

PARATRANSIT SERVICES
ANNUAL FLEET SUMMARY
FOR
July 2009 to April 2010

BUS NUMBER	TOTAL MILEAGE	ANNUAL MAINT. COST	MAINT. COST PER MILE	AVG. MILES BTW. CALLS	TOTAL ROADCALLS/	CURRENT MILEAGE
RB-1	8380	\$134.98	\$0.02	NO ROAD CALLS	NO ROAD CALLS	19192
RB-2	7941	\$340.22	\$0.04	NO ROAD CALLS	NO ROAD CALLS	16198
RB-3	17818	\$77.08	\$0.00	NO ROAD CALLS	NO ROAD CALLS	20612
RB-5	6972	\$803.28	\$0.12	NO ROAD CALLS	NO ROAD CALLS	188127
RB-6	13655	\$5,181.33	\$0.38	NO ROAD CALLS	NO ROAD CALLS	199051
RB-7	12816	\$1,627.08	\$0.13	NO ROAD CALLS	NO ROAD CALLS	75208
RB-8	13766	\$1,093.71	\$0.08	NO ROAD CALLS	NO ROAD CALLS	69870
953	288	\$623.57	\$2.17	NO ROAD CALLS	NO ROAD CALLS	425299
954	53	\$92.76	\$1.75	NO ROAD CALLS	NO ROAD CALLS	322149
957	1828	\$2,108.29	\$1.15	1 ROADCALL 4890 MILES	1 ROADCALL 4890 MILES	300256
958	4266	\$6,854.98	\$1.61	NO ROAD CALLS	NO ROAD CALLS	186284
959	25453	\$1,367.45	\$0.05	NO ROAD CALLS	NO ROAD CALLS	221268
960	31904	\$1,452.79	\$0.05	NO ROAD CALLS	NO ROAD CALLS	36762
961	56939	\$2,333.58	\$0.04	NO ROAD CALLS	NO ROAD CALLS	62364
962	33565	\$1,003.55	\$0.03	NO ROAD CALLS	NO ROAD CALLS	33565
963	56690	\$1,803.41	\$0.03	NO ROAD CALLS	NO ROAD CALLS	56690
964	36798	\$1,858.83	\$0.05	NO ROAD CALLS	NO ROAD CALLS	414724
SV-1	1403	\$352.92	\$0.25	NO ROAD CALLS	NO ROAD CALLS	158091
SV-2	4480	\$696.18	\$0.16	NO ROAD CALLS	NO ROAD CALLS	129164

MAJOR COMPONENTS OVERHAULS, REBUILDS, AND REPLACEMENTS.

BUS NUMBER	DESCRIPTION
952	HAS BEEN RETIRED FROM SERVICE 8-31-2005, FOR TRANSMISSION FAILURE..SOLD AS SALVAGE JAN-2009.
956	Transmission was replaced, because of the lockup converter failure. (May 20() 187397 miles
957	Transmission was replaced, because of clutch disc failure. (August 2006) 210300 miles
RB-7	Transmission was replaced under warranty 10/1/2006 at 11566 miles.
957	Engine replaced, because of wear on 5/31/2007 at 229819 miles.
954	Engine replaced because of wear on 10/31/2007 at 238981 miles.
955	Has been retired from service because of engine failure on 12-10-2008, at 191901 miles. Sold as Salvage Jan-2009.
957	Engine was replaced because of internal failure, on 12-20-2008 at 284120 miles.
956	Vehicle retired to surplus to meet CARB requirements at 233303 miles 6-15-2009
PT-1	Vehicle retired to surplus to meet CARB requirements at 190849 miles 6-15-2009
958	Engine was replaced because of internal failure, on 9-28-2009 at 186284 miles.

COMMENTS: COMPONENTS WITH HIGH INCIDENCES OF IN SERVICE FAILURES.

PARATRANSIT SERVICE
MONTHLY MILEAGE SUMMARY
FOR TEHAMA COUNTY

5/3/2010

April 2010
~~Mar-10~~

MONTHLY MILEAGE REPORT

BUS #	STARTING MILEAGE	ENDING MILEAGE	TOTAL MILEAGE EACH VEHICLE
RB-1	18216	19192	976
RB-2	15483	16198	715
RB-3	19446	20612	1166
RB-5	187139	188127	988
RB-6	198517	199051	534
RB-7	73920	75208	1288
RB-8	68249	69870	1621
953	425299	425299	0
954	322149	322149	0
957	300256	300256	0
958	186284	186284	0
959	219967	221268	1301
960	33269	36762	3493
961	55951	62364	6413
962	27001	33565	6564
963	53030	56690	3660
964	37934	41724	3790
SV-1	157967	158091	124
SV-2	128739	129164	425
		GRAND TOTAL	33058

*SV-1 - 5-10 pickup
SV-2 - Chevy Sedan*

NOTES FOR: Paratransit Services Maintenance Summary

Date: 4-30-2010

Roadcalls

No Roadcall's this month.

Overall Summary:

The overall condition of the fleet is excellent. The new GMC buses have been having issues with the Trans Air add-on A/C brackets. The belt tensioner that was provided for the A/C bracket has been failing. We have replaced all of the tensioners and have stepped up the inspection and replacement process to 25,000 miles of service, or until the issue stabilizes.

PARATRANSIT SERVICES
ANNUAL FLEET SUMMARIES
FOR
JAN. 1997 TO APR. 2010

NOTES FOR FLEET SUMMARIES:

NOTE 1: The Transmissions in the Bluebirds was a problem at an early mileage. The Allison dealership replaced the 1st gear clutch packs, and the problem was corrected. Six transmissions have been replaced under warranty. The last Transmission replaced on 2/28/02 had 276330 miles on it. The warranty on that Transmission is for two years. This last Transmission has lasted longer than any other.

NOTE 2: The Alternators were burning out very often during the summer months, while the A/C systems were being used. Bluebird was notified and we consulted with Leece- Neville Mfg. It was determined that the buses were overloaded, and the alternators were too small for the amperage we needed. Bluebird suggested some wiring changes and some modifications to the alternators. The charging systems have improved greatly.

NOTE 3: A problem with the Cummins Engine belt tensioner was causing premature belt failures. The tensioners were upgraded and the problem was fixed.

NOTE 4: The throttle cables on the Bluebird buses were breaking. A product upgrade was installed to prevent further problems. Some throttle problems still exist, however mainly due to normal wear.

NOTE 5: The Fan Tensioner on the ford diesel motors were failing prematurely. The new improved tensioners were installed.

NOTE 6: The transmission warranty for the Bluebird (allision transmissions) expired 1-6-01

NOTE 7: The engine warranty for the Bluebirds (Cummins engine) will expire 5-1-01

NOTE 8: The fuel access doors on the Bluebirds were modified to accommodate the newer fuel nozzles.

NOTE 9: The main fan belt idler pulley bearing, on the Ford Power stroke Engines was replaced due to premature failure. No FMC technical bulletin received.

NOTE 10: The water pumps on the Ford Power stroke Engines wear out frequently. Three (4) pumps have been changed within a accumulated 58,000 miles between 2 Vans, No FMC bulletins have been received indicating premature failures.

NOTE 11. The AV-1 air valve for the NAVISTAR park brake, frequently have problems. This problem has been addressed with Navistar & El Dorado Bus Sales. Navistar is working out the problem with Bendix, which makes the valve. The valve has been replaced with a newer version.

NOTE 12. The main drive belt on the Navistar engines is breaking prematurely. This belt is designed for the Carrier A/C System and is very hard to obtain.

NOTE 13. One Bluebird transit bus (951), and two Ford Cutaway vans (RB-1 & RB-2) were put up for sale. The bidding will end January 6, 2003

NOTE 14, The IHC belt tensioners were breaking off at the block. After review of the problem with El Dorado Bus Sales. It was decided the tensioners were out of adjustment. The problem has been corrected.

NOTE 15, The problem with the IHC belt tensioners has cropped up again. We contacted El Dorado Bus Sales for additional guidance. We have lost 3 Fan belts and one tensioner this month.

NOTE 16, There have been recurring problems with the micro switches for the main entrance doors.

NOTE 17, There have been multiple problems with the destination signs on the IHC buses. We are working with the manufactures to obtain the parts needed.

NOTE 18, There have been multiple SV-1 air valves on the IHC buses that has failed. We are working with IHC and Bendix Company to identify the exact problem. The SV-1 air valve controls the parking brake. When the valves leak or break, the park brake system locks up.

NOTE 19, Problem with the UVL W/C lifts, because of an overload condition. (Jul 04)

NOTE 20, Recurring problems with the transition plates on the W/C lifts. The rods are being bent by the heavy wheel chairs. This causes the lift to jam, and the micro switches to be readjusted.

NOTE 21, Continuing to have problems with the IHC parking brake valves. Working closely with International so solve the problems.

NOTE 22, We are experiencing problems with the entrance door hinges on the IHC buses. One hinge broke off. One hinge broke off from wind damage.

NOTE 23, The destination signs on the IHC buses, keep breaking. The problem is the signs have plastic gears, and won't put up with the constant back and forth movement.

NOTE 24, The first transmission failed in a IHC on 5/1/2006. (956) The problem was in the lockup converter. The transmission was not covered under warranty. The last oil sample was normal, showing no indications of a possible failure.

NOTE 25, The second transmission was replaced in a IHC on 8/21/2006 (957). The problem was worn clutch bands. The last oil sample was normal for wear reading. The transmission was still working, with some hard shifts, and slipping.

NOTE 26, The engine heads were rebuilt on IHC, 956 on 10/31/2006, by Corning Truck Repair. There was 8 worn valves and two bad injectors.

Note 27, The engine in 957 is being replaced because of wear. 5/31/2007 at 229819 miles.

Note 28, The engine in 954 is being replaced because of wear. 10/31/2007 at 238981 miles.

Note 29, Three of the IHC drivers seats were changed because of wear.

Note 30, The front leaf springs were changed on the IHC's 954 and 957 because of worn bushings.

Note 31, The last IHC drivers seat was changed because of wear.

Note 32, The engine in IHC 955 has failed, the vehicle will be put out of service. Not economically repairable because of high mileage. Bus has been retired, and put on surplus list

Note 33, The Engine in 957 was replaced, because the previous engine had internal failure on 12-20-2008 at 284120 miles.

20/3

Note 34. Buses 952 and 955 were sent to auction for salvage. 1-28-2009

Note 35 Buses PT-1 and 956 were retired to surplus to satisfy AARB requirements.

Notes 36 Buses 960, 961,963,964 GMC's C5500 was put into service.

Notes 37 Bus 964 ,960, 961,963 had the rubber pads on the Mor-Ryde suspension crack. Pads had to be replaced July & August 2009 under warranty.

Note 38 The engine in 958 was replaced, because the previous engine had a internal problem and there was water contamination. We had received a abnormal oil sample. The mileage at the change was 186284

Note 30 4-30-10, GMC buses have issues with the bracket tensioners for the Trans Air add on system. All 4 tensioners have been changed. The inspection and replacement times have been shortened to 25,000 miles.