant-Propelled	27	9	57	13	26	43
Electric Wheelchair	27	6	59	13	25	46
All Wheelchairs	26	6	65	12	25	47

Table 24: Minimum angles made between the front wheel and the front of the device of adult *devices* (Dimensions in degrees)

Trends

The previous 1999 survey did not report angles made between the front wheel and the front of the device, so no comment can be made regarding trends.

CHILD DEVICES

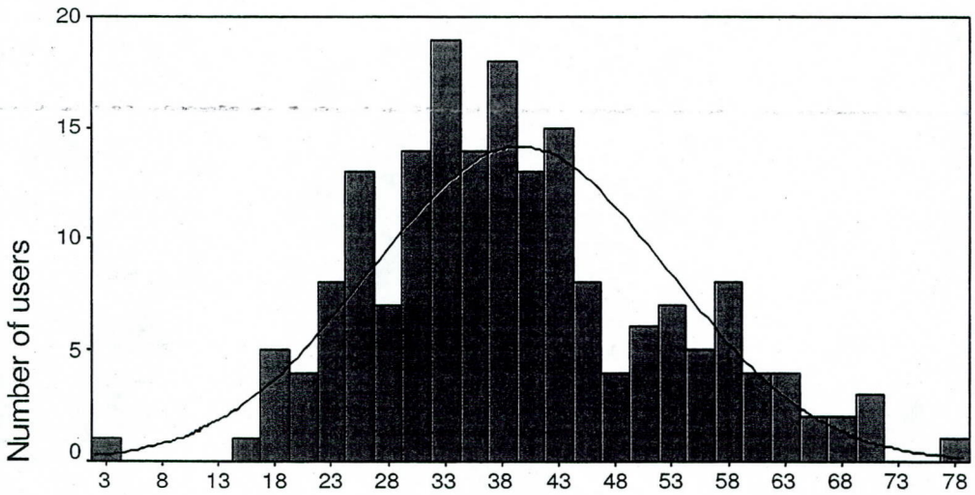


Figure 22: Distribution of minimum angles made between the front wheel and the front of the device of child *devices* (Dimensions in degrees)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	39	3	77	21	37	63

Table 25: Minimum angles made between the front wheel and the front of the device of child *devices* (Dimensions in degrees)

ANGLE OF REAR WHEEL TO REAR OF DEVICE

Definition of Measurement

The minimum angle made between the point at which the rear wheel touches the floor and the lowest point of the device behind the rear wheel (e.g. anti-tip wheels). This measurement only applies to wheelchairs and, alongside 'angle of rear wheel to rear of device', is useful in determining their capabilities to traverse ramps and gradients.

ADULT DEVICES

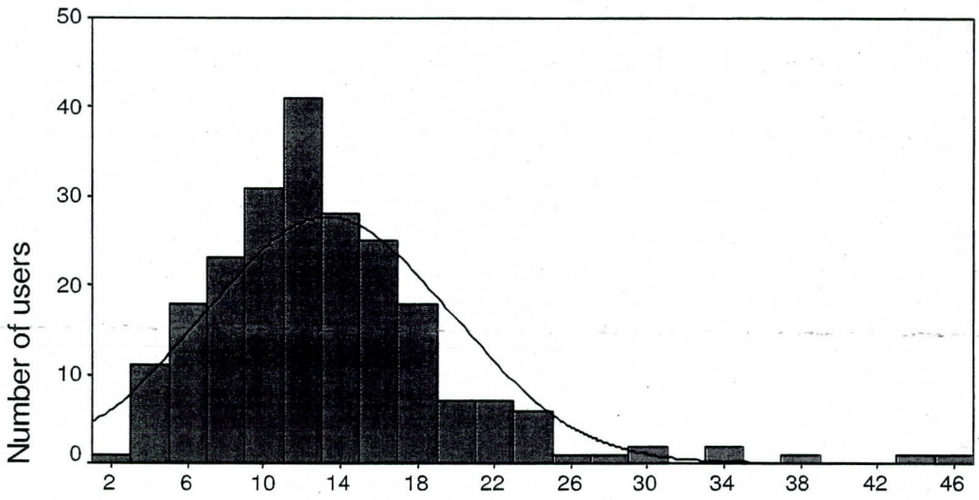


Figure 23: Distribution of minimum angles made between the rear wheel and the rear of the device of adult *devices* (Dimensions in degrees)

Device Type	Mean	Min	Max	5%ile	50%ile	95%ile
Self-Propelled	14	3	45	5	13	31
Attendant-Propelled	12	3	25	-[6]	10	-
Electric Wheelchair	13	1	34	5	12	22
All Wheelchairs	13	1	45	5	13	25

Table 26: Minimum angles made between the rear wheel and the rear of the device of adult *devices* (Dimensions in degrees)

[6] Insufficient measurements could be made to reliably generate 5th and 95th percentile values

Trends

The previous 1999 survey did not report angles made between the rear wheel and the rear of the device, so no comment can be made regarding trends.

CHILD DEVICES

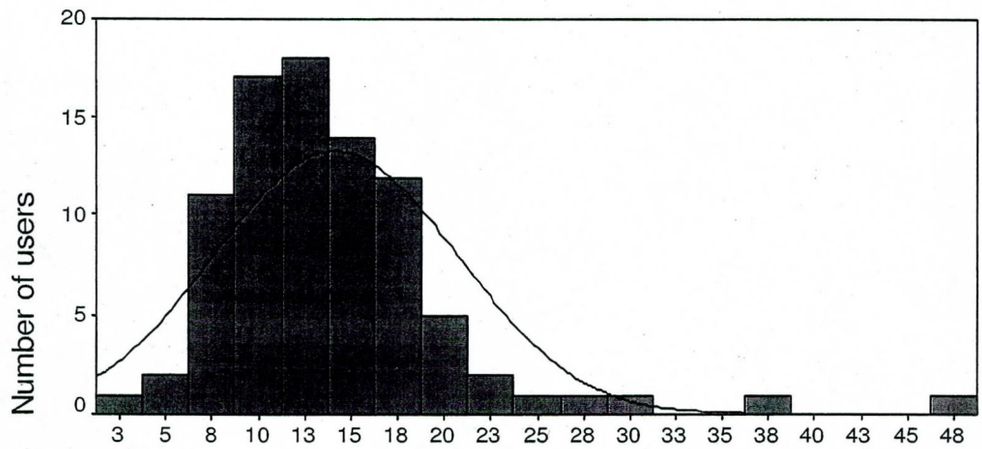


Figure 24: Distribution of minimum angles made between the rear wheel and the rear of the device of child *devices* (Dimensions in degrees)

Sizes

	Mean	Min	Max	5%ile	50%ile	95%ile
All Child Devices	14	3	46	7	13	26

Table 27: Minimum angles made between the rear wheel and the rear of the device of child *devices* (Dimensions in degrees)

5.0 DEVICE FEATURES

In addition to their measurement, the survey sought to describe a number of design features of the devices and consider the nature of their use. This section discusses the findings, and unless otherwise stated, the figures relate to the total sample size.

5.1 Manual Brakes

Each manually operated wheelchair was checked for the presence of manual brakes.

Device Type	n	Wheelchairs with Manual Brakes	%
Self-Propelled	568	545	96%
Attendant-Propelled	182	171	94%
Overall Totals	**750**	**716**	**95%**

Table 28: Manually operated wheelchairs with manual brakes

The 1999 survey reported manual brakes present on 92% of manual wheelchairs, so this latest survey records an increase of 3%, (and closer to the 1991 survey figure of 96%).

5.2 Postural Supports and Mobility Aids

Each device was inspected for the use of leg and head supports and whether walking aids were carried on the device.

Device Type	Leg Support Used	Head Support Used	Walking Aids Carried
Self-Propelled	3%	5%	11%
Attendant-Propelled	4%	41%	8%
Electric Wheelchair	4%	35%	12%
Electric Scooter	0%	10%	36%
Overall Use	**3%**	**19%**	**15%**

Table 29: Percentage of supports used and aids carried for each device type

Leg supports were being used on 3% of the devices – just a single percentage point up on results from the 1999 study but the same as for the earlier 1991 survey.

The most striking difference when compared with the previous study was the increase in head supports. In this latest survey, the overall figure of 19% is a very significant increase on the 3% figure recorded in 1999.

Electric Wheelchairs (35%) and Attendant-Propelled chairs (41%) recorded high figures. This may, in part, be due to the increased number of children in this latest survey - children's devices register an incidence of 44% for headrest users.

The overall figure for the carrying of walking aids (15%) is exactly the same as that recorded in the 1999 survey. It was noted that the majority of people using Attendant-Propelled Wheelchairs tended to carry their walking aids at the front of the device; those using Electric Wheelchairs tended to use the back. Electric Scooter users favoured the front and Self-Propelled Wheelchair users tended not to discriminate and used the front, back and side locations to transport their walking aids.

5.3 Luggage

67% of the devices sampled carried luggage - slightly more than the 62% recorded in the 1999 study (although the authors of the previous study suggest that their figure may have been a slight underestimate). Given that the figure reported in the 1991 survey was 55%, there does seem to be an increase in the proportion of chairs carrying luggage. Table 30 shows where the luggage was carried on the devices.

	Back	Back & Side	Front	Front & Back	Side	Totals
Self-Propelled Wheelchair	79%	1%	10%	9%	1%	100%
Attendant-Propelled Wheelchair	79%	2%	9%	10%	1%	100%
Electric Wheelchair	79%	6%	4%	8%	4%	100%
Electric Scooter	13%	0%	62%	25%	0%	100%
Overall Totals	**64%**	**2%**	**20%**	**12%**	**2%**	**100%**

Table 30: Positions on devices of luggage carried (n=911)

The rear of the device is by far the most popular place for stowing luggage. Front and side locations seem much less popular, except for Electric Scooters where the front basket offers the most convenient stowage.

5.4 Handrails

Overall, 74% of users reported that they could use handrails – intended to minimise the risk of falls on buses - with the highest proportion coming from the users of Electric Scooters (89%). 68% of Electric Wheelchair users reported that they could use handrails. Perhaps surprisingly, only 78% of Self-Propelled Wheelchair users said the same. Occupants of Attendant-Propelled Wheelchairs registered the lowest percentage of handrail users at 53%,

As far as handrail location preferences are concerned, those situated on the right seem most popular but nearly a third of respondents expressed equal preferences. Table 31 shows that the preference patterns do not seem dissimilar for the different devices. This is confirmed by the application of the chi-square test (Chi(6) = 9.278, Significance = 0.000).

	Equal Preference	Left	Right	Totals
Self-Propelled Wheelchair	34%	23%	43%	100%
Attendant-Propelled Wheelchair	29%	34%	37%	100%
Electric Wheelchair	29%	30%	41%	100%
Electric Scooter	32%	22%	46%	100%
Overall Totals	**32%**	**26%**	**43%**	**100%**

Table 31: Preferred positions of handrails (n=898)

As far as the orientation of the handrail is concerned, Table 32 suggests that the horizontal position is most popular. Again, one third of users express equal preferences. Similarly, there appears to be no association between preference for handrail orientation and the type of device used (Chi(6) = 13.805, Significance = 0.000).

	Equal Preference	Horizontal	Vertical	Totals
Self-Propelled Wheelchair	32%	48%	19%	100%
Attendant-Propelled Wheelchair	35%	37%	29%	100%
Electric Wheelchair	40%	37%	23%	100%
Electric Scooter	27%	42%	30%	100%
Overall Totals	**33%**	**43%**	**24%**	**100%**

Table 32: Preferred orientation of handrails (n=845)

5.5 Bus Backrest Compliance

Each set of photographs of each wheelchair was inspected to assess whether or not they would be likely to fit against the designated backrest fitted in regulated buses and often in trams. Tables 33 and 34 present the results for each adult and child wheelchair type.

	Fits	Would Fit but for 'Luggage'	Does Not Fit	Totals
Self-Propelled Wheelchair	42%	49%	9%	100%
Attendant-Propelled Wheelchair	38%	60%	2%	100%
Electric Wheelchair	15%	41%	43%	100%
Overall Totals	**32%**	**50%**	**18%**	**100%**

Table 33: Bus backrest compliance of adult wheelchairs (n=737)

	Fits	Would Fit but for 'Luggage'	Does Not Fit	Totals
Self-Propelled Wheelchair	8%	19%	73%	100%
Attendant-Propelled Wheelchair	6%	44%	50%	100%
Electric Wheelchair	11%	18%	71%	100%
Overall Totals	**8%**	**25%**	**67%**	**100%**

Table 34: Bus backrest compliance of child wheelchairs (n=208)

Reasons why the wheelchair would not fit included the handles being too close together, a continuous bar handle preventing the backrest from locating against the body of the wheelchair, narrow wheels, the battery or other items obstructing the backrest.

6.0 DYNAMIC STABILITY

This project also took the opportunity to consider some fundamental aspects of device stability in relation to using public transport. The purpose of the research was not to identify a range of compliant and non-compliant devices or ramp angles, but to review the performance of different devices and different angles. Although extending beyond the requirements of current legislation, the research took the opportunity to include Electric Scooters.

The method of testing was generally in accordance with the standard for the determination of the dynamic stability testing of electric wheelchairs, specifically 'ISO 7176-2:2001 Dynamic Stability Test paragraphs 8.2, 8.3, 8.4 and 9.2'. This standard requires devices to be tested as they move from horizontal surface to ramp and as they traverse the ramp. For this research, the following seven specific manoeuvres were considered:

To test FORWARD dynamic stability:

1. Braking when travelling forwards
2. Travelling forwards from horizontal surface to upward slope
3. Travelling forwards from upward slope to horizontal surface
4. Travelling forwards from horizontal surface to downwards slope
5. Travelling forwards from downwards slope to horizontal surface

To test REARWARD dynamic stability:

6. Stopping after travelling forwards
7. Braking when travelling backwards

For all tests, two occupant weights were used; 111kg and 83kg, to represent close to the maximum test weight of the standard and the 75th percentile.

Subject to risk assessment measures, the occupant was required to drive each device at full-speed for each test and bring the device to a stop by (1) releasing the forward control, (2) switching off the power and (3) putting the device into reverse. The device was then allowed to respond without the occupant intentionally taking evasive or protective action. If a device appeared likely to perform dangerously at full-speed, half-speed was applied as an alternative.

Each device was tested for each manoeuvre, three times using ramp angles ranging between 0° and 16°, stopping at the point when the device was considered to have 'failed' or testing became excessively dangerous.

It is inappropriate in the context of this research to describe each device in detail, but all the devices used in the testing were in a good state of repair, and supplied by reputable dealers as representative of their most popular sellers.

Eighteen devices were tested;

- 4 smaller style Electric Wheelchairs (devices a-d)
- 4 larger style Electric Wheelchairs (devices e-h)
- 2 smaller style 3-wheel Electric Scooters (devices i-j)
- 2 larger style 3-wheel Electric Scooters (devices k-l)
- 3 smaller style 4-wheel Electric Scooters (devices m-o)
- 3 larger style 4-wheel Electric Scooters (devices p-r)

Researchers observed the performance of each of these devices and rated them according to the criteria described in Table 35 below.

	Observed Dynamic Response	Score
No Tip	At least one of the lifting wheels (e.g. front wheels) remained on the test plane.	**3**
Transient Tip	All lifting wheels lost contact, then dropped back onto the test plane The wheelchair anti-tip device(s) did not contact the test plane.	**2b**
	All lifting wheels lost contact then dropped back onto the test plane. The wheelchair anti-tip device(s) contacted the test plane.	**2a**
Stuck on Anti-Tip Device[a]	All lifting wheels lifted off, the wheelchair anti-tip device(s) contacted the test plane and the wheelchair remained stuck on the anti-tip devices.	**1**
Full Tip	The wheelchair tipped completely over (90º or more from its original orientation) – in practice the wheelchair was caught by research personnel for test purposes.	**0**

Table 35: Dynamic stability rating criteria



Figure 25: Six photographs of the dynamic stability testing

The worst rating for each of the three braking techniques was recorded for each of the seven manoeuvres. For this research, the emphasis was on identifying the ramp angle at which an occupant might feel vulnerable due to dynamic instability. Typically this was a score of 2b or 1 (whichever occurred first), although in considering particularly sensitive users a score of 2a was used when the transient tip appeared to be especially unnerving.

Tables 36 overleaf shows at which ramp angle each device type became vulnerable and at which manoeuvre(s) this was first identified. Some devices were unable to negotiate the ramp angles at certain occupant weights, so these do not have a 'failure' point. Three scooters (two larger 3-wheel and one larger 4-wheel) passed all tests at all occupant weights and ramp angles and, therefore, also do not have a 'failure' point.

	ELECTRIC WHEELCHAIRS						
	Manoeuvre number						
	1	2	3	4	5	6	7
3°	device a					device a device f	
4°				device c	device c		
5°							
6°			device a			device e	device g device g
7°							
8°			device c		device c		
9°							
10°			device f	device f			device e device h
11°							
12°	device b						
13°	device b		device b				
14°							
15°							
16°		device d device d					

	3-WHEEL ELECTRIC SCOOTERS						
	1	2	3	4	5	6	7
8°	device j						
9°							
10°							device j

	4-WHEEL ELECTRIC SCOOTERS						
	1	2	3	4	5	6	7
10°	device n						device m
11°							
12°							device n
13°							
14°	device p						
15°							
16°	device p						

Table 36: Dynamic stability results showing angles of 'failure'
(red = heavier [111kg] occupant, blue = lighter [83kg] occupant)

The cumulative frequency chart in Figure 26 below simplifies the results to show how many of each device type 'failed' the dynamic stability tests (irrespective of occupant weight) at each ramp angle.

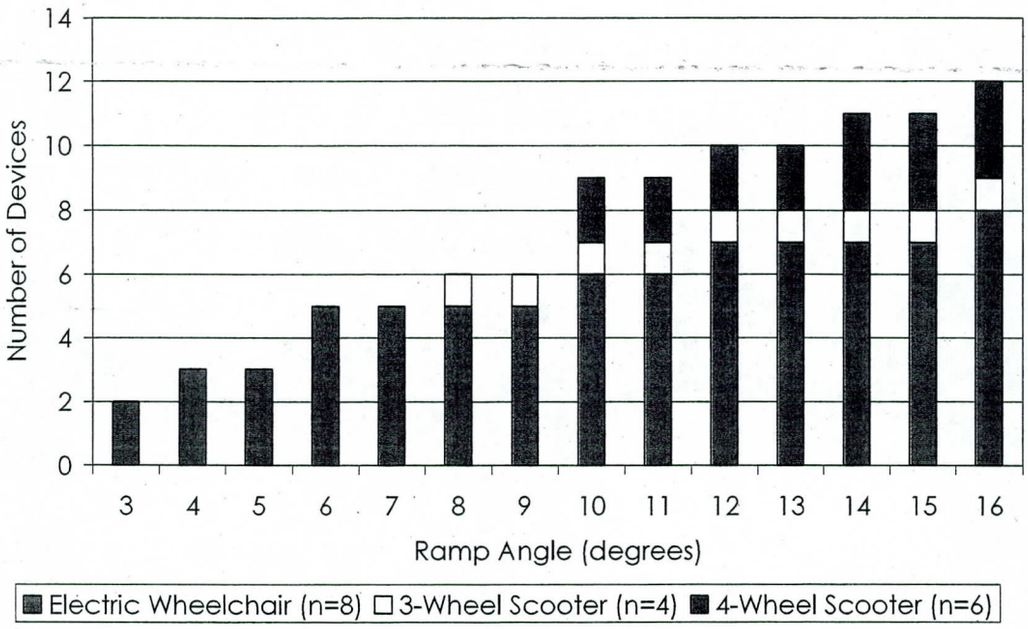


Figure 26: Cumulative frequency of device 'failures' at different ramp angles

From the tests performed as part of this research:

- Two of the four smaller Electric Wheelchairs appear to offer greater dynamic stability than all but one (p) of the other 12 devices. Unfortunately the two other smaller Electric Wheelchairs failed at shallow ramp angles of 3° and 4° when driven by the 75th percentile weight occupant.
- At both occupant weights, the larger Electric Wheelchairs appear to offer generally less dynamic stability than the smaller versions
- Only one Electric Wheelchair remained stable above 12°.

7.0 LITERATURE REVIEW

As people with disabilities increasingly integrate themselves into mainstream life, and with the impact in the UK of the Disability Discrimination Act (1995 and 2005)), designers are, with increasing necessity, giving greater consideration to the needs of disabled people.

There have been several studies in which structural and functional anthropometric data for the wheelchair user have been generated. However, few have concentrated on the wheelchair and the variety of measurements attributed to the vast range of wheelchairs on the market.

One study, by Goldsmith (1984) concentrated on DHSS issued Model 8 wheelchairs but did not account for the recent increase in the use of personal mobility vehicles.

Work by Jarosz (1996) in Poland focused on the determination of the workspace requirements of wheelchair users by measuring eighteen different anthropometric characteristics of 170 wheelchair users (101 men and 69 women) sitting in their wheelchairs. The aim of this study was to complement work by Pheasant (1986) into anthropometric characteristics of the non-disabled people as data could be used to design "workstations and home interiors for this group of users". However, this study made assumptions about the mean dimensions of the wheelchair according to previous work by Skaradzinska (1989) and did not set about measuring the actual mobility devices. Jarosz concluded that many wheelchair users perform daily and professional activities exclusively in their wheelchair, therefore the wheelchair user should be treated as an integral unit with the chair - "the human-chair system".

More recently, work by Paquet and Feathers (2004) delivered an "Anthropometric Study of Manual and Powered Wheelchair Users", the objective of which was to generate anthropometric data on adult wheelchair users as part of a larger project that involved developing a database of the structural characteristics and functional abilities of wheelchair users. Paquet and Feathers argue that anthropometric studies of the elderly and disabled have involved smaller sample sizes than studies on the non-disabled population and fewer measurements.

Studies involving disabled subjects have tended to focus on specific disability groups and this, coupled with the lack of standardised dimensional definitions and measurement methods, has made combining information from previous studies very difficult (Bradtmiller and Annis, 1997), with the authors mentioning that "the general lack of anthropometric information about individuals who are wheelchair mobile limits the ability of designers to create environments and products that can be used effectively and safely by this diverse set of users". Jarosz (1996) concluded that the physical characteristics of individuals have also been shown to be quite different across disability populations.

Paquet and Feathers went on to record a range of information about the wheelchairs occupied during their study such as device type (manual or powered), make, model, age and presence of armrests and footrests, drive wheels, controller and seat support surfaces. The 111 participants, representing a wide range of disabilities were measured, with 36 body and wheelchair landmarks and seven reference planes being used in the calculation of 31 structural anthropometric dimensions. The wheelchair characteristics reported that one-third of all wheelchairs sampled had a headrest, trunk lateral support, thigh lateral support or other positioning support. 81% of the postural supports were found on the powered wheelchairs. Half of the armrests on the manual wheelchairs were height adjustable. The swing-away footrest was the most common type of footrest on the manual chairs. In their study, over half of the participants carried some form of luggage on their wheelchair with 69% carrying the luggage on the back of their chair. 67% of the powered wheelchairs carried luggage making it the most likely wheelchair to do so.

Das and Kozey (1999) offer similar research looking at structural anthropometric measurements for wheelchair mobile adults. They deduce that, "Present workstation design principles based on seated able-bodied anthropometric measurements would not be suitable for this population". The objective of their research was to generate relevant data towards the design of a universally accessible industrial workstation; following on from work they did five years prior to this study (Das and Kozey 1994). They conclude "In the determination of work surface height for wheelchair mobile adults, besides structural anthropometric measurements, other design criteria should be considered. They include wheelchair armrest type, controls and their dimensions. Consequently, for the workstation design for such a population, the wheelchair design characteristics or dimensions play an important role."

More recently, Goldsmith (2000) has considered more variants of mobility devices and has attempted to incorporate into the measures certain peripheral, but commonly used, items. For example he comments that the height of the centre of the seat is typically at about 470mm above floor level, however, most wheelchair users place a cushion on the seat, making a seat height of about 490mm. He describes the "standard" wheelchair with a height above floor level at the top face of the handles of 920mm and top face of the armrests at 750mm; length of 1070mm; a footrest width (when "closed") of 490mm; total width of the wheelchair is 635mm.

Goldsmith (2000) describes an "attendant–pushed" wheelchair as having the following characteristics; fixed armrests, fixed footrests, pneumatic rear wheels with a diameter of 310mm and solid front castor wheels with a diameter of 205mm. This wheelchair, Goldsmith says, has a total width of 635mm and a total length of 790mm. He goes on to state that a "small powered wheelchair" may have a total length of 890mm and a total width of 630mm. A "large powered wheelchair" may have the dimensions of 1170mm (total length) by 680mm (total width) according to Goldsmith. He adds that a "typical powered wheelchair" manufactured in 2000 was designed to carry a weight of 115kg, with heavy duty wheelchairs being able to carry a weight of 165kg.

According to Goldsmith, the increase in use of personal mobility vehicles (powered scooters) available to the wheelchair user has increased as a function of the number of Shopmobility schemes operating in towns and cities across the country. He cites two kinds of personal mobility vehicles and provides dimensions. The 3-wheel scooter, he says, has a total width of 650mm and a total length of 1250mm, while a 4-wheel scooter has a total width of 645mm and a total length of 1390mm. However, he also claims that the largest personal mobility vehicles can have lengths in the order of 1650mm.

In the 1991 survey on information on the basic dimensions of people in their wheelchairs performed by the Transport Research Laboratory nearly half of the sample used old style rear wheel drive manual chairs, such as the NHS Model 8L (48%), and 17% were new style manual chairs (Stait et al, 2001). The 1999 survey showed a reverse in this trend, with 19% using the old style chairs and 40% using the new style chairs. The new style chairs were characterised "as wheelchairs manually driven by the user from the rear wheels, made of modern lightweight construction and often identified by a negative camber on the rear wheels and an adjustable wheelbase". Electric wheelchairs were the second most popular in use behind the new style chairs.

8.0 ANALYSIS OF SURVEY END-USER NEEDS

While expanding on the previous work, this survey has intentionally sought to be consistent with the two previous surveys in its general approach and presentation. However, the authors took the opportunity to conduct a usability needs analysis to determine how any future surveys might be shaped.

To explore the key issues, the usability study surveyed a number of end-users of the data such as policy makers, architects and wheelchair providers as well as wheelchair users from relevant groups such as local authority day centres, and independent living centres.

In all, 43 stakeholders were questioned, (21 wheelchair users and 22 data users) either in face-to-face or telephone interviews. The requirements from each group were often complementary and overlapping, with differences in requirements mainly arising from one group (designers, architects etc.) more often requiring generalised data based on entire populations while wheelchair users often requiring specific data on specific models of mobility aids to support purchase decision making. Interesting differences arose also in the data users' desires to either have easily accessible data which could be referenced quickly or to receive the rationale behind a recommendation explained so that it could be correctly interpreted in a given setting.

Data users are divided broadly into four main groups:

1. Those who use the data to enable them to choose wheelchairs or make adaptations to meet the needs of individuals, for example wheelchair services managers and occupational therapists who use the data to accommodate individuals and enable them to achieve their personal aims.
2. Those who are responsible for the safety and provision of wheelchairs to the end-users, for example the MHRA and the NHS wheelchair service.
3. Those who use the data for the design or evaluation of facilities, transport systems and policy, for example those responsible for access audits, airport design and operational issues, public spaces, health and safety, integrated transport systems and policy, train and station planning and design, ergonomists and human factors consultants providing advice.
4. Those who offer advice to both disabled people and those trying to meet their needs and who campaign for change, for example information centres such as 'Independent Living' and those aimed at specific groups of disabled people such as spinal injuries or for specific activities such as air travel.

All end-users require data that tells them whether or not a wheelchair is usable in a particular environment to carry out a particular task, with or without a carer. This ranges from the very basic need to ensure that a wheelchair user can get into their own home or can be secured within a vehicle, to much more strategic problems of transport planning for London by 2025 or planning to provide ensuite facilities in NHS hospitals.

Those trying to identify the right wheelchair for an individual (or themselves) need to know the characteristics of the person to which each model is suited. When considering carers, who have to be taken into account as well as the wheelchair user themselves, wheelchair weight and how easy it is to get into the boot of a car may be vital information. This needs to be total weight and not that of the basic chassis with all of the wheels and other additional parts removed, as this is not a practical proposition for many elderly carers. Ability to get the full range of data on the myriad sizes, shapes and styles of wheelchairs in use is also seen as being difficult, but essential.

For data users with responsibility for public facilities, there are a number of issues for which they need to use the data. These include the obvious ones such as accessible toilets, and corridor and circulation space, but also more obscure ones such as how to security-screen people in wheelchairs prior to flights, the interaction of wheelchair weight and platform camber and safe manual handling of wheelchair users and their wheelchairs. Wheelchair sizes data would serve, therefore, to support the information contained in such as BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people.

Many data users rely on manufacturers' data. Others use published regulations, guidelines and codes of practice. Several people rely still on quite old data while some users have access to very extensive libraries and databases and make use of many different published and electronic sources.

Whilst some users had found manufacturers' data to be good and reliable others did not trust it and in more than one case it had been shown to be totally inaccurate in terms of turning radii, a critical parameter for many data users. Stability and use on a slope is also a major area of concern with little useful information concerning dynamic stability and maximum useable gradients being available. Many ramps are, inevitably, very steep as they have had to be retrofitted into the existing building fabric and the effects of these gradients on safety needs to be established.

At least some of the guidelines used were felt to be inadequate, as they tend to give average figures rather than any indication of ranges or extremes, which can be a problem. There is a further problem of inconsistent advice between different sources and confusions over metric and imperial units.

For some data users, information such as the occupant's reach from the chair, especially dynamic reach whilst moving, or the whole 'person-wheelchair' package is required. Other data users in the transport field need to know about the effects of sudden vehicle stops and starts.

Some users spoke of the need to have the rationale behind a recommendation explained so that it could be correctly interpreted in a given setting. Conversely some data users did want prescriptive advice as this removes the need for further thought or interpretation.

In data from manufacturers, tables, diagrams and photographs are all used but there is little consistency. In guidelines and code of practice the data are chiefly in a form that complies with the British/ISO Standard which is seen as essential for drawing comparisons but much of the advice is just text, presented under a number of headings with few diagrams. The absence of diagrams in documents aimed at the design professions is considered to be a major shortfall as these are seen as people who relate best to a more graphical presentation.

Some data users expressed that the whole approach to presenting data on designing for those in wheelchairs does not support 'design for all' principles. It is worth noting that some of those who work with disabled people are themselves disabled and so it is important to take their specific needs into consideration. A partially sighted access officer reported major difficulties with information in tabular form and also found diagrams very hard to follow. It is, therefore, vital that any information is available in a variety of forms and is not totally reliant on a visual presentation.

Despite this specific need, diagrams are generally seen as being an advantage although they do need to make it very clear what dimension is being referenced. For example seat width can mean the canvas width, the frame width or the useable width between the armrests.

Some felt that the ISO/BSI methods for measuring the wheelchairs should be adhered to for comparison, but stability, especially on slopes, needs to be carefully reviewed to better reflect reality. As the stability of a wheelchair is affected quite profoundly by the addition of various accessories, these need to be taken into account. Consistency across all of the various guidelines from buildings to transport was also seen as an advantage by many.

Users who have to plan for many different and diverse wheelchairs are interested in ranges, but those who need data on a specific model of wheelchair for a specific use or user are not interested in this sort of aggregation as it does not meet their need. Where data on several wheelchairs are presented, data users want to be able to make quick and reliable comparisons across the ranges, and so consistency of presentation is essential.

For several data users, the weight of electric wheelchairs was felt to be important for stowage and carriage as well as for the way in which weight has an interaction with slopes and cambers especially on station platforms. They also need the weight of individual heavy components such as the motor and battery of an electric wheelchair.

One person suggested that it would be useful to know the numbers of wheelchairs within a given size range which could be given some sort of basic size/weight classification. This would then allow transport and facilities operators to know how many wheelchair users may have been excluded if a class of wheelchair is not accommodated. Public transport operators can then know what to expect and make it clear to users which class of wheelchair they can accommodate and which they cannot. This same system could also be used to inform wheelchair users so that they can make an informed choice when they choose a wheelchair. The classification could be extended to restraint systems that are suitable for a given class of wheelchair.

Most data users want to know about trends in wheelchair, and especially scooter, design as scooters and large wheelchairs which exceed the dimensions of the regulatory Reference Wheelchair may be prevented from accessing transport infrastructure and vehicles.

Data users make the point that many of the systems on which they work take 3 to 5 years from drawing board to full use and they find it hard to build in the flexibility needed to accommodate the changes that can happen to wheelchairs in this time frame. This is also the case for many standards that are subjected to 5-yearly reviews and therefore need to be valid for at least this length of time. Other data users are trying to look forward 10 to 15 years and anticipate what will change, particularly in relation to scooter size, weight and design. For the train operators some only have 3 year franchises so are only looking to the immediate future whereas others are carrying out 25-year feasibility studies where proposals for train designs are being considered. Additional data about future trends could feed into these projections and improve future engineering decisions.

The overall impression is that the users of the wheelchairs and scooters data are well attuned to the needs, problems and issues that face the users of wheelchairs. Both groups highlighted the same priority areas. Most particularly the following points should be noted:

- It is important to consider the use of wheelchairs in a holistic way that looks at the chair, the user and the environment in which the chair is to be used. This is consistent with the social model of disability.
- There are many sources of information on wheelchairs and their requirements, but they are not all consistent in the advice they give and in some instances the reliability, accuracy and quality of the data is questionable. Some data users had serious doubts about some particular aspects such as stability and the effects this has on ramp design.
- Some Regulations were felt to be too prescriptive in their approach to designing for people in wheelchairs, and insufficient background and rationale were provided. This resulted in rules being applied in a rather mechanistic fashion. However, some data users felt unable or untrained to do more than apply clear rules and for them this was what is needed.
- Recommendations need to be set out in a simple and easy to understand format. In all cases the implications of infringing space requirements does need to be fully spelled out in terms of the numbers or types of wheelchair users who may be excluded.

- As there is already an accepted way of measuring and recording data on wheelchairs presented in the ISO/BSI standard, those who are familiar with this method wish any new data to be presented in a way that is consistent with this. There has to be an agreed definition of any measurements as these are potentially open to different interpretations.
- Where the current methods of measurement and/or presenting data are considered inadequate, such as in the measurement of turning radii and stability on slopes, improved methods of measurement and data presentation need to be considered.
- Several data users spoke of the need for more dynamic data on wheelchair occupants such as forward reach, especially from scooters, or dynamic reach whilst moving. These should be considered.
- Although visually based methods of presenting data are desirable for the majority of data users, it needs to be borne in mind that at least some of them may have a visual impairment that makes viewing data of this sort difficult or impossible. For these people, and any others who may find diagrams problematic, an alternative format needs to be available.
- Most data users wanted electronic versions of the data as they saw that this would help when information needed to be incorporated into other documents or formats. However it needed to be compatible with other software packages such as CAD. For practitioners who spend time away from the office and therefore without access to a computer, electronic data is not seen as being so helpful and hard copies still need to be available.
- Ranges of wheelchair sizes are of interest to those who have to plan for many different wheelchair users. Those who are trying to find the optimum wheelchair for a client in a particular environment need more detailed model-based information. In both cases data users want to be able to make quick and reliable comparisons across a range of wheelchairs.
- Weight of the whole wheelchair and, for electric wheelchairs, of the heavy components, is important for both data users and wheelchair users and carers.
- Most data users wanted to know about trends in wheelchair, and especially scooter design, as well as population demographics as they felt it was vital to their planning processes.

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GLOSSARY OF STATISTICAL TERMS

Alpha Value (Significance Level) is used to indicate the probability of the observed sample data values occurring if a particular stated hypothesis is true. In the 1999 sample, for example, the average weight of the adult self-propelled wheelchair and occupant was 96.0kg. In the 2005 study the corresponding average weight for adult self-propelled chairs was 99.7kg. If it is assumed that really nothing has changed and that the increase of 3.7kg is simply due to sampling variation, the alpha value (in this case equal to 0.002), indicates that this is very unlikely to be the case. Of course, significance levels have to be determined with respect to the particular problem being investigated – but a 'typical' rule is to assume that alpha values of less than 0.05 are significant and cast substantial doubt on the hypothesis being posited. In the average weight example described above, it can be concluded that it is highly likely that there has been a very real increase in the weight of wheelchairs and occupants between the years 1999 and 2005.

Analysis of Variance is a multi-variant technique that can be used to compare the means of more than two sets of interrelated data.

Chi-Square Test is a very versatile statistical test with many applications. However, in this report it has been used mainly for 'measuring' association between different categorical variables.
For example, to investigate the possibility of some form of association between gender and the type of wheelchair device used, in the case of the 2005 data a value of Chi(3) = 25.161 and corresponding alpha value of 0.000 indicate that there is very strong association between the two categorical variables. The figure in parenthesis is known as the degrees of freedom and is determined by the number of categories of both variables.

t-test has many uses but in this study it has been used principally for testing differences in location parameters (averages). The single sample t-test was used in the example given in the above paragraph about Alpha Value.

z-test /Normal Distribution - the famous bell shaped distribution which is the foundation of much statistical theory. It is the limiting form of the t-distribution when the sample size is very large. It has been used in this study mainly for the comparison of percentages.

ACKNOWLEDGEMENTS

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May 3, 2012

[redacted]

Subject: Request for Modification to the Operation of Outer Roll Stop – Mirage Model Wheelchair Lift

Dear Mr. [redacted]

From your communication of March 14th, Ricon understands that [redacted] has asked Ricon to design a product upgrade to respond to the following scenarios : first, [redacted] has observed that an obstruction (such as the handle of a pair of pliers) inserted into the closing barrier may cause the "Rollstop 'Closed'" limit switch to change state before the outer barrier is substantially closed; and second, under the aforementioned condition, the roll stop actuator foot does not reach its fully down position. If the roll stop actuator foot is not at its fully down position and the "Ground Contact" limit switch is maladjusted, it is possible for the outer barrier to open upon solicitation of the "down" function.

Initially, Ricon notes that the scenarios described above should not result in any safety issues for any passengers, assuming that the [redacted] consistently utilizes the electrically interlocked restraint belt and follows recommended loading procedures, such as not attempting to load oversize wheelchairs. Both the restraint belt and the recommended loading procedures are intended to provide the primary level of safety protection. Even assuming that the [redacted] decides to implement the product modification that it has asked Ricon to design, the interlock restraint belt and the recommended loading procedures must continue to be utilized in all circumstances when the lift is in use, as any design modification cannot substitute for the protection provided, in the first instance, by the restraint belt and by adherence to the recommended loading procedures.

Second, Ricon is pleased to advise that it has developed a procedure in response to your design request. The attached video clip illustrates a design modification that [redacted] mechanics can implement on [redacted]s fleet during routine maintenance. The performance illustrated in the video can be achieved by changing the plunger on the "Rollstop 'Closed'" limit switch assembly and adjusting its operation point according to a new procedure and by adjusting the operation point of the "Ground Contact" limit switch as illustrated in the current Ricon Mirage product service manual.

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Ricon values its partnership with the [redacted] and it is prepared to offer [redacted] special pricing on the parts necessary to implement the new procedure. Further, Ricon can provide technical training to the [redacted] mechanics who will be performing the modification.

Should you have any questions or if you wish to discuss the matter further before determining whether to proceed, please contact me at your convenience. As always, we appreciate the opportunity to work with [redacted].

Respectfully Submitted,

Stanton D. Saucier, PE
Vice President – Marketing and Product Planning
Ricon Corp.
A Wabtec Company

Enclosure: Video Clip – Demonstration of Outer Roll Stop

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Vice President – Marketing and Product Planning
Ricon Corp.
A Wabtec Company

Enclosure: Video Clip – Demonstration of Outer Roll Stop

Warranty Data - Ricon Mirage F9TF

Ricon Part number UV-ES-221

November 9, 2012

	OrderType	OrderNo	ItemCode	ItemDesc	QtyOrd	QtyDel	Amount	OrdUseDate
1	Service Order	60024926	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	2	2	0	3/16/2006
2	Service Order	60025259	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	4/5/2006
3	Service Order	60025558	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	4/25/2006
4	Service Order	60029459	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	11/7/2006
5	Service Order	60029714	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	11/15/2006
6	Service Order	60029795	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	3	3	0	11/17/2006
7	Service Order	60030008	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	3	3	0	11/28/2006
8	Service Order	60030501	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	12/14/2006
9	Service Order	60035274	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	5/22/2007
10	Service Order	60038369	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	9/14/2007
11	Service Order	60039661	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	2	2	0	11/16/2007
12	Service Order	60042210	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	2/14/2008
13	Service Order	60048014	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	8/18/2008
14	Service Order	60048014	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	8/18/2008
15	Service Order	60074790	UV-ES-221	HARNESS,SWITCH SUBASSY,ROLLSTOP	1	1	0	2/6/2012