

REPORT NUMBER: 220-MGA-2009-004

**SAFETY COMPLIANCE TESTING FOR
FMVSS NO. 220
SCHOOL BUS ROLLOVER PROTECTION**

**TRANS TECH BUS
2009 TRANS TECH RONDAK BUS
NHTSA NO.: C90903**

**PREPARED BY:
MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURLINGTON, WI 53105**



TEST DATE: OCTOBER 15, 2010

FINAL REPORT DATE: FEBRUARY 25, 2011

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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Technical Report Documentation Page

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16. Abstract Compliance tests were conducted on the subject 2009 Trans Tech Rondak Bus NHTSA No.: C90903, in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-220-02 for the determination of FMVSS 220 compliance. Test failures were as follows: None			
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TABLE OF CONTENTS

<u>Section</u>		<u>Page No.</u>
1	Purpose of Compliance Test	1
2	Test Data Summary	2
3	Compliance Test Data	3
	Data Sheet 1 – Vehicle Information	4
	Data Sheet 2 – Force Application and Deflection Information	7
	Data Sheet 3 – Force and Opening Area Test of Emergency Exits	8
	Data Sheet 4 – Force and Opening Area Test of Emergency Exits – Interior	9
	Data Sheet 5 – Force and Opening Area Test of Emergency Exits – Exterior	11
	Data Sheet 6 – Emergency Exit Measurements	12
4	Instrumentation and Equipment List	13
5	Photographs	14
6	Test Plots	43

SECTION 1
PURPOSE OF COMPLIANCE TEST

Tests were conducted on a 2009 Trans Tech Rondak Bus NHTSA No.: C90903, in accordance with the specifications of the Office of Vehicle Safety Compliance (OVSC) Test Procedure, TP-220-02, to determine compliance to the requirements of Federal Motor Vehicle Safety Standards (FMVSS) 220, "School Bus Rollover Protection".

This program is sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No.: DTNH22-08-D-00075.

SECTION 2
TEST DATA SUMMARY

Based on the tests performed, the 2009 Trans Tech Rondak Bus, NHTSA No.: C90903 appears to meet the requirements of FMVSS 220. The ambient temperature during testing was 23° C.

TEST RESULTS

S4.a	The downward vertical movement of any point on the application plate shall not exceed 130 mm.	PASS
S4.b	Each emergency exit shall be capable of:	
	Unlatching per FMVSS 217	PASS
	Opening per FMVSS 217	PASS

Comments: None

SECTION 3
COMPLIANCE TEST DATA

The following data sheets document the results of testing on the 2009 Trans Tech Rondak Bus, NHTSA No. C90903.

DATA SHEET 1
VEHICLE INFORMATION

Test Vehicle: **2009 TRANS TECH RONDAK BUS**
Test Lab: **MGA RESEARCH CORPORATION**

NHTSA No.: **C90903**
Test Date: **10/15/10**

Contract No.:	DTNH22-08-D-00075
Laboratory Name:	MGA Research Corporation

INCOMPLETE VEHICLE

Manufacturer:	Ford Motor Company
Model:	E-350 SRW
VIN:	1FD2E35L88DB33670
Certification Date:	05/08

COMPLETED VEHICLE (SCHOOL BUS)

Manufacturer:	Trans Tech Bus
Make/Model:	Trans Tech Rondak
VIN:	1FD2E35L88DB33670
NHTSA No.:	C90903
Color:	White
GVWR:	4,355 kg / 9,600 lb
Build Date:	08/09
Certification Date:	05/08

DATES

Vehicle Receipt:	10/01/09
Start of Compliance Test:	10/15/10
Completion of Compliance Test:	10/15/10

Comments: All tests were performed in accordance with the references outlined in: TP-220-02.

DATA SHEET 1 (CONTINUED)

VEHICLE INFORMATION

SCHOOL BUS UNLOADED VEHICLE WEIGHT (UVW)

	Units	As Delivered (UVW) (Axle)		
		Front	Rear	Total
Left	kg	679.9	1001.1	
Right	kg	661.3	1024.2	
Ratio	%	39.8	60.2	
Totals	kg	1,341.2	2,025.3	3,366.5

SCHOOL BUS ROOF AND APPLICATION PLATE DATA

Dimensions	School Bus Roof	Calculated Roof Plate	Actual Roof Plate
Length (mm):	4,674	4,799	5,486
Width (mm):	2,159	2,284	2,616

Note: The vehicle was centered laterally and longitudinally under the roof load application plate.

School Bus Has: X Rigid Frame; ___ Unibody

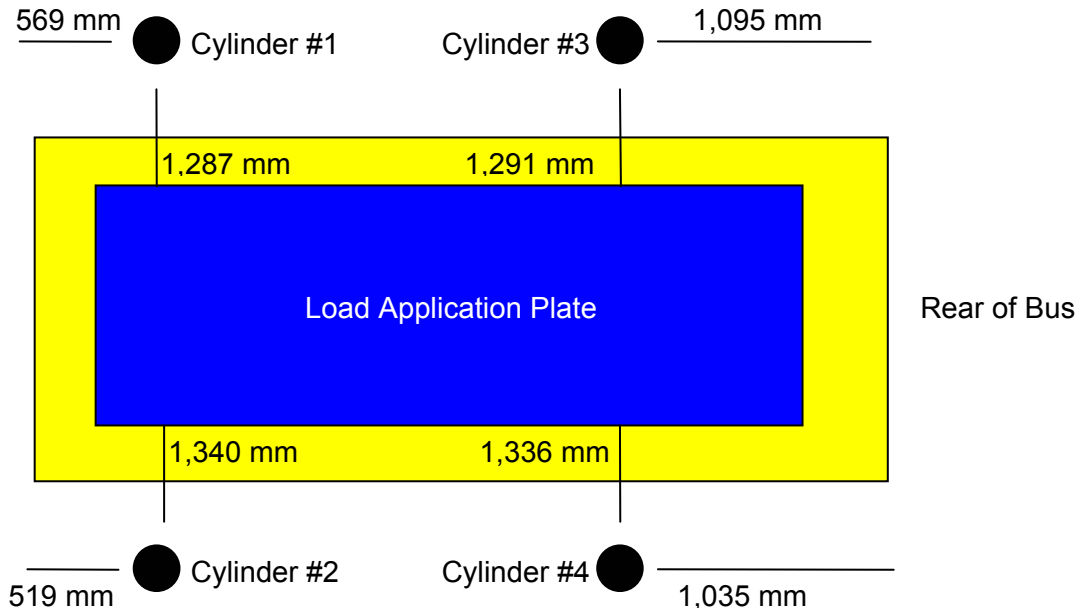
Components Removed From Vehicle Before Testing : Front – Center roof air vent

DATA SHEET 1 (CONTINUED)
VEHICLE INFORMATION

LINEAR DISPLACEMENT TRANSDUCER LOCATION

Description	LF	RF	LR	RR
Perpendicular Distance from closest corner of load application plate (mm)	519	569	1,035	1,095
From closest outside edge of load application plate (mm)	1,340	1,287	1,336	1,291

Note: LR = Left Rear, RR = Right Rear, LF = Left Front, and RF = Right Front



Comments: Horizontal lasers were used at the corner of each roof corner. Tape was placed on the bus sidewall at the nearest point to the roof corners. This tape was marked at each indicated point of interest during the profile. These marks were measured with a calibrated steel rule at the conclusion of the testing. These are used as the delivered displacement values. Displacement transducers were also used at the cylinders. The measurements in reference to the nearest bus corner can give triangulation coordinates. These measurements are used as secondary to the laser measurements. Bus body offset from frame 10 mm on rear.

Recorded By: *[Signature]*

Approved By: *Michael Janovic*

Date: 10/15/10

DATA SHEET 2

FORCE APPLICATION AND DEFLECTION INFORMATION

Test Vehicle: **2009 TRANS TECH RONDAK BUS**
 Test Lab: **MGA RESEARCH CORPORATION**

NHTSA No.: **C90903**
 Test Date: **10/15/10**

FORCE APPLICATION PLATE LOAD CALCULATION

Unloaded Delivered Weight (UDW):	3,366.5 kg
Calculated Test Load = 1.5 * UDW:	5,049.8 kg (49,521.6 N)
Range of Test Load (-1% to -3%):	48,035.9 N – 49,026.4 N

FORCE APPLICATION PLATE LOAD

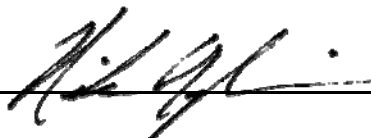
		Pre-load		Maximum Load		Deflection B-A (mm)
		Displacement A (mm)	Load (N)	Displacement B (mm)	Load (N)	
Cylinder	1 (RF)	1	500.1	154	12,944.8	153
	2 (LF)	2	490.3	125	12,287.7	123
	3 (RR)	1	529.6	70	12,444.6	69
	4 (LR)	2	519.8	54	12,474.1	52
Total Load			2039.8		50,151.2	

FORCE APPLICATION PLATE DEFLECTION

		Pre-load	Maximum Load	Deflection B-A (mm)	Deflection ≤ 130 mm?	
		Displacement A (mm)	Displacement B (mm)		Yes - Pass	No - Fail
Corner of Force Application Plate*	1 (RF)	2	128	126	PASS	
	2 (LF)	3	116	113	PASS	
	3 (RR)	2	39	37	PASS	
	4 (LR)	5	31	26	PASS	
Average Deflection				76		

Note: LR = Left Rear, RR = Right Rear, LF = Left Front, and RF = Right Front

Comments: Deflection at each corner of the required force application plate area was measured with the use of laser indicators positioned near the four most outboard corners of the vehicle's roof.

Recorded By: 

Approved By: 

Date: 10/15/10

DATA SHEET 3

FORCE AND OPENING AREA TEST OF EMERGENCY EXITS

Test Vehicle: **2009 TRANS TECH RONDAK BUS**
 Test Lab: **MGA RESEARCH CORPORATION**


NHTSA No.: **C90903**
 Test Date: **10/15/10**

		Yes - Pass	No - Fail
Can all exits be manually released and extended by a single person without tools, remote controls, and without the engine running?		PASS	
Is emergency exit door releasable from inside the school bus?	BEFORE LOAD:	PASS	
	MAXIMUM LOAD:	PASS	
	AFTER LOAD:	PASS	
Is emergency exit door releasable from outside the school bus?	BEFORE LOAD:	PASS	
	MAXIMUM LOAD:	PASS	
	AFTER LOAD:	PASS	

Note: BEFORE, MAXIMUM & AFTER LOAD, refer to the time when the assessment was made relative to load being applied to the school bus roof with the force application plate.

Comments: None

Recorded By: 

Approved By: 

Date: 10/15/10

DATA SHEET 4

FORCE AND OPENING AREA TEST OF EMERGENCY EXITS (INTERIOR)

Test Vehicle: **2009 TRANS TECH RONDAK BUS**
 Test Lab: **MGA RESEARCH CORPORATION**

NHTSA No.: **C90903**
 Test Date: **10/15/10**

FORCE TO RELEASE (UNLATCH) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 178 N?		MAXIMUM LOAD (N)	Force ≤ 178 N?		AFTER LOAD (N)	Force ≤ 178 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Rear Emergency Exit Door	20.0	PASS		15.6	PASS		17.8	PASS		Rotary
	20.0			17.8			13.3			
	22.2			20.0			15.6			
	Average: 20.7			Average: 17.8			Average: 15.6			

FORCE TO RELEASE (UNLATCH) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 89 N?		MAXIMUM LOAD (N)	Force ≤ 89 N?		AFTER LOAD (N)	Force ≤ 89 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Left Window	8.9	PASS		11.1	PASS		8.9	PASS		Rotary
	8.9			11.1			8.9			
	8.9			11.1			8.9			
	Average: 8.9			Average: 11.1			Average: 8.9			

FORCE TO RELEASE (UNLATCH) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 89 N?		MAXIMUM LOAD (N)	Force ≤ 89 N?		AFTER LOAD (N)	Force ≤ 89 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Right Window	15.6	PASS		26.7	PASS		31.1	PASS		Rotary
	13.3			26.7			31.1			
	15.6			28.9			28.9			
	Average: 14.8			Average: 27.4			Average: 30.4			

Note: BEFORE, MAXIMUM & AFTER LOAD, refer to the time when the assessment was made relative to load being applied to the school bus roof with the force application plate.

Comments: None

DATA SHEET 4 (CONTINUED)
FORCE AND OPENING AREA TEST OF EMERGENCY EXITS (INTERIOR)

Test Vehicle: **2009 TRANS TECH RONDAK BUS**
 Test Lab: **MGA RESEARCH CORPORATION**

NHTSA No.: **C90903**
 Test Date: **10/15/10**

FORCE TO EXTEND (OPEN) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 178 N?		MAXIMUM LOAD (N)	Force ≤ 178 N?		AFTER LOAD (N)	Force ≤ 178 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Rear Emergency Exit Door	13.3	PASS		17.8	PASS		13.3	PASS		Push To Open
	13.3			22.2			15.6			
	15.6			17.8			15.6			
	Average: 14.1			Average: 19.3			Average: 14.8			

FORCE TO EXTEND (OPEN) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 178 N?		MAXIMUM LOAD (N)	Force ≤ 178 N?		AFTER LOAD (N)	Force ≤ 178 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Left Window	8.9	PASS		4.4	PASS		4.4	PASS		Push To Open
	4.4			4.4			4.4			
	4.4			4.4			4.4			
	Average: 5.9			Average: 4.4			Average: 4.4			

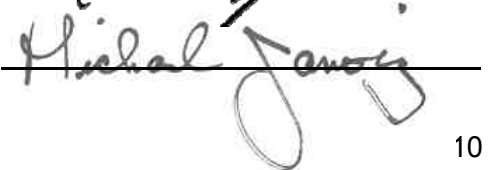
FORCE TO EXTEND (OPEN) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 178 N?		MAXIMUM LOAD (N)	Force ≤ 178 N?		AFTER LOAD (N)	Force ≤ 178 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Right Window	4.4	PASS		4.4	PASS		4.4	PASS		Push To Open
	4.4			4.4			4.4			
	4.4			4.4			4.4			
	Average: 4.4			Average: 4.4			Average: 4.4			

Note: BEFORE, MAXIMUM & AFTER LOAD, refer to the time when the assessment was made relative to load being applied to the school bus roof with the force application plate.

Comments: None

Recorded By: 

Approved By: 

Date: 10/15/10

DATA SHEET 5

FORCE AND OPENING AREA TEST OF EMERGENCY EXITS (EXTERIOR)

Test Vehicle: **2009 TRANS TECH RONDAC BUS**
 Test Lab: **MGA RESEARCH CORPORATION**

NHTSA No.: **C90903**
 Test Date: **10/15/10**

FORCE TO RELEASE (UNLATCH) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 178 N?		MAXIMUM LOAD (N)	Force ≤ 178 N?		AFTER LOAD (N)	Force ≤ 178 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Rear Emergency Exit Door	75.6	PASS		89.0	PASS		53.4	PASS		Rotary
	71.2			71.2			62.3			
	80.1			71.2			62.3			
	Average: 75.6			Average: 77.1			Average: 59.3			


FORCE TO EXTEND (OPEN) THE EMERGENCY EXITS

Exit Location	BEFORE LOAD (N)	Force ≤ 178 N?		MAXIMUM LOAD (N)	Force ≤ 178 N?		AFTER LOAD (N)	Force ≤ 178 N?		Type of Motion
		Yes - Pass	No - Fail		Yes - Pass	No - Fail		Yes - Pass	No - Fail	
Rear Emergency Exit Door	20.0	PASS		20.0	PASS		24.5	PASS		Pull To Open
	17.8			17.8			17.8			
	17.8			17.8			17.8			
	Average: 18.5			Average: 18.5			Average: 20.0			

Note: BEFORE, MAXIMUM & AFTER LOAD, refer to the time when the assessment was made relative to load being applied to the school bus roof with the force application plate.

Comments: None

Recorded By: 

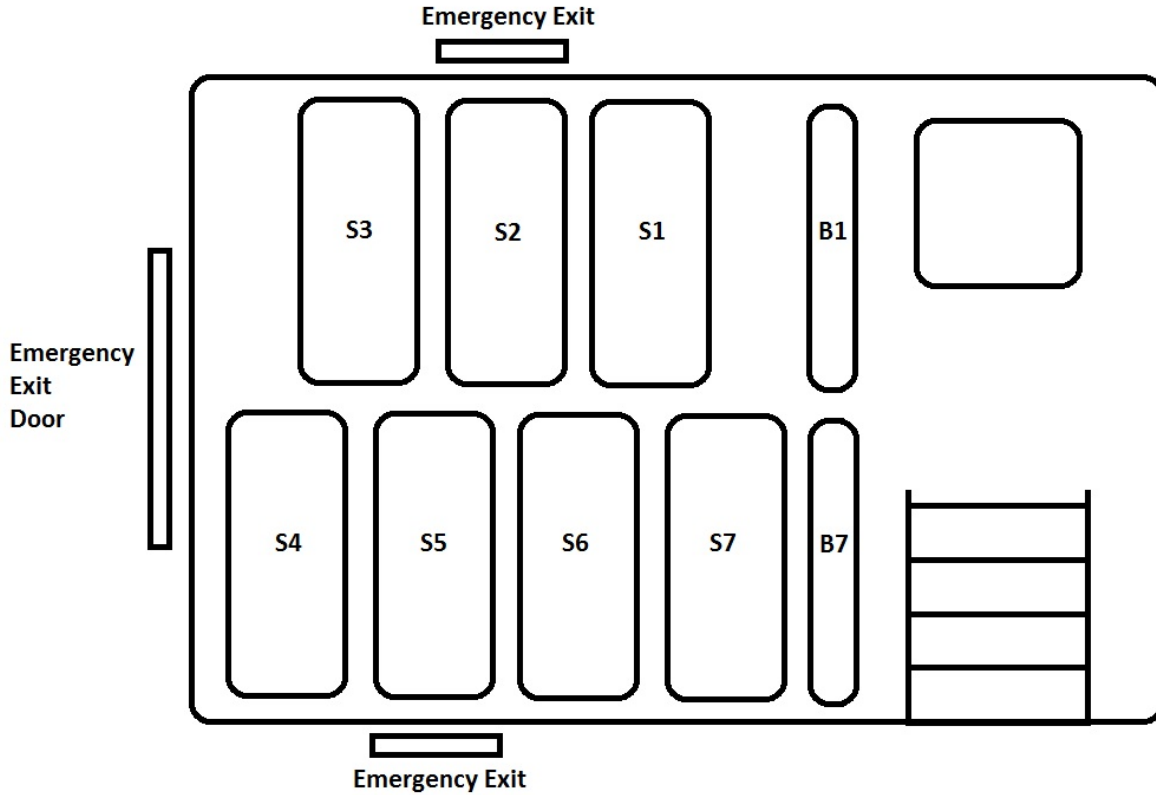
Approved By: 

Date: 10/15/10

DATA SHEET 6
EMERGENCY EXIT MEASUREMENTS

Test Vehicle: **2009 TRANS TECH RONDAK BUS**
Test Lab: **MGA RESEARCH CORPORATION**

NHTSA No.: **C90903**
Test Date: **10/15/10**



		Height (mm)	Width (mm)	Required Test Form (Ellipsoid or Parallelepiped)	Opening allowed unobstructed passage of the test form?	
					Yes – Pass	No – Fail
1	Rear Emergency Exit Door	1,360	930	Parallelepiped	PASS	
2	Left Middle Window Exit Door	650	630	Ellipsoid	PASS	
3	Right Middle Window Exit Door	650	630	Ellipsoid	PASS	

Comments: None

Recorded By: *[Signature]*

Approved By: *[Signature]*

Date: 10/15/10

SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST

Equipment	Manufacturer	Serial No.	Cal. Date	Next Cal. Date
Steel Tape	Stanley	580	04/22/10	10/22/10
Cylinder #1 Load Cell	Interface	315453	09/30/10	03/30/11
Cylinder #1 Displacement Pot.	Ametek	0108-27166	10/05/10	04/05/11
Cylinder #2 Load Cell	Interface	321811	10/04/10	04/04/11
Cylinder #2 Displacement Pot.	Ametek	0304-21633	10/05/10	04/05/11
Cylinder #3 Load Cell	Interface	326710	10/01/10	04/01/11
Cylinder #3 Displacement Pot.	Ametek	0108-27168	10/05/10	04/05/11
Cylinder #4 Load Cell	Interface	321788	09/30/10	03/30/11
Cylinder #4 Displacement Pot.	Ametek	0108-27167	10/05/10	04/05/11
Force Gauge	Quantrol	DMLC1120014	10/15/10	04/15/11
Inclinometer	Pro 360	006	09/24/10	03/24/11

SECTION 5
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

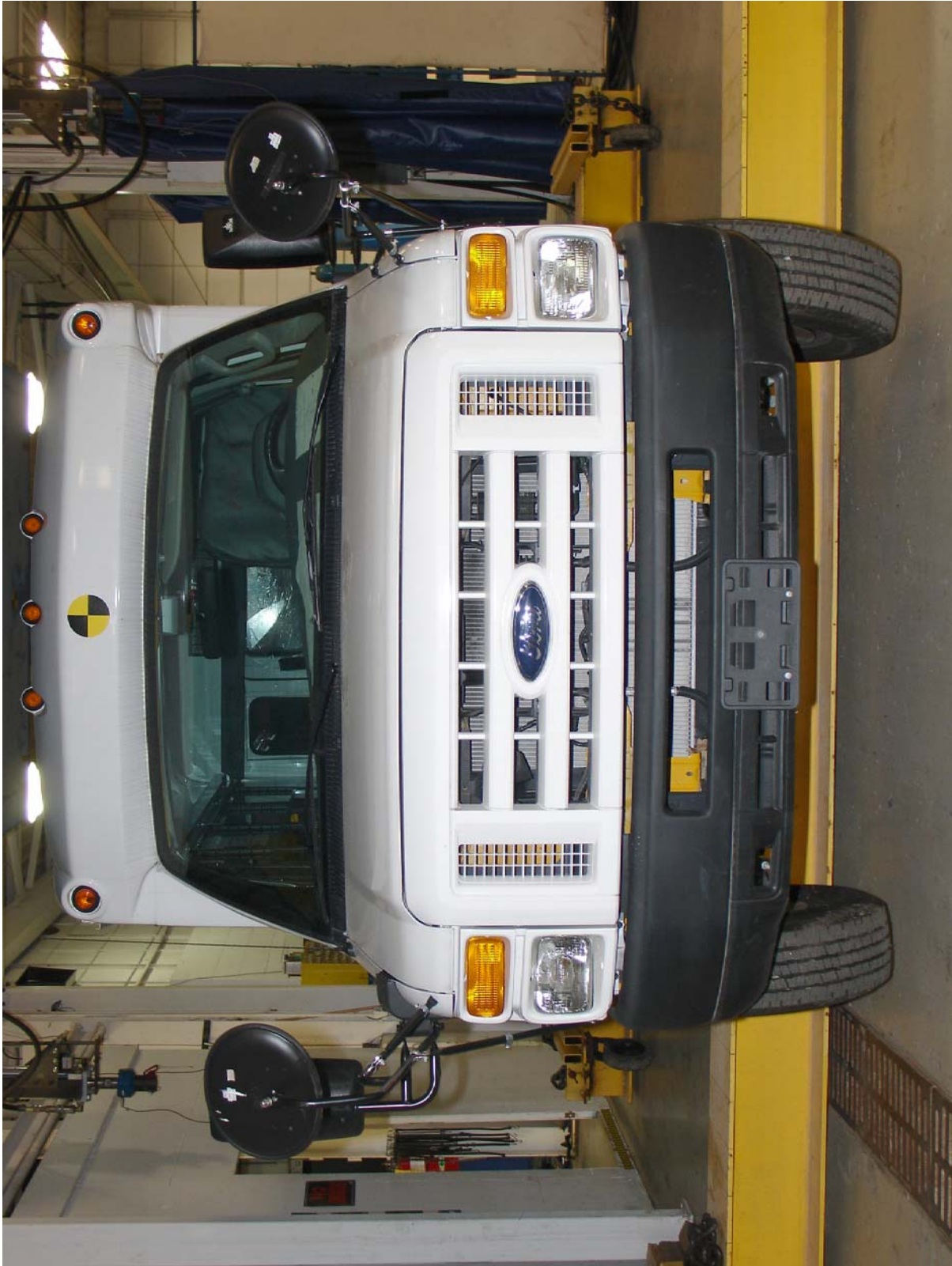
<u>No.</u>		<u>Page No.</u>
1	Frontal View of School Bus Before Testing (as received by MGA)	15
2	Frontal View of School Bus After Testing	16
3	Rear View of School Bus Before Testing (as received by MGA)	17
4	Rear View of School Bus After Testing	18
5	Full View of Left Side of School Bus Before Testing (as received by MGA)	19
6	Full View of Left Side of School Bus After Testing	20
7	Full View of Right Side of School Bus Before Testing (as received by MGA)	21
8	Left Front $\frac{3}{4}$ View of School Bus Before Testing (as received by MGA)	22
9	Left Front $\frac{3}{4}$ View of School Bus After Testing	23
10	Right Front $\frac{3}{4}$ View of School Bus Before Testing (as received by MGA)	24
11	Right Front $\frac{3}{4}$ View of School Bus After Testing	25
12	Right Rear $\frac{3}{4}$ View of School Bus Before Testing (as received by MGA)	26
13	Right Rear $\frac{3}{4}$ View of School Bus After Testing	27
14	Loading Device Placed Against Bus's Roof at Beginning of Test (Right Front)	28
15	Loading Device Placed Against Bus's Roof at Maximum Load Condition (Right Front)	29
16	Loading Device Placed Against Bus's Roof at Beginning of Test (Right Rear)	30
17	Loading Device Placed Against Bus's Roof at Maximum Load Condition (Right Rear)	31
18	Backup Roof Deflection Measuring Device at Maximum Load Condition (Left Front)	32
19	Backup Roof Deflection Measuring Device at Maximum Load Condition (Left Rear)	33
20	Backup Roof Deflection Measuring Device at Maximum Load Condition (Right Front)	34
21	Backup Roof Deflection Measuring Device at Maximum Load Condition (Right Rear)	35
22	Roof, After Removal of Loading Device, Viewed From the Bus Exterior	36
23	Roof, After Removal of Loading Device, Viewed From the Bus Interior	37
24	Rear Exit Door Open With Parallelepiped In Place	38
25	Left Middle Window Exit Door Open With Ellipsoid In Place	39
26	Right Middle Window Exit Door Open With Ellipsoid In Place	40
27	Certification Label and Tire Placard	41
28	Incomplete Vehicle Label	42

Test Vehicle: **2008 TRANS TECH RONDAK BUX** NHTSA No.: **C90903**
Procedure: **FMVSS 220** Test Date: **10/15/10**



Frontal View of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220
NHTSA No.: C909003
Test Date: 10/15/10



Frontal View of School Bus After Testing

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Rear View of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C909003
Test Date: 10/15/10



Rear View of School Bus After Testing

Test Vehicle: 2008 TRANS TECH RONDAK BUX NHTSA No.: C90903
Procedure: FMVSS 220 Test Date: 10/15/10



Full View of Left Side of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Full View of Left Side of School Bus After Testing

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220
NHTSA No.: C90903
Test Date: 10/15/10



Full View of Right Side of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220
NHTSA No.: C90903
Test Date: 10/15/10



Left Front 3/4 View of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Left Front ¾ View of School Bus After Testing

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220
NHTSA No.: C90903
Test Date: 10/15/10



Right Front 3/4 View of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220

NHTSA No.: C909003
Test Date: 10/15/10



Right Front 3/4 View of School Bus After Testing

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220
NHTSA No.: C90903
Test Date: 10/15/10



Right Rear 3/4 View of School Bus Before Testing (as received by MGA)

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220

NHTSA No.: C909003
Test Date: 10/15/10



Right Rear 3/4 View of School Bus After Testing

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Loading Device Placed Against Bus's Roof at Beginning of Test (Right Front)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

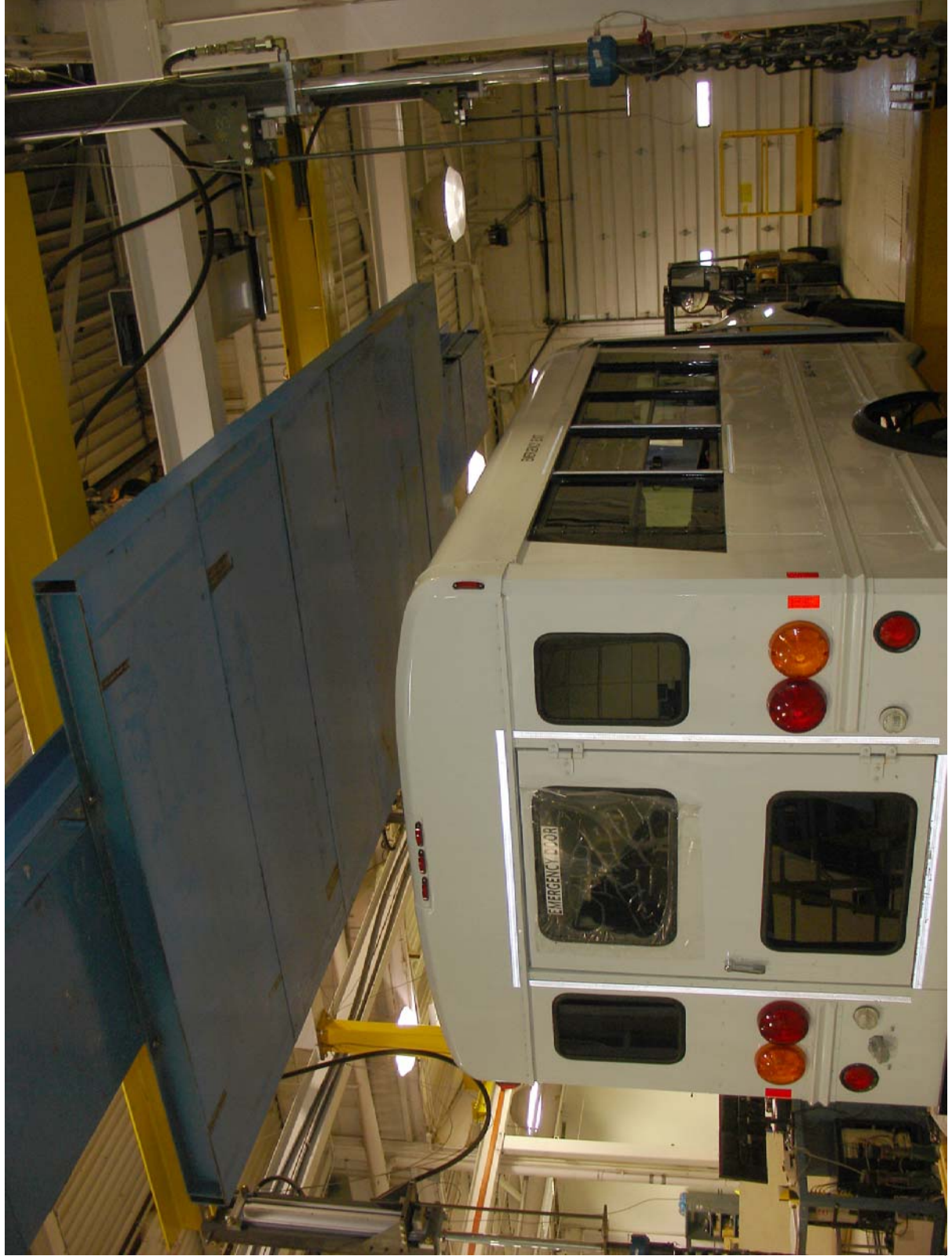
NHTSA No.: C909003
Test Date: 10/15/10



Loading Device Placed Against Bus's Roof at Maximum Load Condition (Right Front)

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220

NHTSA No.: C909003
Test Date: 10/15/10



Loading Device Placed Against Bus's Roof at Beginning of Test (Right Rear)

Test Vehicle: 2008 TRANS TECH RONDALAK BUX
Procedure: FMVSS 220

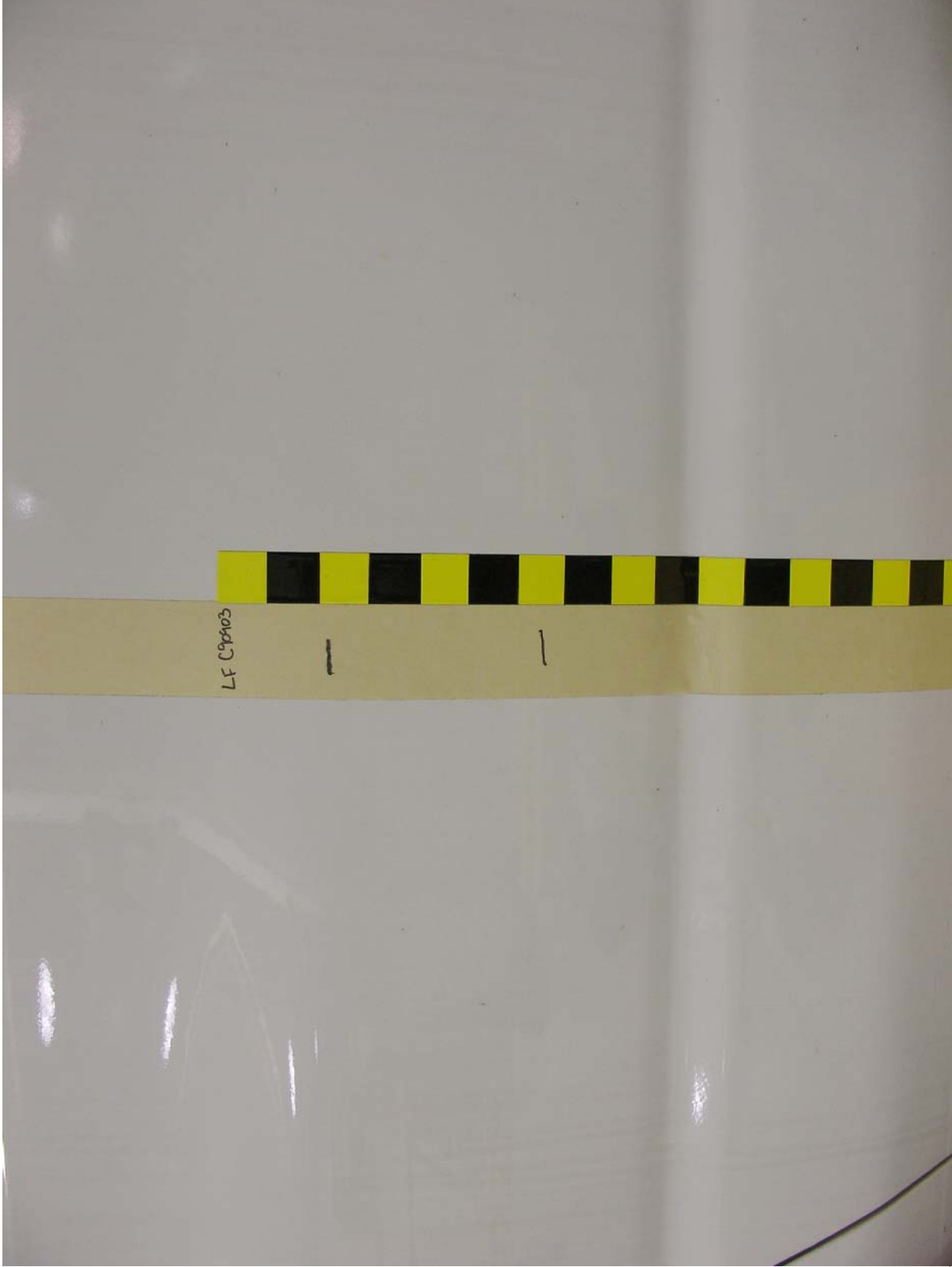
NHTSA No.: C909003
Test Date: 10/15/10



Loading Device Placed Against Bus's Roof at Maximum Load Condition (Right Rear)

Test Vehicle: **2008 TRANS TECH RONDAK BUX**
Procedure: **FMVSS 220**

NHTSA No.: **C90903**
Test Date: **10/15/10**



Backup Roof Deflection Measuring Device at Maximum Load Condition (Left Front)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Backup Roof Deflection Measuring Device at Maximum Load Condition (Left Rear)

Test Vehicle: **2008 TRANS TECH RONDAK BUX**
Procedure: **FMVSS 220**

NHTSA No.: **C90903**
Test Date: **10/15/10**



Backup Roof Deflection Measuring Device at Maximum Load Condition (Right Front)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Backup Roof Deflection Measuring Device at Maximum Load Condition (Right Rear)

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220
NHTSA No.: C90903
Test Date: 10/15/10



Roof, After Removal of Loading Device, Viewed From the Bus Exterior

Test Vehicle: 2008 TRANS TECH RONDAL BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Roof, After Removal of Loading Device, Viewed From the Bus Interior

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Rear Exit Door Open With Parallelepiped In Place

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

NHTSA No.: C90903
Test Date: 10/15/10



Left Middle Window Exit Door Open With Ellipsoid In Place

Test Vehicle: 2008 TRANS TECH RONDAK BUX
Procedure: FMVSS 220

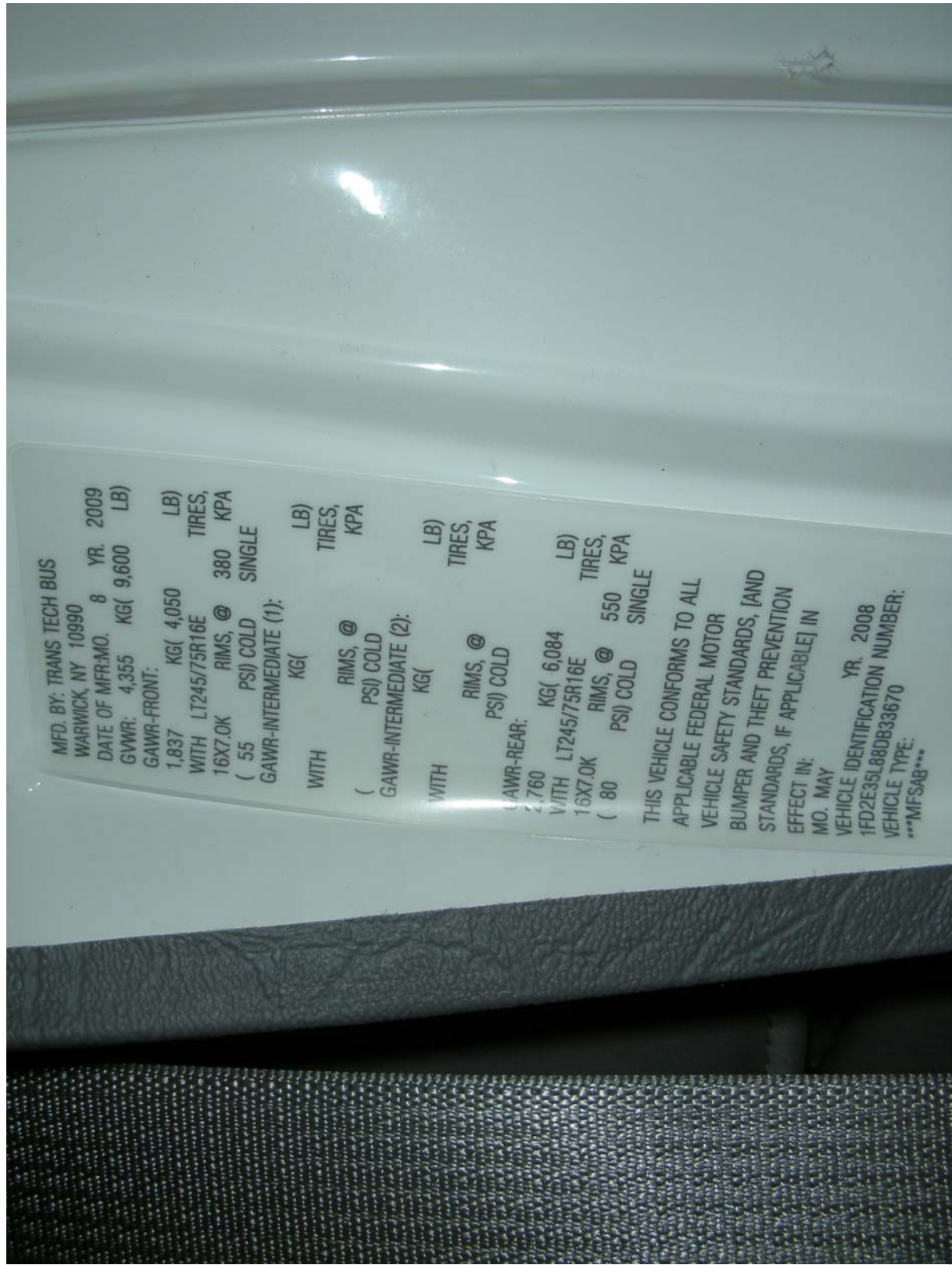
NHTSA No.: C90903
Test Date: 10/15/10



Right Middle Window Exit Door Open With Ellipsoid In Place

Test Vehicle: 2008 TRANS TECH RONDAL BUX
Procedure: FMVSS 220

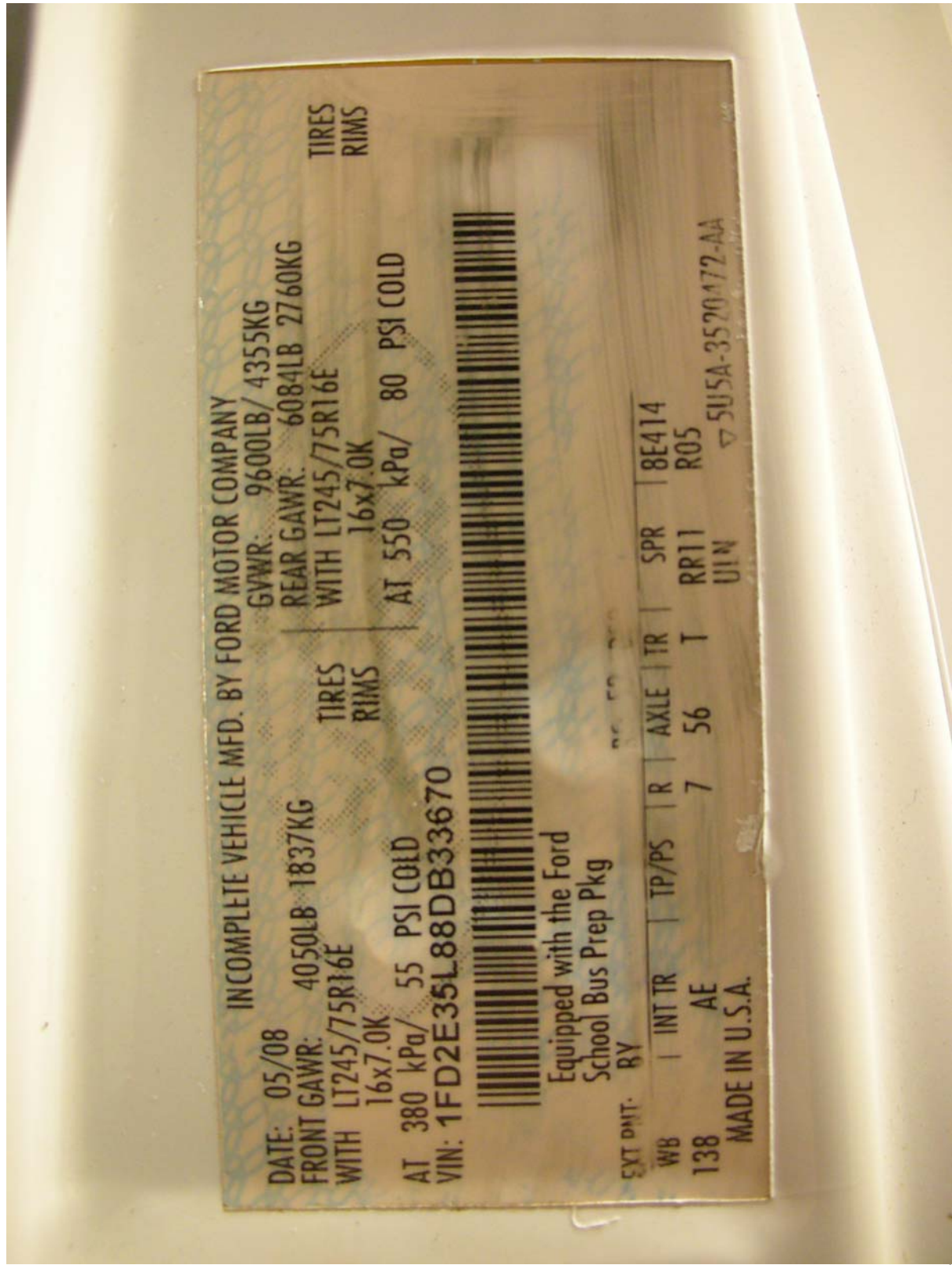
NHTSA No.: C90903
Test Date: 10/15/10



MFD. BY: TRANS TECH BUS
WARWICK, NY 10990
DATE OF MFR. MO. 8 YR. 2009
GVWR: 4,355 KG(9,600 LB)
GAWR-FRONT: KG(4,050 LB)
1,837 WITH LT245/75R16E TIRES,
16X7.0K RIMS, @ 380 KPA
(55 PSI) COLD SINGLE
GAWR-INTERMEDIATE (1): KG(LB)
WITH RIMS, @ TIRES,
(PSI) COLD KPA
GAWR-INTERMEDIATE (2): KG(LB)
WITH RIMS, @ TIRES,
PSI) COLD KPA
GAWR-REAR: KG(6,084 LB)
2,760 WITH LT245/75R16E TIRES,
16X7.0K RIMS, @ 550 KPA
(80 PSI) COLD SINGLE
THIS VEHICLE CONFORMS TO ALL
APPLICABLE FEDERAL MOTOR
VEHICLE SAFETY STANDARDS, [AND
BUMPER AND THEFT PREVENTION
STANDARDS, IF APPLICABLE] IN
EFFECT IN:
MO. MAY YR. 2008
VEHICLE IDENTIFICATION NUMBER:
1FD2E35L88DB33670
VEHICLE TYPE:
MFSAB

Certification Label and Tire Placard

Test Vehicle: 2008 TRANS TECH RONDAK BUX NHTSA No.: C90903
 Procedure: FMVSS 220 Test Date: 10/15/10



INCOMPLETE VEHICLE MFD. BY FORD MOTOR COMPANY

DATE: 05/08
 FRONT GAWR: 4050LB 1837KG
 WITH LT245/75R16E
 16x7.0K
 AT 380 kPa/ 55 PSI COLD
 VIN: 1FD2E35L88DB33670

TIRES RIMS

GVWR: 9600LB/ 4355KG
 REAR GAWR: 6084LB 2760KG
 WITH LT245/75R16E
 16x7.0K
 AT 550 kPa/ 80 PSI COLD

TIRES RIMS

Equipped with the Ford School Bus Prep Pkg

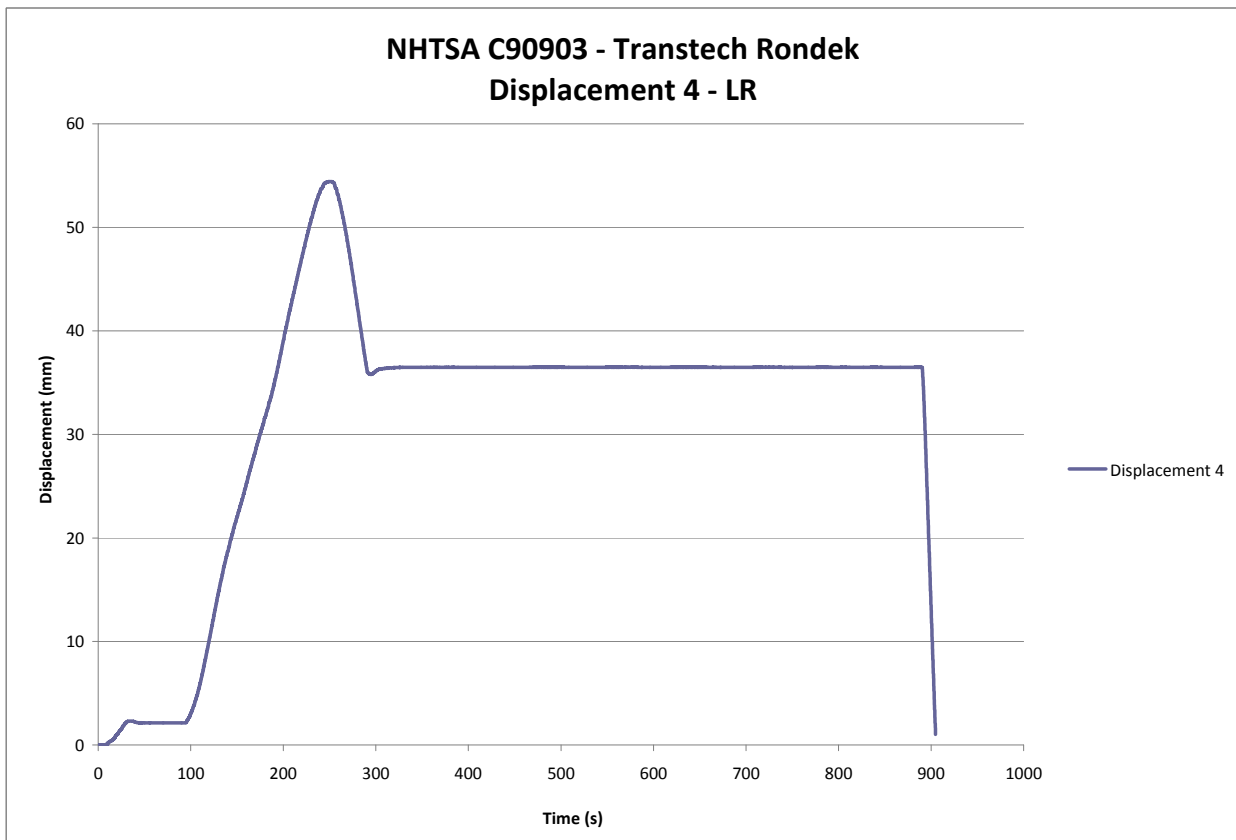
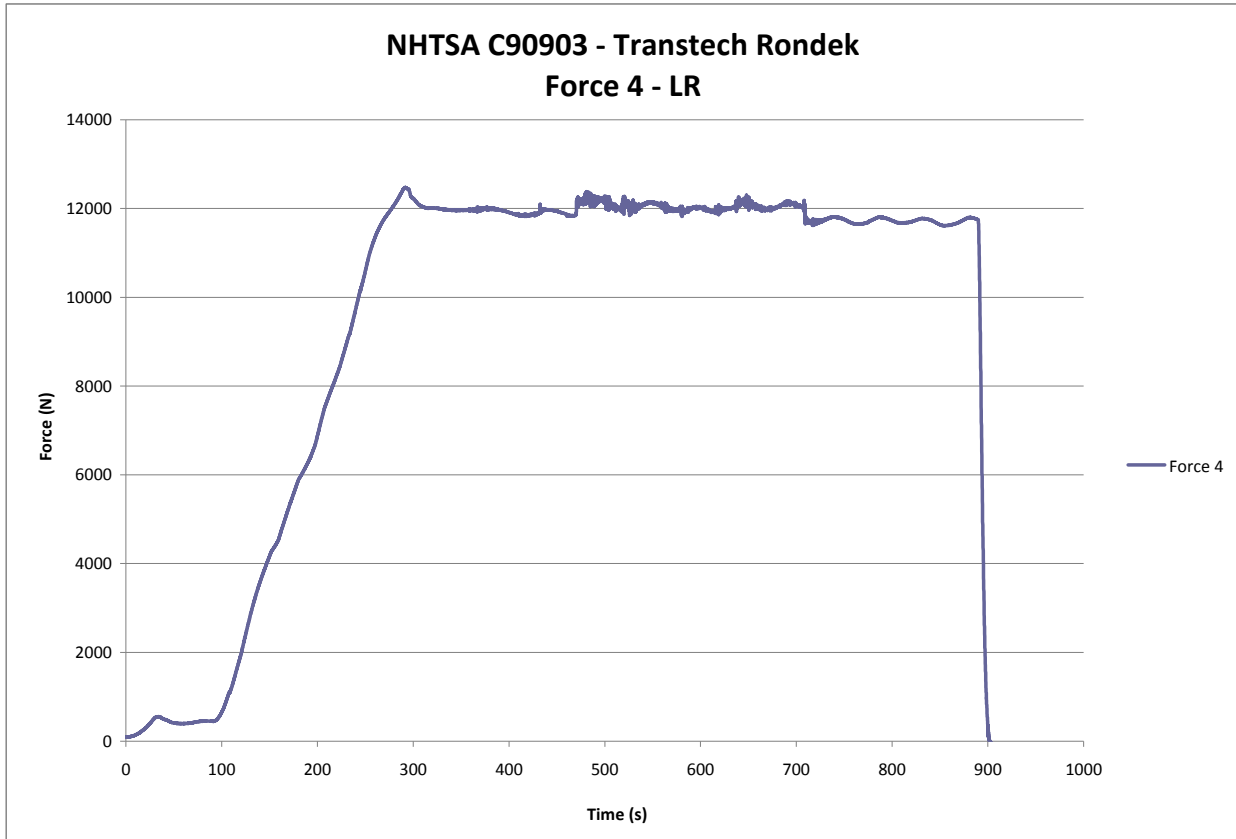
EXT	INT	TP/PS	R	AXLE	TR	SPR
WB	138	AE	7	56	T	RR11
						UIN
						8E414
						R05

MADE IN U.S.A.

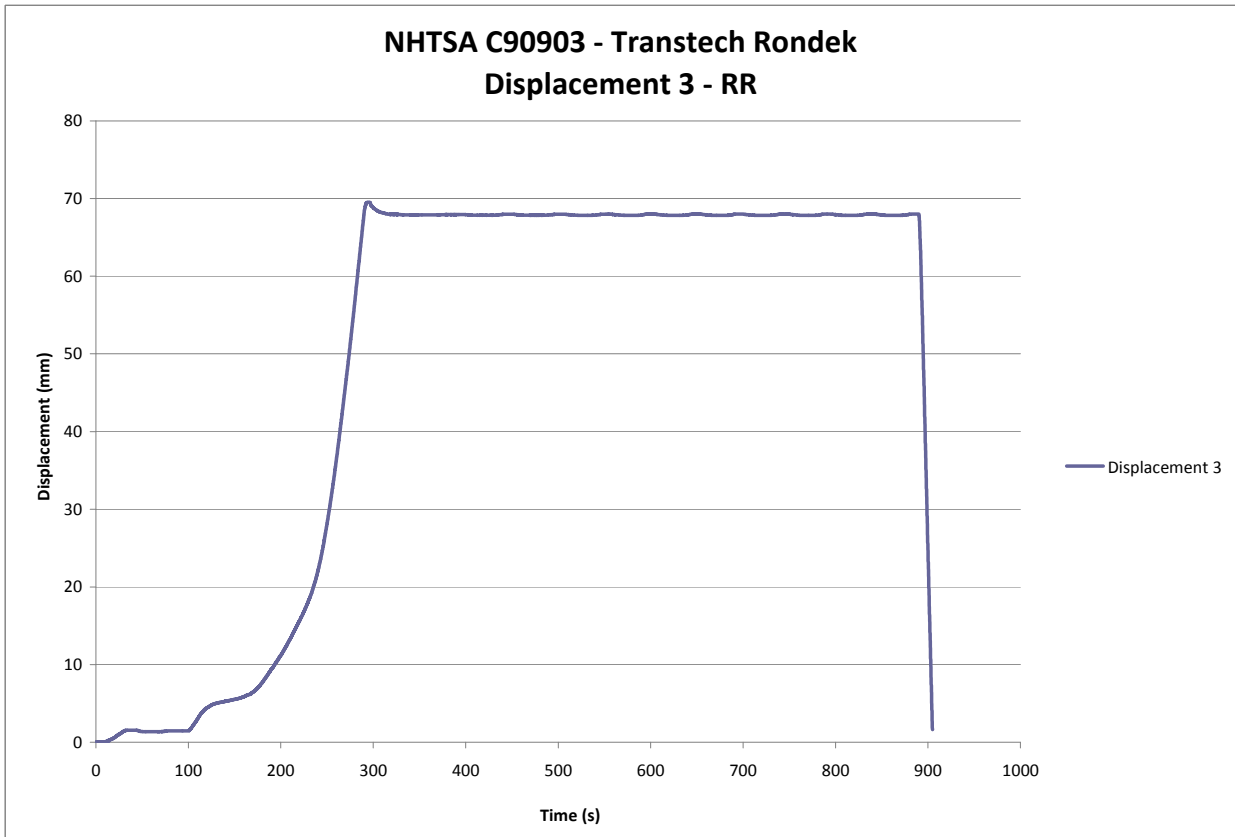
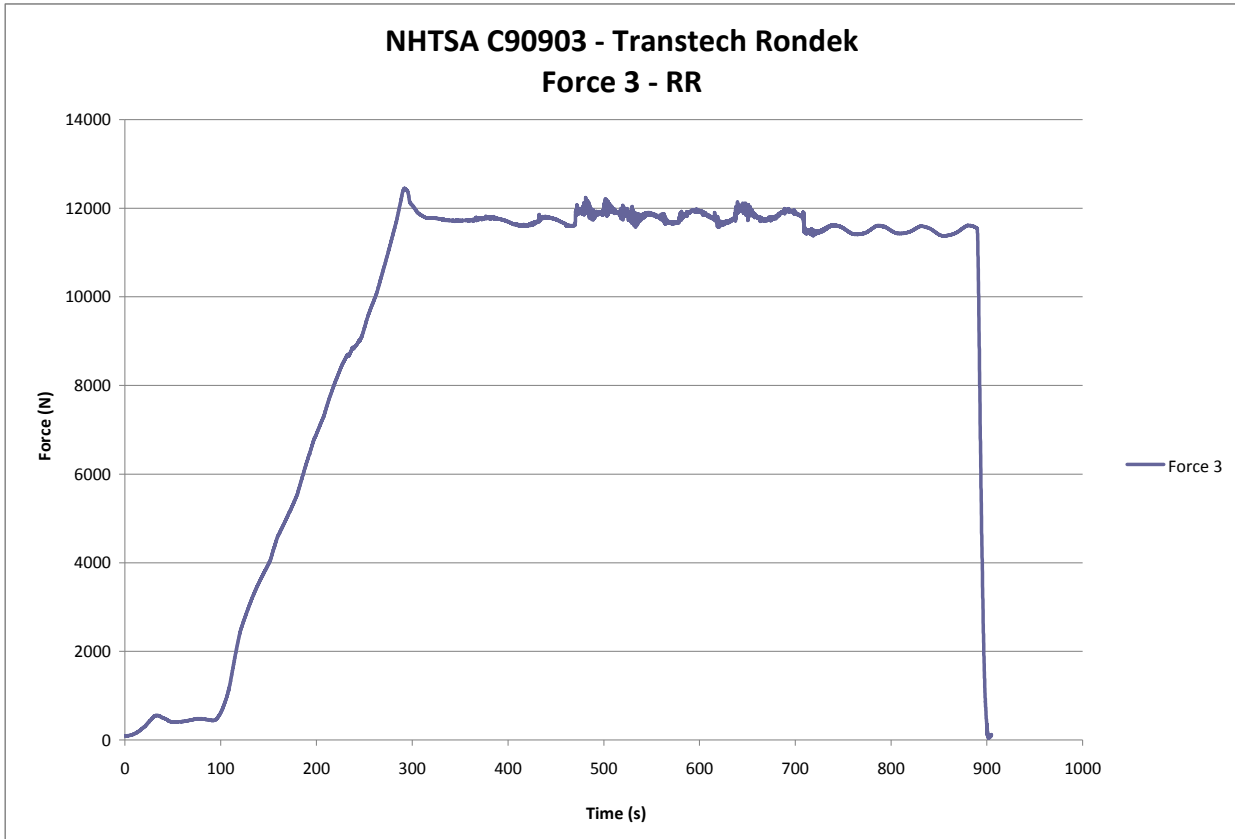
5U5A-3520A72-AA

Incomplete Vehicle Label

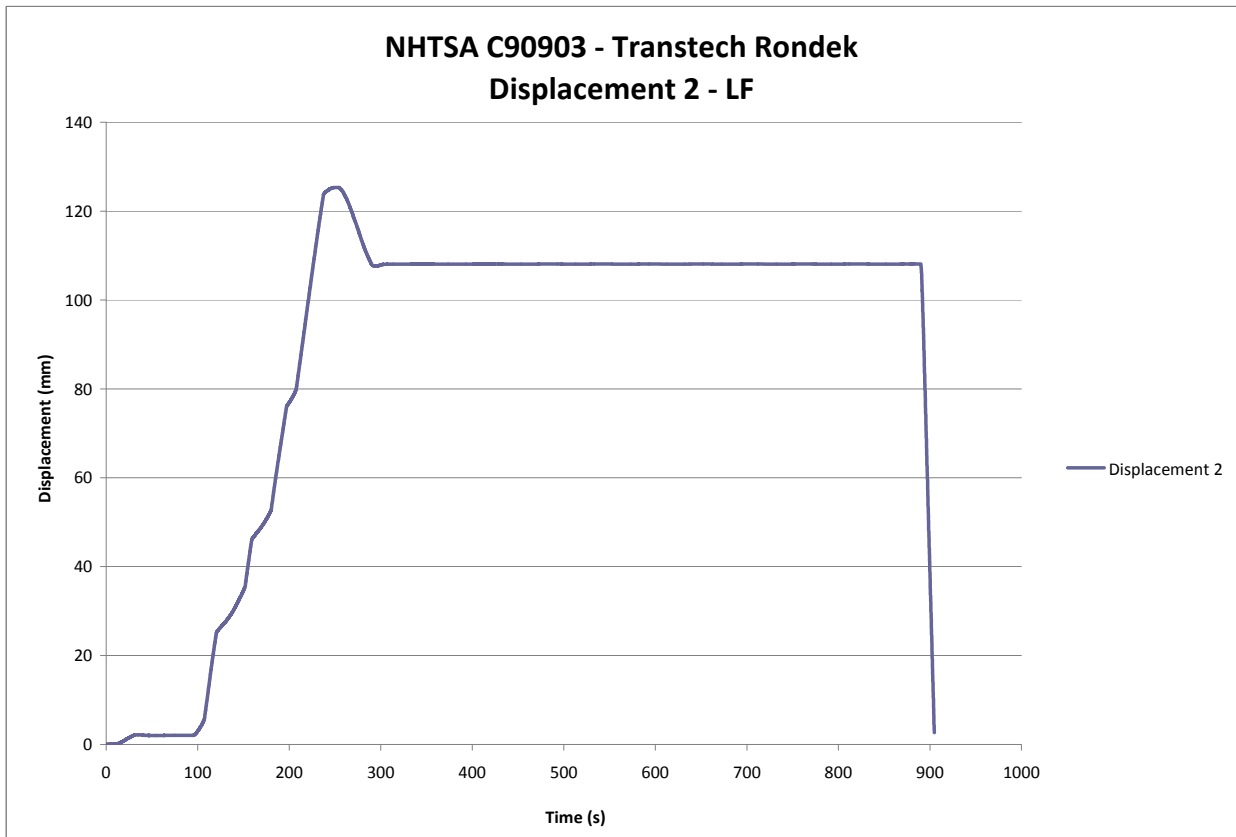
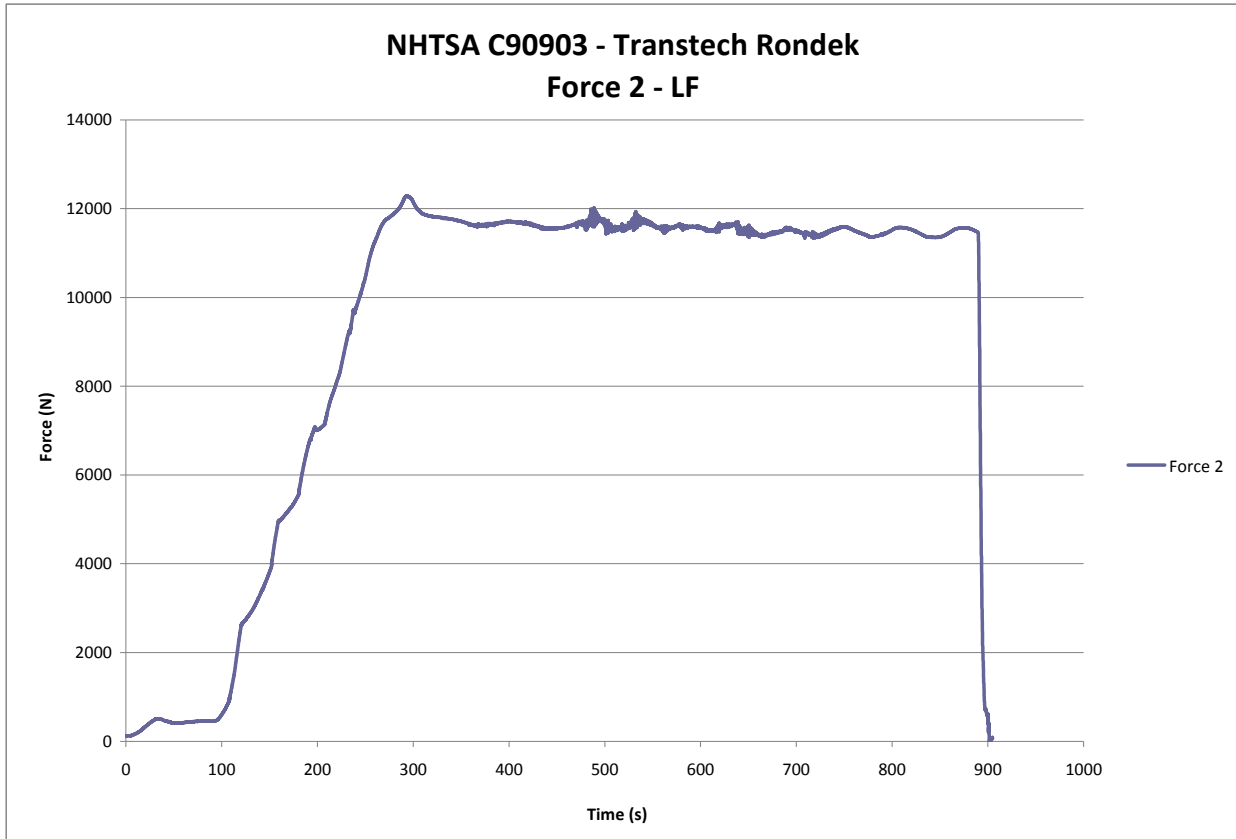
SECTION 6
TEST PLOTS



**SECTION 6
TEST PLOTS**



SECTION 6
TEST PLOTS



SECTION 6
TEST PLOTS

