June 28, 2013

NOTICE TO ALL OFFERORS

Gentlemen/Ladies:

SUBJECT: Request for Proposals (RFP) 3-1617, "Replacement of the Fluid Management System"

This letter shall serve as **ADDENDUM No. 2** to the above subject Request for Proposal (RFP) issued by the Orange County Transportation Authority (Authority).

A. Offerors are advised that the following changes are in effect for RFP 3-1617:

1. RFP cover page, Page i, Page 4, Section I: INSTRUCTIONS TO OFFERORS, F. SUBMISSION OF PROPOSALS, the proposal submittal date and time, "at or before 2:00 p. m. July 15, 2013", is hereby deleted and in lieu thereof replaced by "**at or before 2:00 p.m. on July 22, 2013".**

2. Page 3 of Exhibit A, Scope of Work, the 4th sentence under Section 1.2 Objective is hereby deleted in its entirety and replaced with the following:

   "The new system shall control the accounting and dispensing of all fuels and consumables at the various remote-fueling locations."

3. The following items are deleted from the Exhibit B, Price Summary Sheet:

   Item 11, 22, 34, 45 and 57.

B. Response to questions received from Offerors by June 19, 2013:

1. **Question:** The table below provides space for indicating the fuel sites, island controllers/proximity card readers needed at each fuel site and the number of fuel/fluid dispensing hoses to be controlled by each island controller/proximity card reader:

Answer: This was the reason for the Job Walk. OCTA desires the vendor to provide a solution that will meet the performance requirements of the specification. It is up to the vendor to provide a solution that meets the requirements.

2. **Question:** The specifications indicate the need for a Proximity Card Reader for the "Runners." Can you tell me how many proximity readers and cards will be needed at each site.

   Answer: The sope of work is intended to explain a requirement. In this case the "Runner" is the person who gets the bus from the parking area and brings it to the fuel island. At directly operated bases, there is a separate employee who fuels the bus. Both employees must be tapped into the system. The fueler to document who dispensed the fuel and the runner in order to provide the required runner performance reports required by the specification.

3. **Question:** Does the entity have or plan to provide an IP drop at each of the fuel islands to facilitate network communications or will each site communicate via dial up?

   Answer: Each existing fuel island and shop EJ Ward terminal already has an Ethernet drop. Venders can use existing network connections where available. If additional network connections are needed for the vendor's solution, the vendor will be required to provide connectivity to their devices. OCTA will work with the vendor to integrate the devices into the OCTA network.

4. **Question:** We understand that there is an existing Veeder-Root tank monitoring system with which the entity intends for the fuel management system to interface. Can you tell me if all of the Veeder-Root tank monitoring system consoles have RS232 ports for communications connections or if they are networked?

   Answer: The existing TLS350 units are connected via RS232 to the EJ Ward terminal clo9sest to them.

5. **Question:** Can you provide "as-built" drawings which show plumbing and reel sets for the Shops and Fueling buildings at the OCTA Bases?

   Answer: Yes, it will be provided to the selected vendor after contract award.

6. **Question:** Can you provide “as-built” documentation (drawings and lists of EJ Ward consoles and the fuel and fluids each console monitors) for the EJ Ward system?

   Answer: See Attachment A and B.

7. **Question:** Is a “Runner” who stays on the bus utilized at the Contractor Facilities? If not, can we assume there would be no separate “Runner” card reader at those fueling locations which would be used for the fueling of vehicles by contractor personnel?

   Answer: The contractors at the Construction Circle and Sand Canyon facilities currently do not employ the “Runner” concept as it is defined. However OCTA wishes to preserve the option of using separate fuelers and runners so it should be assumed that “Runner” ID readers would be needed at all fueling facilities.

8. **Question:** Are any buses other than “cut-away” vehicles serviced at the Irvine Construction Circle Base?

   Answer: No

9. **Question:** During the site visit to the Santa Ana Base it was pointed out that the outside fueling location (against the wall across the driveway from the Fueling Building) was rarely used and that RF readers would not be required at that location. Can you confirm that?

   Answer: This station will be used to fuel CNG cars and will need to be controlled by the new FMS system.

10. **Question:** Section 1.2 indicates that glycol is not to be controlled and monitored. Is it the intent that where there are existing valves and pulsers in the Coolant lines that these valves and pulsers should be removed?

    Answer: Section 1.2 mistakenly excludes glycol. It is OCTA’s intent that the new FMS should monitor and control glycol on the fuel islands. There is no intent to monitor or control glycol in the maintenance shops. See A.2. of this Addendum.

11. **Question:** For the Total Control option where RF readers for bus number and mileage would be located at each bay in the Shops, would a reader for “Runner” identification also be required?

Answer: There needs to be a mechanism whereby the ID of the employee dispensing the fluid is read. This is not a “Runner” per say.

12. **Question:** Behind the fueling bays at Santa Ana Base are two reel sets controlled by one EJ Ward unit. During the site visit it was mentioned that these were rarely, if ever, used. Is it necessary to control these reels, and if so are RF readers necessary at these positions?

    Answer: These are considered “Maintenance Bay” type units and will need to be monitored and controlled as such.

13. **Question**: Would you be willing to provide the RFP (especially all of the forms) as a Word document?

    Answer: No.

14. **Question:** Section 2.2.2.2.1 Interface to Transit Data Base – Can OCTA provide table schemas and/or a copy of the Transit Database for examination?

    Answer: Currently the TDB resides on an Oracle database. OCTA’s DBA will work with the selected vendor to facilitate the needed import export or views needed to complete the project.

15. **Questions:** Section 2.2.2.2.2: Data conversion utility to convert transaction, vehicle, and employee data back and forth between the old and new systems – Can OCTA provide table schemas and/or a copy of the “old” system database for examination?

    Answer: The existing system resides on an MSSQL database. OCTA’s DBA will work with the successful vendor to facilitate the needed import export or views needed to complete the project.

16. **Question:** Section 2.2.2.2.3: Historical data must be migrated –
    a) Is this Historical data to be migrated from the EJ Ward system, and if so, can OCTA provide any table schemas for the EJ Ward database and/or a copy of the database for examination?

    Answer: The existing system resides on an MSSQL database. OCTA’s DBA will work with the selected vendor to facilitate the needed import export or views needed to complete the project.

17. **Question:** Section 3.3:

    a) Data interface to OCTA Fleet Maintenance System (Mincom) – Does OCTA want the data from the new system to flow directly into Mincom or into the Transit DataBase?

       Answer: Transit Database

    b) Can OCTA provide table schemas and/or a copy of the data file that currently flows from the EJ Ward system into the Mincom system and into the Transit Data Base?

       Answer: Yes, OCTA will provide data schemas and work with the selected vendor to properly format import and export data.

18. Question: Does OCTA want the new FMS software to actively read and write into the Transit DataBase (TDB)? Would a scheme whereby the new FMS looks for updates and places all collected data in intermediate files that other OCTA programs would read from and write to (rather than have the FMS software have direct read/write access to the TDB) be acceptable?

    Answer: Yes

19. **Question:** Section 5.3.12: Log file encryption: 5.3.12 requires control of log files. Do log files that do not contain sensitive data need to be encrypted, if they are protected by account level access controls?

    Answer: No

20. **Question:** Section 5.3.14: Antivirus: What version of Forefront is currently in use (or anticipated to be in use at that time)? Will OCTA install the provided antivirus software so as to ensure configuration to standards?

    Answer: OCTA currently uses Forefront 2010. OCTA will work with the successful vendor to properly configure Forefront.

21. **Questions**: Section 5.3.16: Physical security: Is equipment located in server rooms, IT Closets, etc. considered physically secure by default? If so, will it then not need additional locking mechanisms?

    Answer: Equipment located in server rooms will be considered physically secure without additional physical mechanisms.

22. **Question:** Section 5.5.3: Versions. Is SQL Server 2008 R2 an acceptable database platform, or is OCTA specifically looking for SQL Server 2012?

    Answer: OCTA's desire is to have FMS deployed on the most recent stable version of MSSQL available.

23. **Question**: Section 5.7: 100% uptime is specified. Would the industry standard of 99.9%be acceptable?

    Answer: Yes, that is our standard of having our systems available 99.9%. Just as a side note there may be some discussion around in whether or not planned downtime is included within that 99.9%. We have taken the approach that it is being that to the end user the system is down whether or not it is planned or unplanned.

24. **Question:** Regarding the requirements of 5.5.11 to provide *a "state-of-the-art" high-level remote access security feature*, is use of OCTA's existing VPN capabilities (which assures OCTA's full control and access to all audit logs) an acceptable solution to enable access to the FMS server equipment, or does OCTA desire separate, third party VPN infrastructure installed for accessing the FMS server?

    Answer: Yes, the use of OCTA's existing VPN capabilities will be acceptable. We can also support remote access via our Citrix Netscaler Access Gateway.

25. **Question:** Will OCTA provide a Virtual Server or must a hardware server by supplied? Will OCTA provide operating system and SQL licenses?

    Answer: OCTA's preference is for any application that resides in the centralized data center to run as a virtual machine. Our current hypervisor is VMWare vShpere 5.1. OCTA will provide the hardware in both cases, the vShpere host or the physical server if the application is not supported in running in a virtual environment. OCTA will also provide the operating system and the database licenses. The offeror will be responsible for providing the necessary specifications (CPU, RAM, disk space, OS version, Database version, etc.).

26. **Question:** Section 5.10.2: LNG TLS interface

    a) Does OCTA have interface specs available for the Allen Bradley PLC 5, or can they recommended a factory contact?

Answer: Current interface to the two LNG stations is accomplished with “Rockwell RSLinx Classic Professional”

b) What tank data (tank level, list of deliveries, etc.) is available from the LNG tank level PLC?

Answer: Current Tank level in gallons

c) Are the Allen Bradley PLC 5’s currently functional?

Answer: Yes

27. **Question:** Does the current EJ Ward system selectively unlock only the appropriate fluids for the vehicle type?

Answer: Yes

28. **Question:** Are the EJ Ward units in the Shops currently in operation?

Answer: Yes

29. Questions: On the Exhibit B PRICE SUMMARY SHEETS both items 7 **and** 11 refer to the removal of FMS. What is different and what is the intent of these two items?

Answer: The option item is in error and should be ignored. Removal of old system is mandatory and should be priced in the “FMS Base Installation” sections. See A. 3 of this Addendum.

30. **Question:** Is there a network drop at each EJ Ward console location in the fuel buildings and Shops?

Answer: Yes

31. **Question:** Is there a network drop at each EJ Ward computer/controller location?

Answer: Yes

32. **Question:** Does data now flow from the EJ Ward system into Mincom from each of the five OCTA Bases?

Answer: Technically the information currently flows from each of the five bases to the central server at Orange and then to the Mincom system. But the simple answer is yes.

33. **Question:** Do you currently schedule your PM's using reports from the EJ Ward system or from Mincom, and can you provide copies of the reports used?

Answer: Currently PMs are driven by reports from EJ Ward. Mincom is used to document the work. Current reports will be provided to the successful vendor.

34. **Question:** During the site visit to the Irvine Sand Canyon Base we were told that the building near the fueling building (which contains EJ Ward units) was being demolished under a different contract and that we would not need to do anything in regard to Ward units and reel sets in that building. Can you confirm that?

Answer: Confirmed

35. **Question:** What is the State and Local sales tax rate for Orange County? Are both materials and labor taxed?

Answer: 8%. Only equipment and materials will be taxable.

36. **Question:** During the site visits an EJ Ward on-board unit was identified on an OCTA bus. It was stated that the EJ Ward on-board units were to be removed as part of the project, but it was not necessary to remove the wiring to the units – simply cap off the wires and not try to pull them out of the equipment compartments through which they were run. Can you confirm this?

Answer: Confirmed

37. **Question:** Will simple replacement of existing FMS consoles and components be considered "infrastructure improvements" that would require a stamped and wet signed drawing?

Answer: Simple replacement of the FMS consoles and components would not require a stamped and wet signed drawings for OCTA. Any submittal required to Regulatory Agencies would need to comply with regulatory agency requirements. Any new structural items, i.e. new hose reel support racks would require stamped and wet signed drawings.

38. **Question:** Can you provide a description of OCTA's company issued identification cards (manufacturer, model, and special security features)? OCTA currently uses mag stripe ID cards to allow employees bus riding privilege.

    Answer: The current encoding is proprietary to our fare system vendor.

39. **Question**: Can you provide the year, make, and model of all vehicles which are to be fitted with on-vehicle units?

    Answer: See Attachment C.

C. Offerors are advised that the Pre-Proposal conference and Job Walk sign-in sheet are appended hereto as Attachment D to this Addendum.

Offerors are reminded to acknowledge the receipt of this Addendum No. 2 in the Letter of Transmittal and in Exhibit B entitled "Price Summary Sheet".

Questions regarding this Addendum No. 2 should be directed to the undersigned at (714) 560-5631.

Proposals are due **at or before 2:00pm. on July 22, 2013.**

Sincerely,

Sue Ding
Sr. Contract Administrator
Contracts Administration and Materials Management

ATTACHMENT A

Orange County Transit Authority
550 SOUTH MAIN STREET, P.O. BOX 14184, ORANGE, CA 92863-1584

Pump Summary by Site

ANAHEIM BASE (Site 60)

Terminal 61

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	3494640 gallons	11	2
2	LPG	On line	7841 gallons	10	12
3	Transmission Fluid	On line	1956.78 quarts	93	7
4	Oil 15/40Wt	On line	17943.4 quarts	102	6
5	Antifreeze	On line	2000.91 gallons	10	13
6	CNG	On line	626518 gge	10	15
7	Low Ash Oil	On line	30.6 quarts	10	8

Terminal 62

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	2209580 gallons	10	3
2	Antifreeze	On line	6051.19 gallons	10	13
3	Oil 15/40Wt	On line	8760.18 quarts	96	6
4	Transmission Fluid	On line	8039.23 quarts	90	7
6	LNG	On line	1.8E+07 gallons	10	14
7	Low Ash Oil	On line	28272.9 quarts	50	8
8	CNG	On line	792942 gge	10	15

Terminal 63

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	2090360 gallons	10	2
2	Unleaded	On line	217421 gallons	10	1
3	Unleaded	On line	46838.4 gallons	10	1
4	Transmission Fluid	On line	7522.16 quarts	96	7
5	Oil 15/40Wt	On line	22824.0 quarts	100	6

Pump Summary by Site

6	Antifreeze	On line	3983.24 gallons	10	13
7	LNG	On line	1.8E+07 gallons	10	14
8	Low Ash Oil	On line	17593.2 quarts	101	8
9	CNG	On line	749093 gge	10	15

Terminal 64

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Oil 15/40Wt	On line	4214.34 quarts	14	10
2	Transmission Fluid	On line	11098.7 quarts	10	9
3	Low Ash Oil	On line	22472.2 quarts	10	11
4	Oil 15/40Wt	On line	856.059 quarts	11	10
5	Transmission Fluid	On line	2971.8 quarts	11	9
6	Low Ash Oil	On line	420.082 quarts	10	11
7	Oil 15/40Wt	On line	26366 quarts	13	10
8	Transmission Fluid	On line	26140.6 quarts	10	9
9	Low Ash Oil	On line	20571.1 quarts	3	11

Terminal 65

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Oil 15/40Wt	On line	3947.71 quarts	11	10
2	Transmission Fluid	On line	10708.7 quarts	10	9
3	Low Ash Oil	On line	33634.0 quarts	11	8
5	Low Ash Oil	On line	32810.7 quarts	10	11
6	Transmission Fluid	On line	14130.4 quarts	9	9
7	Oil 15/40Wt	On line	7749.44 quarts	10	10

Terminal 66

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Oil 15/40Wt	On line	30513.4 quarts	10	10
2	Transmission Fluid	On line	24737.8 quarts	11	9

Pump Summary by Site

3	Low Ash Oil	On line	24677.5 quarts	12	11
4	Oil 15/40Wt	On line	19459.6 quarts	12	10
5	Transmission Fluid	On line	22753.2 quarts	9	9
6	Low Ash Oil	On line	49662.1 quarts	10	11

Terminal 67

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	22984.4 quarts	10	11
2	Transmission Fluid	On line	18907.5 quarts	10	9
3	Oil 15/40Wt	On line	12603.7 quarts	1210	10
4	Low Ash Oil	On line	29185.0 quarts	10	11
5	Transmission Fluid	On line	14747.8 quarts	10	9
6	Oil 15/40Wt	On line	3068.52 quarts	10	10

Pump Summary by Site

CONSTRUCTION CIRCLE (Site 470)

Terminal 1

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	886472 gallons	100	1
2	Diesel	On line	51083.3 gallons	10	3
3	Antifreeze (Q)	On line	562.5 quarts	10	5
4	Oil	On line	0 quarts	10	6
5	Oil	On line	0 quarts	10	6
6	Oil	On line	7.9 quarts	10	6
7	Transmission Fluid	On line	558.4 quarts	10	4

Terminal 2

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	1269270 gallons	100	1
2	Transmission Fluid	On line	0.8 quarts	10	4
3	Oil	On line	0 quarts	10	6
4	Oil	On line	0 quarts	10	6
5	Oil	On line	0 quarts	10	6
6	Antifreeze (Q)	On line	65 quarts	10	5

Terminal 3

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	881834 gallons	100	1
2	Diesel	Off line	36211.7 gallons	10	3
3	Antifreeze (Q)	On line	23.9 quarts	10	5
4	Oil	On line	0 quarts	10	6
5	Oil	On line	0 quarts	10	6
6	Oil	On line	4.1 quarts	10	6

Pump Summary by Site

7	Transmission Fluid	On line	108.1 quarts	10	4

Terminal 4

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	1258570 gallons	100	1
2	Transmission Fluid	On line	0.4 quarts	10	4
3	Oil	On line	9.9 quarts	10	6
4	Oil	On line	0 quarts	10	6
5	Oil	On line	0 quarts	10	6
6	Antifreeze (Q)	On line	44.2 quarts	10	5

Terminal 5

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	823644 gallons	100	1
2	Antifreeze (Q)	On line	3510.2 quarts	10	5
3	Oil	On line	19.1 quarts	10	6
4	Oil	On line	6.6 quarts	10	6
5	Oil	On line	0 quarts	10	6
6	Transmission Fluid	On line	23.5 quarts	10	4

Terminal 6

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	937121 gallons	100	1
2	Transmission Fluid	On line	10329.9 quarts	10	4
3	Oil	On line	3.5 quarts	10	6
4	Oil	On line	5.2 quarts	10	6
5	Oil	On line	0 quarts	10	6
6	Antifreeze (Q)	On line	16.8 quarts	10	5

Pump Summary by Site

GARDEN GROVE BASE (Site 40)

Terminal 41

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	3886300 gallons	10	4
2	Unleaded	On line	580327 gallons	10	1
3	Unleaded	On line	353459 gallons	10	1
4	Transmission Fluid	On line	3860.89 quarts	94	9
5	Oil 15/40Wt	On line	18531.9 quarts	95	8
7	Antifreeze	On line	6387.98 gallons	94	10
8	Low Ash Oil	Off line	2.3 quarts	10	16
9	CNG	On line	1035691 gge	10	18

Terminal 42

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	3501250 gallons	10	5
2	LNG	On line	2.2E+07 gallons	10	14
3	Transmission Fluid	On line	3379.23 quarts	92	9
4	Oil 15/40Wt	On line	14204.3 quarts	97	2
5	Low Ash Oil	On line	4504.79 quarts	94	7
6	Antifreeze	On line	12313.6 gallons	41	10
9	CNG	On line	617293 gge	10	18

Terminal 43

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	3218440 gallons	10	4
2	LNG	On line	2.2E+07 gallons	10	14
3	Transmission Fluid	On line	47455.4 quarts	97	9
4	Oil 15/40Wt	On line	68554.5 quarts	96	8

Pump Summary by Site

5	Low Ash Oil	On line	53038.3 quarts	93	7
6	Antifreeze	On line	63147.4 gallons	85	10
9	CNG	On line	576707 gge	10	18

Terminal 44

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	2719.1 quarts	24	7
2	Transmission Fluid	On line	12910.8 quarts	16	9
3	Oil 15/40Wt	On line	23438.3 quarts	14	8
4	Low Ash Oil	Off line	0 quarts	14	7
5	Oil 15/40Wt	On line	902.666 quarts	16	2
6	Transmission Fluid	On line	114.419 quarts	11	3
7	Low Ash Oil	On line	741.043 quarts	10	7
8	Oil 15/40Wt	On line	2047.90 quarts	10	8
9	Transmission Fluid	On line	4112.23 quarts	27	9
10	Low Ash Oil	On line	10438.4 quarts	10	7

Terminal 45

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	29256.4 quarts	14	7
2	Transmission Fluid	On line	24614 quarts	13	9
3	Oil 15/40Wt	On line	6914.47 quarts	12	8
4	Low Ash Oil	On line	79532.5 quarts	11	7
5	Oil 15/40Wt	On line	27933.2 quarts	13	8
6	Transmission Fluid	On line	27091.8 quarts	12	9
7	Low Ash Oil	On line	68356.9 quarts	36	7
8	Transmission Fluid	On line	35985.5 quarts	10	9
9	Oil 15/40Wt	On line	47512.9 quarts	14	2

Orange County Transit Authority
550 SOUTH MAIN STREET, P.O. BOX 14184, ORANGE, CA 92863-1584

Pump Summary by Site

Terminal 46

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	48726.6 quarts	11	7
2	Transmission Fluid	On line	15795.1 quarts	10	9
3	Oil 15/40Wt	On line	31940.5 quarts	10	2
4	Low Ash Oil	On line	42475.1 quarts	15	7
5	Transmission Fluid	On line	31779.1 quarts	11	9
6	Oil 15/40Wt	On line	22488.4 quarts	10	8
7	Low Ash Oil	On line	43905.9 quarts	36	7
8	Transmission Fluid	On line	22695.9 quarts	10	9
9	Oil 15/40Wt	On line	35173.9 quarts	10	2

Terminal 47

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Transmission Fluid	On line	241.884 quarts	11	9
2	Oil 15/40Wt	On line	515.987 quarts	11	8
3	Gear Oil	On line	320.8 quarts	10	13
4	Transmission Fluid	On line	75.477 quarts	10	9
5	Oil 15/40Wt	On line	555.897 quarts	11	8
6	Gear Oil	On line	1.6 quarts	10	13

Pump Summary by Site

IRVINE BASE (Site 70)

Terminal 71

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	1349280 gallons	10	2
2	Oil 15/40Wt	On line	93290.2 quarts	94	6
3	Transmission Fluid	On line	64272.0 quarts	93	7
4	Antifreeze	On line	70787.6 gallons	20	10

Terminal 72

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	5847690 gallons	10	1
2	Unleaded	On line	539805 gallons	10	1
3	Unleaded	On line	634260 gallons	10	1
4	Oil 15/40Wt	On line	36572.4 quarts	94	6
5	Transmission Fluid	On line	5826.79 quarts	93	7
6	Antifreeze	On line	14447.7 gallons	20	10

Terminal 73

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	5349210 gallons	10	4
2	Oil 15/40Wt	On line	26.7 quarts	94	6
3	Transmission Fluid	On line	3439.31 quarts	93	7
4	Antifreeze	On line	4285.55 gallons	20	10

Terminal 74

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Gear Oil	On line	405.8 quarts	10	53
2	Transmission Fluid	On line	1554.42 quarts	10	7
3	Oil 15/40Wt	On line	5103 quarts	10	6

Pump Summary by Site

4	Gear Oil	On line	3499 quarts	10	53
5	Oil 15/40Wt	On line	4500.9 quarts	10	6
6	Transmission Fluid	On line	205 quarts	10	7

Terminal 75

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Gear Oil	On line	28430.8 quarts	13	51
2	Transmission Fluid	On line	73685 quarts	10	7
3	Oil 15/40Wt	On line	55060.3 quarts	10	9
4	Oil 15/40Wt	On line	18420.7 quarts	10	9
5	Transmission Fluid	On line	34390.1 quarts	10	8
6	Gear Oil	On line	2797.4 quarts	10	51
7	Oil 15/40Wt	On line	14512.9 quarts	13	9
8	Transmission Fluid	On line	1699.7 quarts	10	8
9	Gear Oil	On line	10540.3 quarts	6	51

Terminal 76

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Transmission Fluid	On line	32176.3 quarts	10	7
2	Oil 15/40Wt	On line	42478.4 quarts	18	9
3	Gear Oil	On line	34081.4 quarts	10	51
4	Transmission Fluid	On line	34932 quarts	10	8
5	Oil 15/40Wt	On line	26573.6 quarts	13	9
6	Gear Oil	On line	4471.89 quarts	14	51
7	Transmission Fluid	On line	22622.7 quarts	10	8
8	Oil 15/40Wt	On line	15811.4 quarts	11	9
9	Gear Oil	On line	1521.48 quarts	14	51

Terminal 77

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #

Pump Summary by Site

1	CNG	On line	2600360 gge	100	1
2	CNG	On line	0 gge	100	1

Terminal 78

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	CNG	On line	2497750 gge	100	1
2	CNG	On line	0 gge	100	1

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Pump Summary by Site

SANTA ANA BASE (Site 1)

Terminal 11

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	159741 gallons	10	3
2	Diesel	On line	328559 gallons	10	2
3	Antifreeze (Q)	On line	2374.07 quarts	9	8
4	Oil 15/40Wt	On line	1034.39 quarts	10	5
5	Transmission Fluid	On line	108.807 quarts	4	6
6	Antifreeze (Q)	On line	6267.15 quarts	11	8
7	Low Ash Oil	On line	9142.07 quarts	10	4
8	Oil 15/40Wt	On line	657.976 quarts	10	5
9	Transmission Fluid	On line	157.211 quarts	10	6
10	CNG	On line	1425210 gge	100	10

Terminal 12

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	1633830 gallons	9	3
2	Diesel	On line	2078990 gallons	10	2
3	Antifreeze (Q)	On line	4252.36 quarts	10	8
4	Oil 15/40Wt	On line	7048.91 quarts	18	5
5	Transmission Fluid	On line	200.784 quarts	10	6
6	Antifreeze (Q)	On line	53754.3 quarts	12	8
7	Low Ash Oil	On line	53213.9 quarts	10	4
8	Oil 15/40Wt	On line	47040.9 quarts	9	5
9	Transmission Fluid	On line	154.269 quarts	7	6
10	CNG	On line	4606010 gge	100	10

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Pump Summary by Site

Terminal 13

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	1697700 gallons	10	2
2	Diesel	On line	1941310 gallons	10	2
3	Transmission Fluid	On line	834.69 quarts	10	6
4	Oil 15/40Wt	On line	7350.37 quarts	10	5
5	Antifreeze (Q)	On line	4067.21 quarts	14	8
6	Antifreeze (Q)	On line	7059.49 quarts	11	8
7	Low Ash Oil	On line	10598.9 quarts	10	4
8	Oil 15/40Wt	On line	4720.45 quarts	10	5
9	Transmission Fluid	On line	219.412 quarts	12	6
10	CNG	On line	4469730 gge	100	10

Terminal 14

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Diesel	On line	563763 gallons	10	2
2	Diesel	On line	1501767 gallons	10	2
3	Oil 15/40Wt	On line	2096.22 quarts	9	5
4	Transmission Fluid	On line	39374.4 quarts	10	6
5	Antifreeze (Q)	On line	881.044 quarts	11	8
6	Antifreeze (Q)	On line	2484.00 quarts	10	8
7	Low Ash Oil	On line	25918.7 quarts	10	4
8	Oil 15/40Wt	On line	2751.58 quarts	9	5
9	Transmission Fluid	On line	2437.26 quarts	9	6
10	CNG	On line	2286410 gge	100	10

Terminal 15

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	65.644 quarts	10	4

Pump Summary by Site

2	Oil 15/40Wt	On line	104.9 quarts	10	5
3	Transmission Fluid	On line	77.995 quarts	10	6
4	Low Ash Oil	On line	83.266 quarts	10	4
5	Oil 15/40Wt	On line	136.438 quarts	10	5
6	Transmission Fluid	On line	74.927 quarts	9	6

Terminal 16

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Unleaded	On line	191577 gallons	10	1
2	Unleaded	On line	73251.1 gallons	10	1
3	Diesel	On line	8344.4 gallons	10	3
4	Propane	On line	12363.3 gallons	10	9

Terminal 17

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	17830.2 quarts	10	4
2	Oil 15/40Wt	On line	11890.6 quarts	10	5
3	Transmission Fluid	On line	7015.62 quarts	10	6

Terminal 18

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	30699.2 quarts	10	4
2	Oil 15/40Wt	On line	12560 quarts	3	5
3	Transmission Fluid	On line	10049.5 quarts	9	6
4	Low Ash Oil	On line	51222.5 quarts	10	4
5	Oil 15/40Wt	On line	17745.5 quarts	11	5
6	Transmission Fluid	On line	15271.6 quarts	10	6

Terminal 19

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #

Pump Summary by Site

1	Low Ash Oil	On line	60399.4 quarts	10	4
2	Oil 15/40Wt	On line	10864.8 quarts	10	5
3	Transmission Fluid	On line	12000.6 quarts	10	6
4	Low Ash Oil	On line	4140.48 quarts	10	4
5	Oil 15/40Wt	On line	23538.1 quarts	10	5
6	Transmission Fluid	On line	10113.3 quarts	9	6

Terminal 20

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	3274.2 quarts	10	4
2	Oil 15/40Wt	On line	27222.6 quarts	10	5
3	Transmission Fluid	On line	8277.07 quarts	10	6

Terminal 21

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	13235.0 quarts	10	4
2	Oil 15/40Wt	On line	16266.5 quarts	6	5
3	Transmission Fluid	On line	9471.61 quarts	4	6
4	Low Ash Oil	On line	15210.9 quarts	8	4
5	Oil 15/40Wt	On line	3724.78 quarts	9	5
6	Transmission Fluid	On line	4390.97 quarts	10	6

Terminal 22

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	Low Ash Oil	On line	9611.6 quarts	10	4
2	Oil 15/40Wt	On line	7286.13 quarts	10	5
3	Transmission Fluid	On line	5562.59 quarts	10	6

Terminal 23

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #

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Pump Summary by Site

1	Low Ash Oil	On line	695.494 quarts	9	4
2	Oil 15/40Wt	On line	1122 quarts	10	5
3	Transmission Fluid	On line	2659.18 quarts	10	6
4	Low Ash Oil	On line	1710.6 quarts	10	4
5	Oil 15/40Wt	On line	1010.02 quarts	10	5
6	Transmission Fluid	On line	3860.64 quarts	8	6

Terminal 24

Pump #	Fuel Type	Status	Totalizer	Pulse Rate	Tank #
1	CNG	On line	2432.48 gge	100	10
2	CNG	On line	29248.8 gge	100	10

ATTACHMENT B

"THE NEXT GENERATION"

Automated Fuel Control Terminal Service Guide

Advanced technology with proven performance

12-97

E.J. WARD, INC.

Advanced Technology with Proven Performance

Automated Fuel Control Terminal

Service Guide

"THE NEXT GENERATION"

Automated Fuel Control Terminal

8801Tradeway • San Antonio, Texas 78217
Phone (210)-824-7383 • Fax (210)-824-2031
December 15, 1997

NOTICE

It is important that this service guide be thoroughly read and understood before attempting any service on the FUEL CONTROL TERMINAL (FCT).

The following terms are used throughout this service guide to call attention to the presence of hazards of various risk levels, or to other important information concerning the product:

DANGER indicates the presence of a hazard which *will* cause death, severe personal injury, or substantial property damage if ignored.

WARNING indicates the presence of a hazard which *can* cause death, severe personal injury, or substantial property damage if ignored.

CAUTION indicates the presence of a hazard which *will* or *can* cause minor personal injury or substantial property damage if ignored.

NOTICE indicates special instructions not related to personal injury hazards.

THESE TERMS ARE IMPORTANT AND ARE TO BE TAKEN SERIOUSLY- READ THEM!

FAILURE TO FOLLOW THESE GUIDELINES CAN RESULT IN DEATH, SEVERE PERSONAL INJURY, OR SUBSTANTIAL PROPERTY DAMAGE!

IMPORTANT

DANGER	Hazardous voltages are present inside the FCT cabinet. *Remove all power before servicing!*
WARNING	Consult this service manual before attempting any service procedures on the FCT. Any servicing of the FCT *must* be performed *solely* by personnel who are trained and qualified to do so.
WARNING	Take all necessary precautions when working around hazardous materials and in hazardous areas. Follow applicable electrical codes. Do not use electrically powered tools or equipment when in a hazardous location. If you are unsure of actions, consult local authorities.
WARNING	Failure to comply with all safety requirements can result in death, severe personal injury, or substantial property damage.
NOTICE	Specifications and/or installation instructions are subject to change.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference which may cause undesired operation.

NOTE

This equipment has been tested and found to comply with the limits for a Class A digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a *commercial environment.* This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. Operation of this equipment in a residential area is likely to cause harmful interference in which case the user will be required to correct the interference at his own expense.

Table of Contents

Introduction

Proven Performance

E.J. Ward Inc. has been the national leader in automated systems for energy management since 1974. E.J. Ward Inc. systems are in operation all across the United States, building a solid reputation by providing technological answers to the challenge of fleet fuel management problems.

Advanced Technology

E.J. Ward Inc. product development is enhanced by combining vast experience with new technologies. Recent advances permit ever increasing amounts of information to be handled with increased speed and accuracy. Multiple access options (cards, data keys, etc.) allow varying degrees of security and convenience. A modular design approach allows easier installation and maintenance, as well as the ability to add options and upgrades as desired. Today, E.J. Ward Inc. continues to focus research and development efforts on new ideas and equipment for fuel dispensing and data collection systems.

The Next Generation

E.J. Ward Inc. now introduces its new advanced FCT that contains a 32-bit microprocessor with the capability to address 4000 megabytes, an optional graphics display or character display, and a full alphanumeric keypad. This new state of the art FCT communicates with UNIX based and Windows 95 based host computer systems via high speed modems.

Fuel Control Terminal Warranty

WARRANTY PERIOD:

E. J. Ward Inc. (WARD) warranties the FUEL **CONTROL** TERMINAL and associated hardware for a period of one year from date of installation, or fifteen months from date of shipment (whichever occurs first). The date of installation is defined as the date of Final Wiring Terminations and Operational Verification Testing (FWTOVT).

PARTS AND LABOR:

WARD will replace or repair parts that have proven to be defective in material or workmanship during the warranty period, provided the parts are returned to Corporate Headquarters with transportation charges prepaid. The replacement parts will be shipped to the customer or authorized service agent without charge.

All electronic parts, and circuit boards must be individually enclosed inside of an anti-static bag and then carefully placed into a cardboard box filled with protective foam. Damage incurred in transit is not the responsibility of WARD and is not covered under warranty.

LIMITATIONS AND EXCLUSIONS:

This warranty is specifically limited to equipment which has been installed in accordance with WARD installation instructions. This warranty is void if any unauthorized alterations or any additions are made to the equipment, or if it has been subjected to damage caused by abuse, misapplication, improper operation, accident, or acts of nature.

This warranty does not cover any indirect or consequential damages or loss of product incurred by the user. WARD assumes no other liabilities in connection with this equipment and assumes no responsibility for any action or representation made by others.

1. Fuel System Overview

1.1. The Fueling System

A typical fueling system consists of the following configuration:

- *Host Computer*- contains the operating system that the fueling programs run on.
- *Fuel sites*- where automated FCTs authorize and record fueling transactions by controlling fuel dispensers.
- *Electronic access media* - (magnetic cards, Vehicle Identification Transmitters, data keys, etc.) for accessing fuel products through the FCT.

1.2. The Host Computer

The E.J. Ward Inc. fueling and communication programs operate under a Windows 95 or UNIX operating system. These operating systems provide the necessary multitasking environment that gives the software the ability to monitor hundreds of locations and thousands of users. E.J. Ward Inc. sofuyare packages provide comprehensive file handling to keep track of fuel inventory by site, tank, and product. The software also tracks the status of access me·.-liJ., storage tanks, fuel sites, pumps, and FCTs in a system and provides a variety of up-to-date management reports any time they are needed.

The host computer communicates with all remote FCTs through ordinary telephone lines. The FCTs may be configured to either originate or accept phone calls to/from the host computer.

1.3. The Fuel Site

A typical fuel site consists of the following hardware:

- E.J. Ward Inc. automated FCT.
- Up to 10 hoses interfaced to the FCT.
- Fuel Storage Tanks.
- Tank Level Sensing (TLS) equipment interfaced between the FCT and the fuel storage tanks.
- Telephone communication lines.

1.4. The FUEL CONTROL TERMINAL

A typical configuration of the FCT consists of the following hardware:

- FCT cabinet mounted on top of the ISLAND CONDUIT RECEPTACLE (base of the stand- also called ICR).
- MAIN PROCESSOR BOARD (MPB) with OSROM and OSRAM modules installed.
- Auxiliary power transformer
- FRONT PANEL INTERFACE BOARD (FPIB)
- 5-HOSE DISPENSER INTERFACE BOARD (5HDIB)
- OEMModem
- Front panel alpha numeric keyboard
- Front panel speaker (beeper).
- Magnetic card reader
- Liquid Crystal Display (LCD) with back light.

1.5. Optional Hardware:

- VIT TRANSCEIVER BOARD (also called FUEL CONTROL TERMINAL INTERFACE, or FCTI)
- MEMORY EXPANSION MODULE (replaces standard OSRAM module)
- Data key receptacle (KEYCEPTACLE)
- Bar code reader

NOTICE	If your FCT is equipped for use with optional access media (data key, bar code, etc.) you will need to use it in place of a card wherever a card is referenced in this manual.

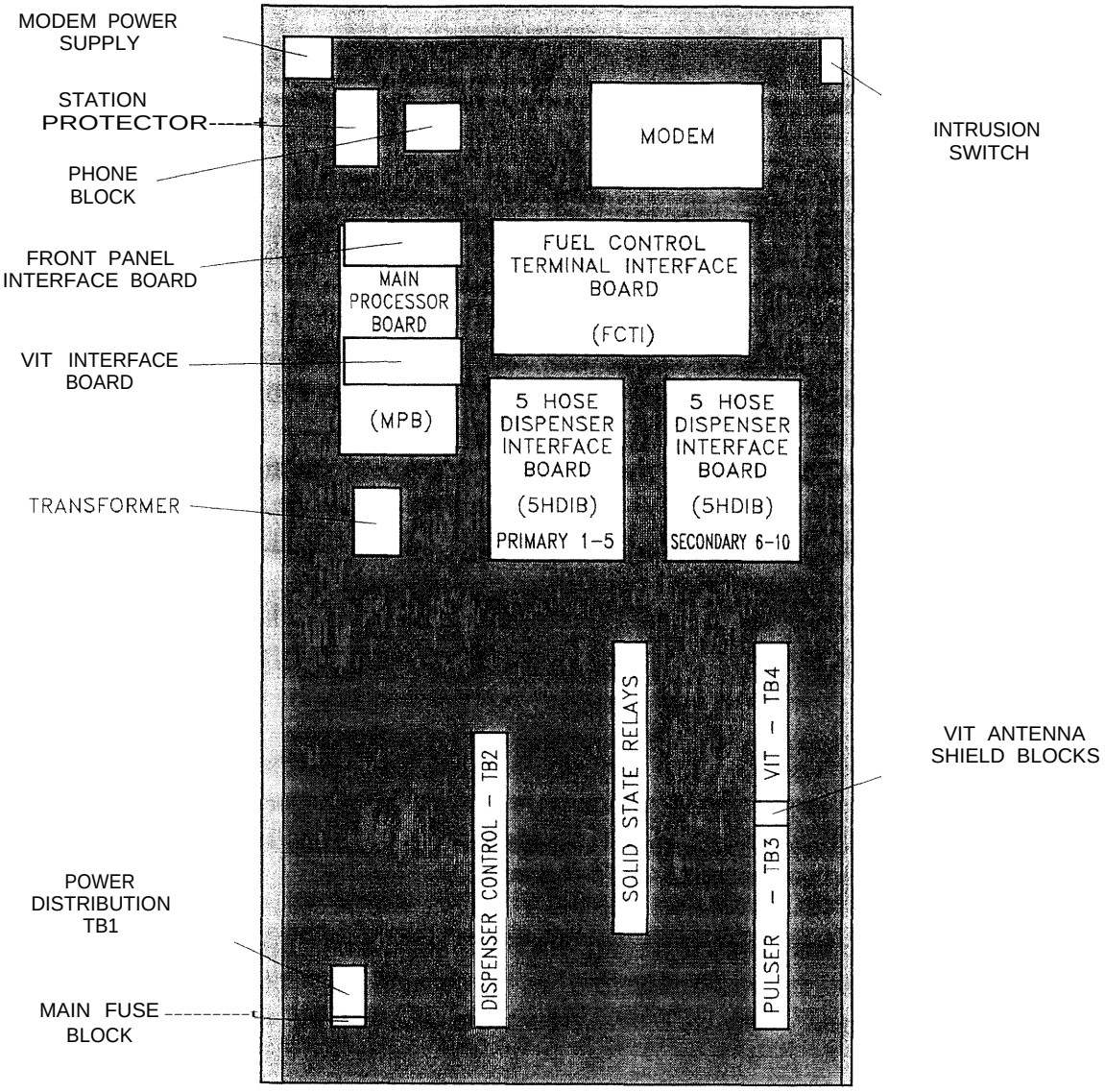


Figure 1-1 FCT cabinet hardware

1.6. Fuel Authorization

The FCT controls power to electric components on the fuel dispensers, such as solenoid valves, reset motors, contactor relays, pump motors, etc.. A user begins a fueling transaction by first inserting a magnetically encoded card into the FCT's card reader, then entering data through the keypad as requested by the display.

The following criteria are typically required by the FCT to authorize a fueling transaction, (the information that must be entered may vary from system to system):

- The user must use a valid card with the correct system, fleet number, card type, and card number.
- The user may be required to enter a valid odometer value, vehicle ID, employee ID, and Personal Identification Number (PIN).
- The selected hose must be ONLINE, in automatic mode, on-hook, not-busy, etc.
- The fuel type encoded on the card and the fuel type assi&ned to the hose must be the same.

If the above criteria has been met, the selected hose will be turned on (enabled) and the user will have up to one (1) minute to begin fueling. If there were any problems with the information collected by the FCT, an appropriate error message will be displayed to inform the user why authorization was not granted.

When the user has finished fueling, the FCT will attach the current time and date to the transaction data that was collected from the user, along with the total amount of fuel that was dispensed. The FCT will then store this fueling transaction until it is transferred to the host computer. The FCT will continue to accumulate fueling transactions until the maximum transaction limit has been reached.

1. Vehicle Information Transmitter Authorization

The E.J. Ward Inc. Vehicle Information Transmitter (also known as the VIT) is a small vehicle-mounted computer which stores fueling information, such as system/fleet number, vehicle number, odometer, tank capacity, fuel type, hour meter etc.. To obtain fuel with a VIT equipped system, the user simply drives up to a fuel dispenser, turns on the hook switch, inserts the dispenser nozzle, and begins fueling. The information necessary to authorize the fueling transaction is passed through short-range antetmas from the VIT directly to the FCT without operator intervention, thereby eliminating possible operator data entry errors.

1.8. Download Parameters

DOWNLOAD PARAMETERS are the parameters sent to the FCT from the host computer. These parameters are updated as necessary when the host computer and FCT are connected via modem. Some of these parameters are as follows:

- System number
- Fleet number
- Time
- Date
- Maximum transaction limit
- Transaction call in amount
- Next scheduled call in time
- Vehicle card data
- Employee card data
- Administrative card data
- Main and backup phone numbers
- Dispenser ONLINE / OFFLINE status
- Dispenser product codes (for unleaded, premium, diesel, oil, antifreeze etc.)
- Dispenser pulse rates (1-1000 pulses per unit)

1.9. Pump Enable

The FCT is designed to interface to all electro-mechanical fud dispensers, including most electronic versions. The FCT controls power to a dispenser through a DISPENSER rNTERFACE BOARD (5HDIB). When a user has entered valid data and qualifies for fuel authorization, the FCT activates a relay on the 5HDill which enables the dispenser. The type of dispenser will determine how the power is routed to the various electrical components on the dispenser or pump.

After the dispenser has been enabled by the FCT, the user places the hook switch in the "OFF-HOOK" position, which sends an "AFTER RESET" signal back to the FCT's 5HDIB. This "AFTER RESET" signal informs the FCT that the dispenser is in the "OFF-HOOK" position.

As fuel flows through the nozzle, the dispenser's pulser transmits quantity information to the FCT's 5HDill in the form of electrical pulses. Each pulse corresponds to a specific amount of product.

The FCT detects that the transaction is complete when the user returns the dispenser's hook lever back to the "ON-HOOK" position ("AFTER RESET" signal turns oft). The transaction will also be terminated if fuel flow has been interrupted for a "no flow time-out" period of 1 minute. If a transaction is terminated due to a "no flow time-out", the user must reinitiate the transaction sequence to continue fueling.

1.10. Tank ***Level Sensing***

The FCT is capable of communicating with TLS equipment through a serial port located on the FPIB. The Veeder Root TLS-250, TLS-350 and Red Jacket ST series TLS systems are just a few of the models that are supported by the FCT. The TLS equipment is connected to a probe which is installed into each fuel storage tank. Each probe monitors different characteristics of the fuel in the storage tank and relays the information to the TLS. The following is a short list of some of the information available from the TLS:

- In-Tank Inventory Reports
- In-Tank Delivery Reports
- In-Tank Leak Detect Reports
- Ground Water Alarms
- Line Leak Alarms

The FCT queries the TLS and stores the responses as transactions to be sent to the host computer. TLS data is highly recommended in order to maintain accurate accounting of the fuel in each storage tank.

2. FCT Power Requirements

WARNING	All electrical wiring, conduit, etc. must comply with all governing local, state, and national electrical codes.
WARNING	Before applying power, the following FCT power specifications *must* be observed. Any other AC power configuration can produce dangerous and unpredictable results.

2.1. FCT Power Specification .. 120VAC

The AC power source supplied to the FCT should be from a dedicated 120VAC, 15 AMP, 60Hz circuit breaker. Recommended wiring colors are as follows:

1 Black wire for HOT
1 White wire for NEUTRAL
1 Green wire for GROUND

The GROUND should originate from the ground bus terminal at the breaker panel. In some cases, a separate ground rod may be installed near the FCT to enhance grounding characteristics. The AC wiring should be routed to the FCT through a separate explosion proof conduit.

WARNING	Proper conduit access into the enclosure *must* be observed in order to maintain a safe operating environment. Failure to maintain proper conduit access could result in serious personal injury, death, property loss, and equipment damage through explosions, fire, or electrical shock.
WARNING	Low voltage cables and high voltage AC wires *must not* be run through the same conduit. Failure to follow proper wiring procedures will result in faulty operation in addition to possible explosion, fire, and electrical shock hazards.

The FCT accepts HOT, NEUTRAL and GROUND at the field terminals labeled HOT, NEU, and GND located in the lower left corner of the cabinet. 120VAC power is distributed to the various points in the FCT from the terminal blocks located directly above the input power fuse and terminal blocks.

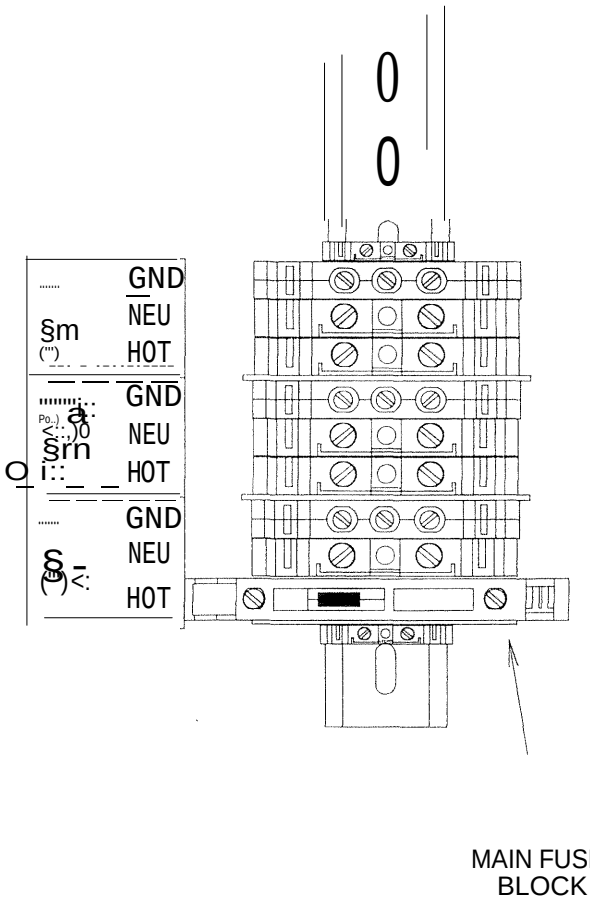


Figure 2-1 AC power distribution fuse and terminal blocks

2.2. AC Voltage Check ***Procedure***

DANGER	The following procedure requires access to hazardous voltages. Only trained and qualified personnel should attempt this procedure.
WARNING	The FCT door must be completely closed whenever fuel is being dispensed. *Do not* dispense fuel when the FCT cabinet is open.

When the FCT's AC power is turned on, the 120VAC supply can be measured on the field terminals labeled HOT, NEU, and GND. The AC supply should read as follows:

- BetweenHOTandNEUTRAL= 110VACto 125VAC.
- Between HOT and GROUND = 11OVAC to 125VAC.
- Between GROUND and NEUTRAL = OVAC (nominal).

WARNING	If the voltage readings are outside of the specified ranges, tum the FCT's AC power off and contact the proper authorities.
WARNING	GROUND from the breaker serves to prevent the cabinet from becoming an electrical shock hazard. *Do not remove this connection or otherwise impair it's function.*

The same AC voltage readings can also be measured at JP9located on the MPB. Refer to figure 2-1 and identify the pins labeled L1, L2, and GND next to JP9.

1) Between L1 and L2 = 110- 125 VAC
2) Between L1 and GND = 110- 125 VAC
3) Between L2 and GND = 0 VAC (nominal)

2.3. DC Voltage Check Procedure

DANGER	The following procedure must be performed with power applied to the FCT, therefore hazardous voltages will be present. Only trained and qualified personnel should attempt this procedure.
WARNING	The FCT door must be completely closed whenever fuel is being dispensed. *Do not* dispense fuel when the FCT cabinet is open.

When AC power is applied to the FCT, The DC supply voltages can be measured using a hand-held multimeter. Identify JPll labeled *"BATTERY I CHARGER"*, which is a 4 pin connector located on the same edge of the MPB that JP9 (AC input) is located. The white silk screen next to JP11 identifies each of the 4 pins as shown in figure 2-1.

1) Between the PWR pin of JP11 and GND pin of JP11 = +16VDC, +/-2.0V.
2) Between the BAT pin of JP11 and GND pin of JP11. = +13VDC, +/-l.OV.
3) Between the positive side ofR12 and GND pin of JP11 +5VDC, +/-0.15V

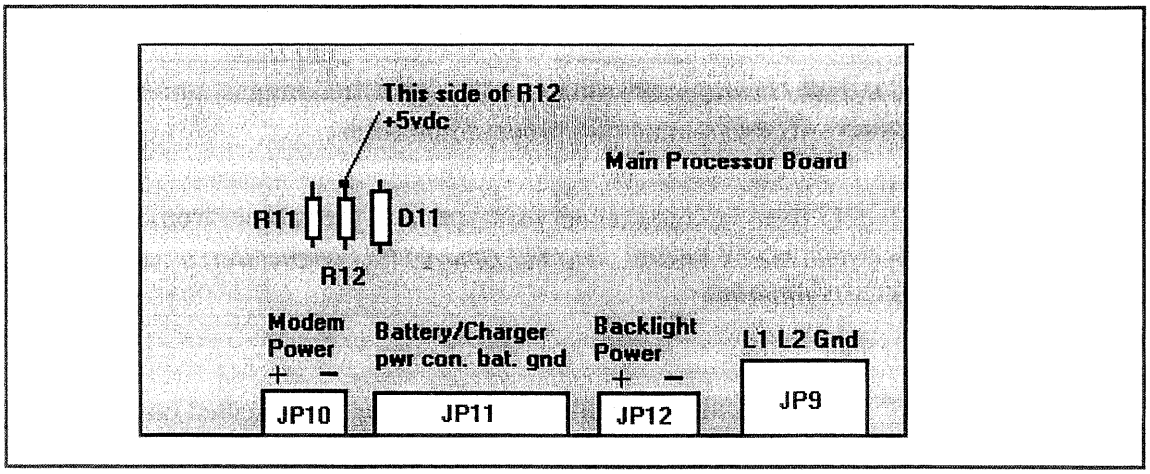


Figure 2-2 Edge of Main Processor Board where power connectors are located.

NOTICE	If DC voltages are not within the specified ranges there could be a power supply problem on the MPB or a malfunction in one of the interface boards. All problems associated with the power supply must be resolved before continuing with normal FCT operations. Faulty operation may result if power supply problems are ignored.

2.4. Power **Supply Troubleshooting**

DANGER	Parts of the following procedure must be performed with power applied to the FCT, therefore hazardous voltages will be present. Only trained and qualified personnel should attempt this procedure.
WARNING	Power to the FCT *must* be disconnected before performing any installation or removal of FCT hardware. *Do not* connect or disconnect cables when power is applied.

The DC power supply that provides the source of DC voltage for the entire FCT is located on the MPB. All interface boards and associated external devices receive their power from the MPB's power supply. If applied AC voltage is within specification, the power supply should produce nominal DC voltages. If the DC voltages are not within their specified ranges (refer to *"DC Voltage Check Procedure"),* perform the following process of elimination procedure:

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK (see Figure 2-1).
2) Disconnect all cables between the MPB and each interface board and peripheral device.
3) Close the MAIN FUSE BLOCK and check the DC voltages again.
4) If the DC voltages are still not within their specified ranges, replace the MPB (Refer to *"Replacing FCT Hardware"* section).
5) If the DC voltages do return back to normal, the problem interface board or peripheral device must then be isolated. Disconnect AC power by opening the MAIN FUSE BLOCK.
6) Reconnect one interface board or peripheral device.
7) Close the MAIN FUSE BLOCK and check the DC voltages again. Repeat steps 5 through 7 (each time reconnecting one additional interface board or peripheral device) until the DC voltage check FAILS.
8) If the device causing the DC voltage failure is an interface board which has additional cables connecting it to other peripheral devices, the problem must then be isolated to either the interface board itself or a connected peripheral device. Repeat this elimination procedure on the interface board to further isolate the problem.
9) Replace the interface board or peripheral device that forces the DC voltages out of nominal operating range. (Refer to the *"Replacing FCT Hardware"* section).

3. FCT Start-Up

3.1. Start-Up Messages on FCT's without an OPERATING SYSTEM

An FCT needs to have an OPERATING SYSTEM loaded into it's memory from the host computer before it can begin normal operation. This OPERATING SYSTEM is the actual program that the FCT's computer uses to control and record fueling transactions. Two different start-up message modes are available on an FCT that does not have an OPERATING SYSTEM loaded. DIP SWITCH #8 (on the MPB) controls the startup message mode. For normal operation, DIP SWITCH #8 should be set to OFF. If DIP SWITCH #8 is in the ON position, the following start-up messages will be displayed immediately after applying power to the FCT:

MESSAGE (DIP SWITCH #8 = ON)	MEANING
Verifying EEprom	The FCT is checking it's Electrically Erasable Programmable Read Only Memory. The basic system parameters needed for the terminal to identify itself and communicate with the host computer are stored here (this memory is also referred to as "non-volatile" memory because it stays intact when power is removed).
Tenninal ID ->1	This is the FCT IDENTIFICATION NUMBER. Enter a new IDENTIFICATION NUMBER (1 to 255), or press ENTER to keep the one which . is displayed.
System#-> 2	This is the FCT's SYSTEM NUMBER. Enter a new SYSTEM NUMBER (0 to 9), or press ENTER to keep the one which is displayed.
Fleet#-> 34	This is the FCT's assigned FLEET NUMBER. Enter a new FLEET NUMBER (1 to 99), or press ENTER to keep the one which is displayed.
MAIN Phone No. 8240478	This is the MAIN PHONE NUMBER used by the FCT to contact the host computer. Enter a new MAIN PHONE NUMBER (1-12 digits), or press ENTER „to keep the one which is

displayed.

Term dials out? N	This parameter determines if the FCT is allowed to call the host computer or must wait for the host computer to call it. Enter "Y" to allow the FCT to call the host computer, or **"N"** to allow the FCT to receive calls only. Press **ENTER** to keep the setting which is displayed.
Auto Baud Detect? N	This parameter determines if the FCT should switch to modem's CONNECT baud rate or maintain it's initialized baud rate. Enter **"Y"** to instruct the FCT to switch to the modem's CONNECT baud rate, or **"N"** to maintain it's initialized baud rate. Press **ENTER** to keep the setting which is displayed. Note: This parameter should come factory preset.
Protocol 1 0: UNIX l:WIN95	This setting informs the FCT of what type of operating system the host computer is using. Enter "0" if the FCT will be communicating with a UNIX based system, or "1" if it will be communicating with a WINDOWS 95 based system. Press ENTER to keep the setting which is displayed.
Initializing Modem Please Wait	The FCT is prepanng the modem for communication with the host computer.
WAITING FOR A CALL FROM THE HOST... *	This message will be displayed only if the "Term dials out?" setting is set to "N". It signifies that the FCT is ready and is waiting to receive a call from the host computer.
CALLING HOST.....	This message will be displayed only if the "Term dials out?" setting is set to "Y". It signifies that the FCT is ready and Is attempting to contact the host computer.

MESSAGE (DIP SWITCH #8 = OFF)	MEANING
Verifying EEprom	The FCT is checking it's Electrically Erasable Programmable Read Only Memory. The basic system parameters needed for the terminal to identify itself and communicate with the host computer are stored here (this memory is also referred to as "non-volatile" memory because it stays intact when power is removed).
Initializing Modem Please Wait	The FCT is preparing the modem for communication with the host computer.
WAITING FOR A CALL FROM THE HOST... *	This message will be displayed only if the "Term dials out?" setting is set to "N". It signifies that the FCT is ready and is waiting to receive a call from the host computer.
CALLING HOST.....	This message will be displayed only if the "Term dials out?" setting is set to "Y". It signifies that the FCT is ready and 1s attempting to contact the host computer.

3.2. ***Downloading an OPERATING SYSTEM***

The FCT is ready to receive an OPERATING SYSTEM when the "WAITING FOR A CALL FROM THE HOST..." or "CALLING HOST....." message is displayed. When communication with the host computer is established, the FCT will request an OPERATING SYSTEM DOWNLOAD. The host computer will acknowledge by transmitting the OPERATING SYSTEM to the FCT. Below is a typical OPERATING SYSTEM DOWNLOAD sequence.

MESSAGE	MEANING
RECEIVED CALL FROM THE HOST.....	This message indicates that the FCT has established communication with the host computer.
DOWNLOADING SYSTEM PLEASE WAIT.....	The FCT is in the process of receiving the OPERATING SYSTEM from the host computer. It will take a few minutes to complete this operation.
DOWNLOADING COMPLETE WAITING REBOOT	The FCT has received the OPERATING SYSTEM and is preparing to start normal operation. The display will go blank for a few seconds following this message while the FCT's computer resets.
TERMINAL OFFLINE Reason: CONFIGURATION	This message indicates that the FCT has started the OPERATING SYSTEM, but is still missing some necessary configuration data. The FCT will now request this data from the host computer. Normal operation will begin immediately after the data is received.
INSERT CARD	The FCT is now ready for normal operation.

Refer to the *TROUBLESHOOTING SECTION* of this manual if there are any problems DOWNLOADING the OPERATING SYSTEM.

4. Card Types

The FCT supports different types of card formats (also known as "card types"). Different card types allow the FCT to control the way a transaction is performed. The following card types are supported by the FCT:

E.J. Ward Inc. formatted cards

- Card Type 1 is a "Vehicle Card" that represents a vehicle by assigning a 5 digit card number to it. This card also controls the gallons limit as well as the fuel type that the vehicle is allowed to use *(see Vehicle Card Fueling).*

- Card Type 2 is an "Administrative Card" (also known as a "Master Card") which is assigned only to authorized personnel (such as site Managers, etc.) who are allowed to access special features of the FCT. T is "Administrative Card" allows it's user to access pump and tank data, such as *Totalizer, Dipstick, Fuel Delivery*, and *Master Card Fueling.* "Administrative Card" users can also access a *Call-in Menu (see Administrative Card functions).*

- Card Type 6 is a "Employee Card" which is assigned to an employee who is authorized to fuel a vehicle that has a vehicle card. This concept is known as a "two-card" system. In a "two-card" system, the employee is required to enter both the "Employee Card" and the "Vehicle Card" before authorization will be granted *(see Employee Card Fueling).*

* "Employee Cards" and "Vehicle Cards" from other E.J. Ward Inc. fueling systems may also be supported through a "Network Fueling" feature. This feature is intended to allow cross fueling between FCT's from different fuel systems.

Non-E.J. Ward Inc. formatted cards

The FCT also has available an optional feature which allows support of major credit cards. This option includes checking the industry identifier, expiration date, and validation of the cards.

4.1. Card Entry Types

Each card also has an "entry type" which determines what transaction data to prompt the user for. The list below describes the different entry types supported by the FCT:

- 0 -No PIN and no data capture.
- 1 - Check for proper PIN
- 2 - Two card entry.
- 3 - Two card entry, check for proper PIN
- 4 - Captures data entry, no PIN
- 5 - Checks PIN and captures data entry.
- 6- Performs entry type 4 and 2.
- 7 - Performs entry type 2 and 5.

4.2. Using a Card

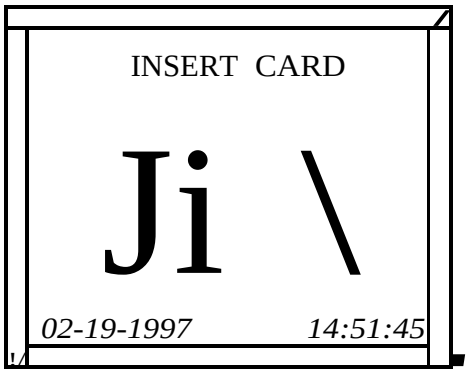


Figure 4-1 "INSERT CARD" screen of optional graphic display

To use the card reader, hold the card at one end so that the position of the magnetic stripe is located at the top and facing to the left. Insert the card into the vertical card slot, pushing the card all the way in until it stops. Remove the card with one steady motion until the card is completely withdrawn. The FCT will read the magnetic stripe from the card and determine the following:

- System No.- (Syste1n No. encoded on the card should match FCT System No.)
- Fleet No.- (Fleet No. encoded on the card should match FCT Fleet No.)
- Card Type - (Vehicle, Employee or Administrative card)
- Card Number- (Checks if the Card Number is valid)
- Entry Type- (Prompt user for a Vehicle or Employee Card, PIN, Odometer)

4.2.1. Vehicle Card Fueling

Presented below is a typical "vehicle card" fueling sequence, with PIN checking and odometer capture.

MESSAGE	**MEANING**
INSERT CARD	The FCT is ready to accept a card. Insert a valid card to begin a transaction.
PIN No.->***	The user is prompted to enter a PIN. The FCT will display an asterisk (*) for each digit that is entered.
ENTER ODOMETER	The user is prompted to enter the vehicles current odometer value. The FCT will accept up to 6 digits.
SELECT PUMP>	The user is prompted to enter the number assigned to the desired pump.
PUMP 1 ENABLED- BEGIN FUELING!	After verification of collected data, the pump will be turned on (enabled). The user has up to one minute to begin fueling.

Refer to the section on *ERROR MESSAGES* if any problems are encountered when using a "vehicle card".

4.2.2. Employee Card Fueling

Presented below is a typical "employee card" (two-card) fueling sequence, with PIN checking on both cards and odometer capture.

MESSAGE	**MEANING**
INSERT CARD	The FCT is ready to accept a card. Insert a valid card to begin a transaction. An "employee card" will be inserted first for this example.
PIN No.->***	The user is prompted to enter a PIN for the "employee card". The FCT will display an asterisk(*) for each digit that is entered.
INSERT VEHICLE CARD	The data encoded on the employee card will signal to the FCT that a "vehicle card" is also required to approve this transaction. At this point, a valid "vehicle card" must be inserted to continue.
PIN No.->***	The user is prompted to enter a PIN for the "vehicle card". The FCT will display an asterisk(*) for each digit that is entered.
ENTER ODOMETER	The user is prompted to enter the vehicles current odometer value. The FCT will accept up to 6 digits.
SELECT PUMP>	The user is prompted to enter the number assigned to the desired dispenser.
PUMP 1 ENABLED - BEGIN FUELING!	After verification of collected data, the pump will be turned on (enabled). The user has up to one minute to begin fueling.

Refer to the section on *ERROR MESSAGES* if any problems are encountered when using an "employee card".

4.2.3. Administrative Card Functions

The "administrative card" (also known as the "master card") is intended to allow authorized personnel to perform predefmed functions. The functions (known as "master functions") are represented by single digit assignments. The "administrative card" provides the following "master functions":

- 3 =Allow authorization to open FCT front panel (doesn't cause an alarm).
- 5 = Record a 6-digit fuel storage tank transfer (out of a tank)
- 6 = Record a 6-digit, pump totalizer reading.
- 7 = Record a 6-digit, fuel storage tank dip stick reading.
- 8 =Force the FCT to call a different host computer phone number.
- 9 =Record a 6-digit, fuel storage tank delivery.
- 0 = Authorize a vehicle fueling transaction.

4.2.4. Using the Administrative Card

Presented below are "administrative card" usage sequences.

MESSAGE	MEANING
INSERT CARD	The FCT is ready to accept a card. Insert a valid "administrative card" to begin.
PIN No.->***	The user is prompted to enter a PIN. The FCT will display an asterisk (*) for each digit that is entered.
MASTER FUNCTIONS O=Fuel Vehicle 3=0pen Terminal 5=Enter Transfer· 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Upon verification of the card and PIN, the user will be presented with a master function menu.

Master Function O=Fuel Vehicle

Below is a typical usage of *Master Function 0.* The purpose of this function is to provide access to fuel for foreign vehicles, lawn mowers, etc., as well as access for vehicles with lost or defective cards.

MESSAGE	MEANING
MASTER FUNCTIONS O=Fuel Vehicle 3=Open Terminal 5=Enter Transfer 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "0" to begin an "administrative card" fueling transaction.
ENTER ODOMETER	The user is prompted to enter the vehicle's current odometer value. The FCT will accept up to 6 digits. Enter "0" if an odometer capture is not desired.
SELECT PUMP>	The user is prompted to enter the number assigned to the desired pump.
ENTER VEHICLE ID	The user is prompted to enter vehicle identification.
PUMP 1 ENABLED -BEGIN FUELING!	The selected pump will now be turned on (enabled). The user has up to one minute to begin fueling.

Master Function 3=0pen Door:

Below is a typical usage of *Master Function 3* . The purpose of this function is to allow the user to open the FCT's front panel without causing an INTRUSION ALARM.

MESSAGE	**MEANING**
MASTER FUNCTIONS 0=Fuel Vehicle 3=0pen Terminal 5=Enter Transfer 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "3" to disable the FCT intrusion alarm.
INSERT CARD	The intrusion alarm will now be disabled, and the FCT will resume normal operation. The user has 30 seconds to open the FCT cabinet. Opening the door beyond the 30 second window will cause an intrusion alarm. This disable sequence must be performed every time the FCT cabinet door is opened to prevent an intrusion alarm.

Master Function 5=Enter Transfer

Below is a typical usage of *Master Function 5.* The purpose of this function is to allow the user to record a storage tank transfer (out of tank).

MESSAGE	**MEANING**
MASTER FUNCTIONS O=Fuel Vehicle 3=0pen Terminal 5=Enter Transfer 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "5" to enter a product transfer.
TRANSFER ENTRY Tank No.-> 1 Gallons= 123456	The user is first prompted to enter the number assigned to the tank from which the transfer was taken. This is followed by entry of the actual amount of product removed.

Master Function 6=Totalizer

Below is a typical usage of *Master Function 6.* The purpose of this function is to allow the user to enter a pump totalizer value.

MESSAGE	**MEANING**
MASTER FUNCTIONS O=Fuel Vehicle 3=0pen Terminal 5=Enter Transfer 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "6" to enter a totalizer value.
TOTALIZER ENTRY Pump No.-> 1 Totalizer= 123456	The user is first prompted to enter the number assigned to the pump which requires the totalizer entry. This is followed by entry of the actual totalizer value.

Master Function 7=Dip Stick

Below is a typical usage of *Master Function* 7. The purpose of this function is to allow the user to enter a storage tank dip stick reading.

MESSAGE	MEANING
MASTER FUNCTIONS O=Fuel Vehicle 3=0pen Terminal 5=Enter Transfer 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "7" to enter a dip stick reading.
DIP STICK ENTRY Tank No.-> 1 Dip Stick= 123456	The user is first prompted to enter the number assigned to the tank from which the dip stick reading was taken. This is followed by entry of the actual dip stick reading.

Master Function 8=Call-in Menu

Below is a typical usage of *Master Function 8.* The purpose of this function is to allow the user to force the FCT to call the host computer, cancel a call in progress, or to alter call in parameters.

MESSAGE	MEANING
MASTER FUNCTIONS O=Fuel Vehicle 3=0pen Terminal S=Enter Transfer 6=Enter Totalizer 7=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "8" to access the call-in menu.
CALLIN OPTIONS 1 =Use MAIN No. 2 =Use AUX No. 3 =Use SUBST. No. 4 =Enter SUBST. No. 5 = Cancel Call Select Function =	Selecting option "1" will cause the FCT to attempt to communication with the host computer using the MAIN phone number. The FCT will continue to use the MAIN phone number until otherwise instructed. Selecting option "2" will cause the FCT to attempt communication with the host computer using the AUXILIARY phone number. The FCT will continue to use the AUXILIARY phone number until otherwise instructed. Selecting option "3" will cause the FCT to attempt communication with the host computer using the SUBSTITUTE phone number. The SUBSTITUTE phone number will be used only until successful communication with the host computer is achieved, after which time the FCT will revert to using the phone number in use prior to the forced call-in. Selecting option "4" will allow the user to enter a new SUBSTITUTE phone number. Selecting option "5" will abort any call in progress.

Master Function 9=Fuel Delivery

Below is a typical usage of *Master Function 9.* The purpose of this function is to allow the user to record a storage tank delivery.

MESSAGE	MEANING
MASTER FUNCTIONS O=Fuel Vehicle 3=0pen Terminal 5=Enter Transfer 6=Enter Totalizer ?=Enter Dip Stick 8=Force Callin 9=Enter Delivery Selection=	Select "9" to enter a product delivery.
DELIVERY ENTRY Tank No.-> 1 Gallons = 123456	The user is first prompted to enter the number assigned to the tank to which the delivery was made. This is followed by entry of the actual amount of product delivered.

5. Display Error Messages

5.1. Card Error Messages

The following is a compilation of card error messages which are displayed when invalid cards are detected:

MESSAGE	MEANING
BAD CARD FORMAT	This card is not encoded with a recognized card format.
BAD SYSTEM NO.	The FCT's SYSTEM NUMBER does not match the SYSTEM NUMBER encoded on the card.
BAD FLEET NO.	The FCT's FLEET NUMBER does not match the FLEET NUMBER encoded on the card.
BAD PIN NUMBER	The PIN entered by the user does not match the PIN encoded on the card.
CARD OFFLINE	The FCT has recognized the card, but the card has been deactivated from the host computer.
BAD CARD	The FCT has recognized the card, but the encoded CARD NUMBER is outside the range of this terminal.
WRONG CARD TYPE	The FCT has detected that an incorrect card type has been inserted in a "two-card" transaction.

CARD EXPIRED	The FCT has detected that the expiration date on the card has been exceeded.
SYSTEM ID MISMATCH	The FCT has detected a SYSTEM IDENTIFICATION MISMATCH between an "employee card" and a "vehicle card" in a "two-card" transaction.

5.2. Pump Error Messages

The following is a compilation of error messages which are displayed when the FCT is not allowed to enable the selected pump:

MESSAGE	MEANING
WRONG FUEL TYPE	The fuel type encoded on the card does not match the fuel type of the selected pump.
PUMP OFFLINE	The FCT cannot enable the pump for one or more of the following reasons: • The selected pump does not exist, or is not connected to the FCT. • The AUTO-OFF-BYPASS switch on the FCT's 5HDIB is in the OFF position. • The FCT suspects a malfunction due to too many zero-total transactions (possibly due to a defective pulser unit). • The selected pump has been removed from service by the host computer.
PUMP IN USE	The selected pump is currently enabled by the FCT.
PUMP OFF HOOK	The user has selected a pump with a· hook switch that is in the off-hook position (pump handle is turned ON)

5.3. ***Communication Error Messages***

The following are messages that may be displayed when problems contacting the host computer are encountered:

MESSAGE	MEANING
WAITING REDIAL.....	The FCT has attempted to communicate with the host computer, but the phone call was unsuccessful due to no dial tone, a busy signal, or no answer.
UNSUCCESSFUL CALL WAITING TIMEOUT....	The FCT has attempted 4 unsuccessful calls to the host computer. It will pause for about 30 seconds before trying again.

6. Bypass Operation

Unexpected problems may develop that interrupt the automatic processes of the fuel site, which can range anywhere from worn out parts in a fuel dispenser to user entry errors at the host computer. In the event that a FCT is unable to automatically enable a fuel dispenser due to some sort of malfunction, a temporary solution is provided by the use of internal AUTO-OFF-BYPASS switches.

6.1. *Switching to Bypass*

DANGER	If the following procedure is performed with power applied to the FCT, hazardous voltages will be present. Only trained and qualified personnel should attempt this procedure.
WARNING	The FCT door must be completely closed whenever fuel is being dispensed. *Do not* dispense fuel when the FCT cabinet is open.

Authorized personnel may gain access to the interior of the FCT without generating an intrusion alarm by using an "administrative card" and selecting "3 = Open Terminal" from the MASTER FUNCTION MENU. If the FCT malfunctioning in such a. way that the MASTER FUNCTION MENU cannot be accessed, then simply opening the door without disabling the alarm is acceptable.

After opening the door, identify the 5HDIB (see Figure 6-1). Locate the miniature 3-position AUTO-OFF-BYPASS switch for the desired pump number and move the switch from the AUTO position, through the OFF position, to the BYPASS position.

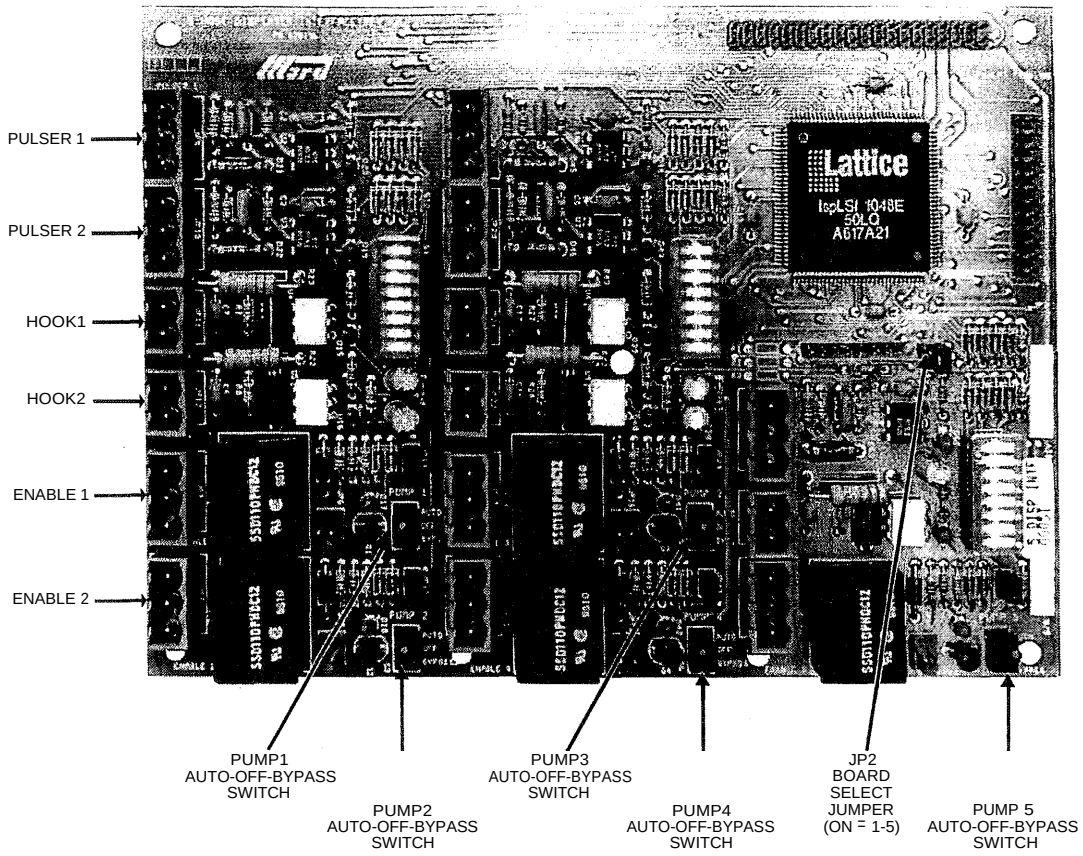


Figure 6-1- The Five Hose Dispenser Interface Board (5HDIB) has a dedicated BYPASS switch for each pump.

When the AUTO-OFF-BYPASS switch has been placed into the BYPASS position, the small red "pump enable" light will illuminate, indicating that the PUMP ENABLE RELAY is energized for that particular pump. Be sure to close the door before resuming fueling operations.

The FCT will generate a BYPASS TRANSACTION and record the amount of fuel dispensed in order to maintain fuel reconciliation. Although the FCT will continue to account for fuel usage during a BYPASS operation, it is highly recommended that the original problem that prompted the BYPASS operation be resolved as soon as possible. It is also recommended that a fuel attendant should be assigned to the fuel site to manually record all fueling transactions.

Each manual fueling transaction should contain:

- Time & date
- Pump#
- Vehicle # and/or vehicle card #
- Odometer
- Total gallons

Manually recorded fueling transactions can be entered into the host computer at a later date to reconcile the fueling system programs and tank balances.

7. Troubleshooting

Figure 7-1 illustrates how the different components of the FCT are connected. Components inside the dashed box outline are located inside the FCT cabinet, while components outside denote external devices. The arrows show connections as well as the signal direction.

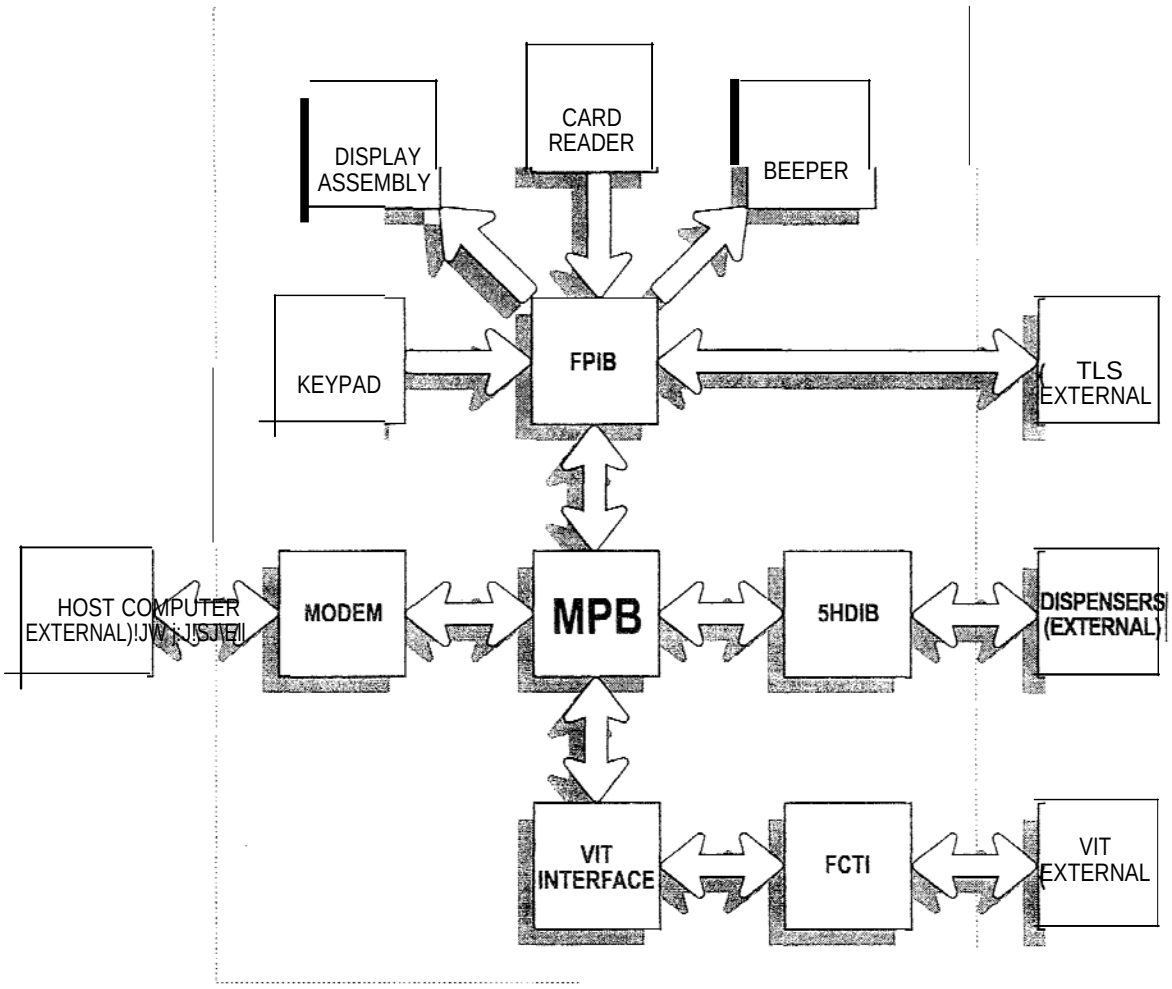
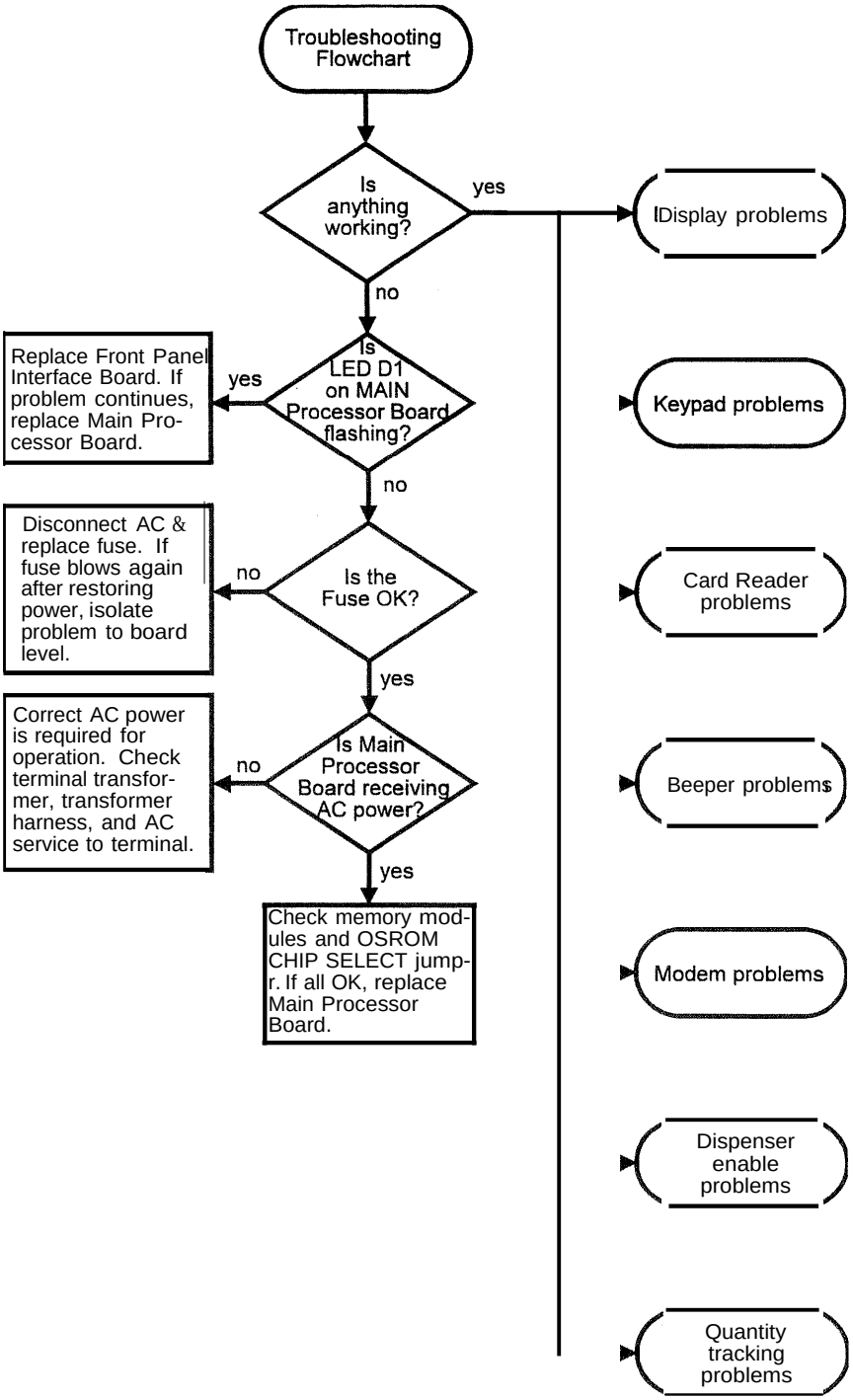
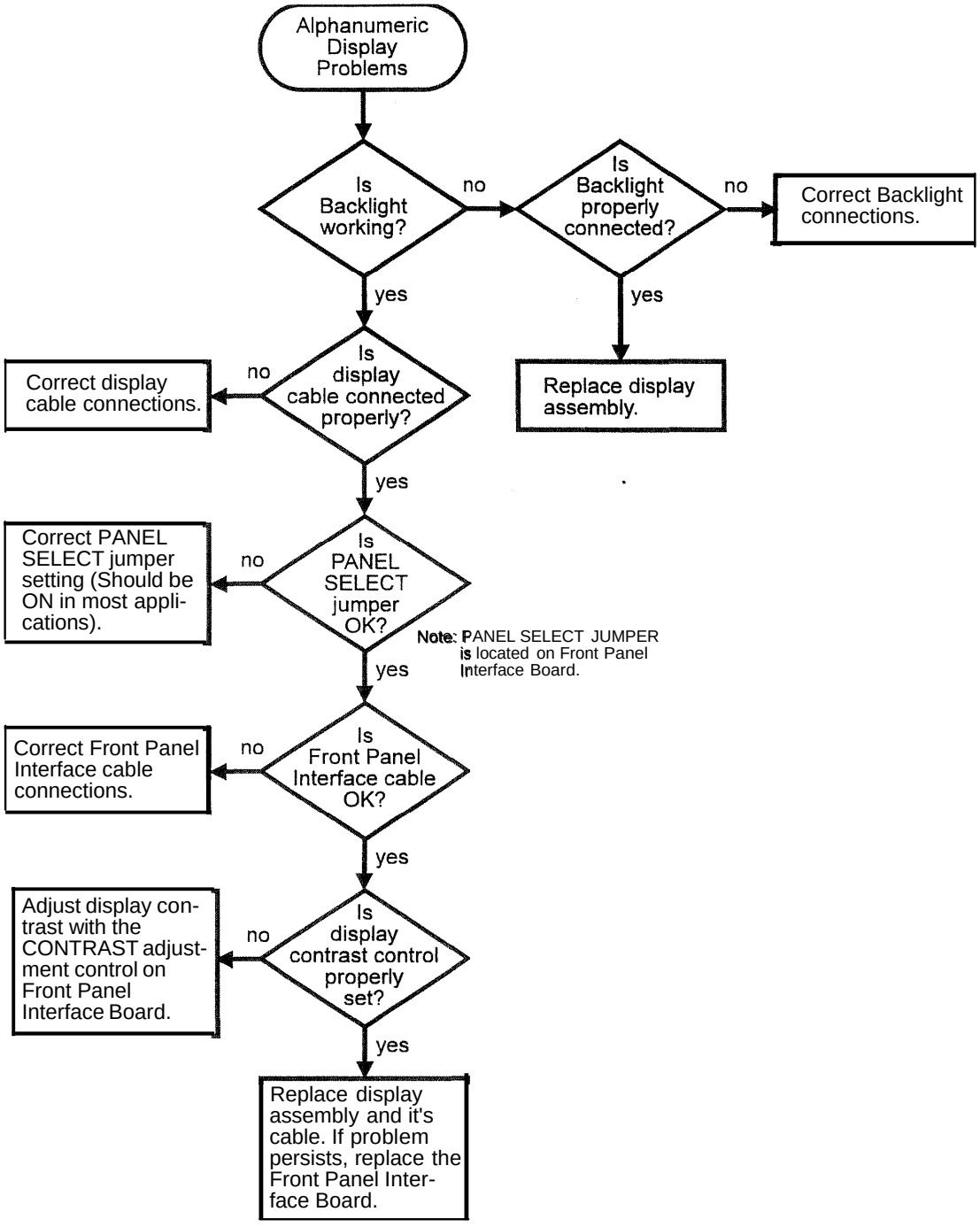


Figure 7-1 Interconnection Diagram of FCT

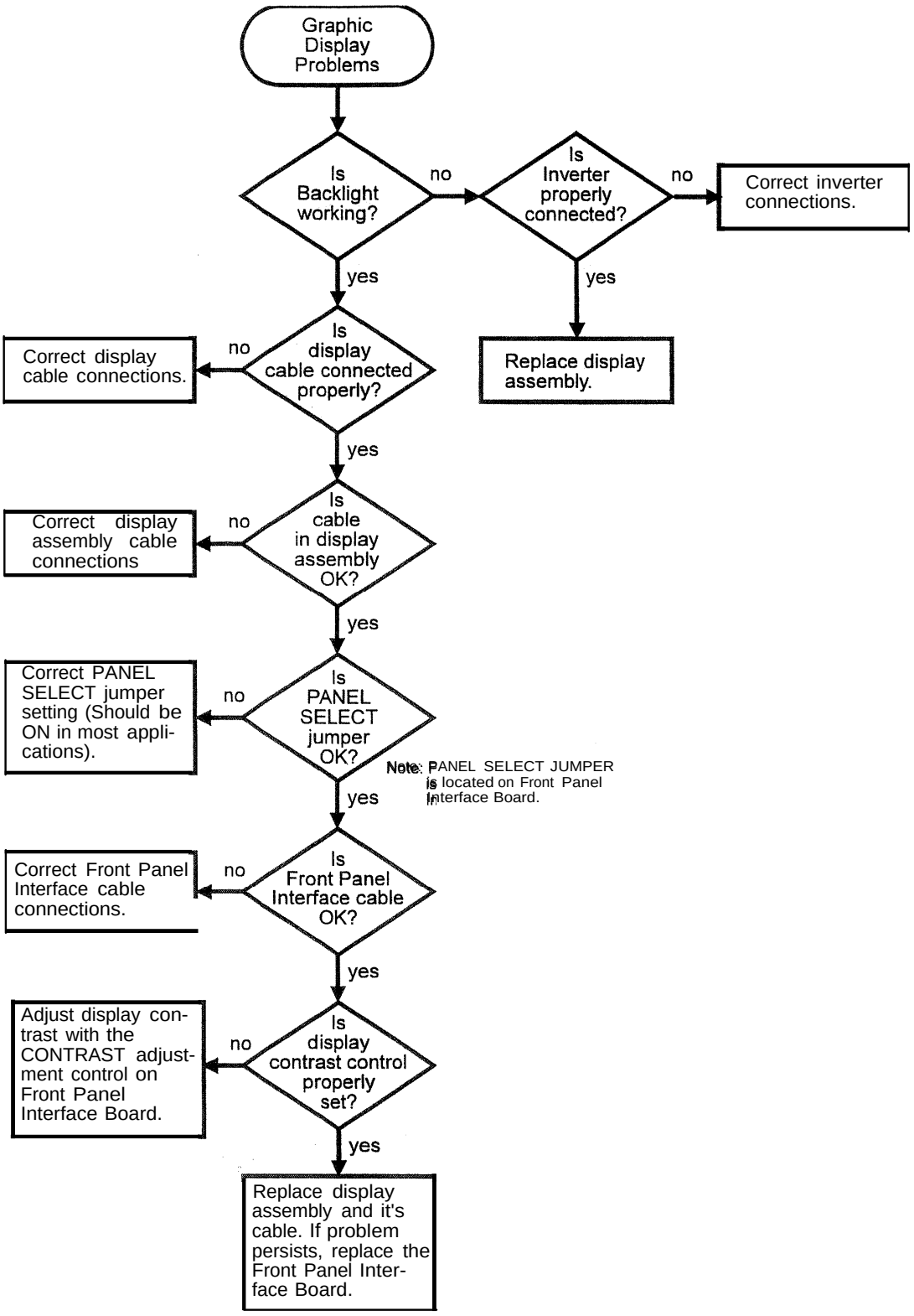
This troubleshooting section is presented in a flowchart fashion. Start with the chart on this page and proceed as indicated. Whenever it is determined that a defective circuit board must be replaced, refer to the section titled "Replacing FCT Hardware" for step by step instructions on properly and safely replacing FCT hardware.



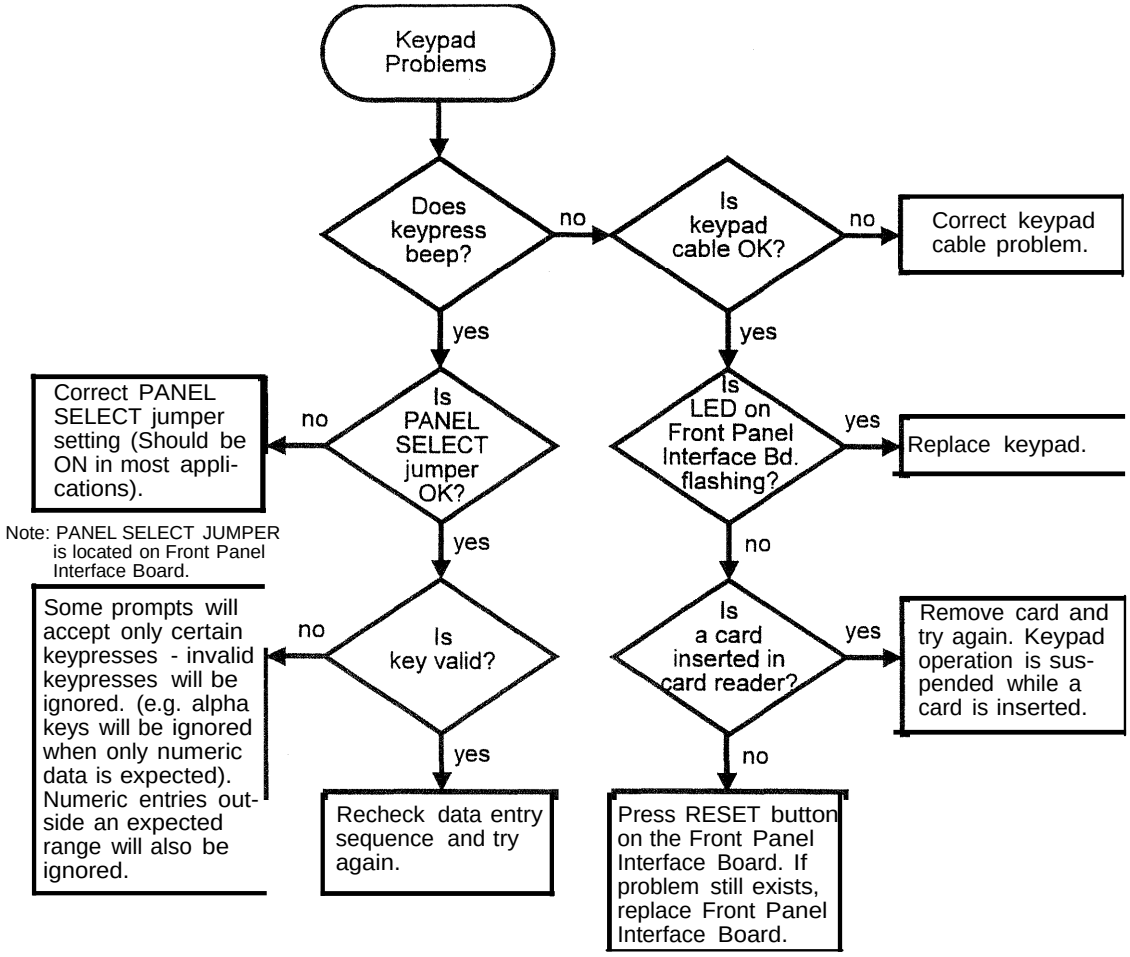
7.1. Alphanumeric Display Problems



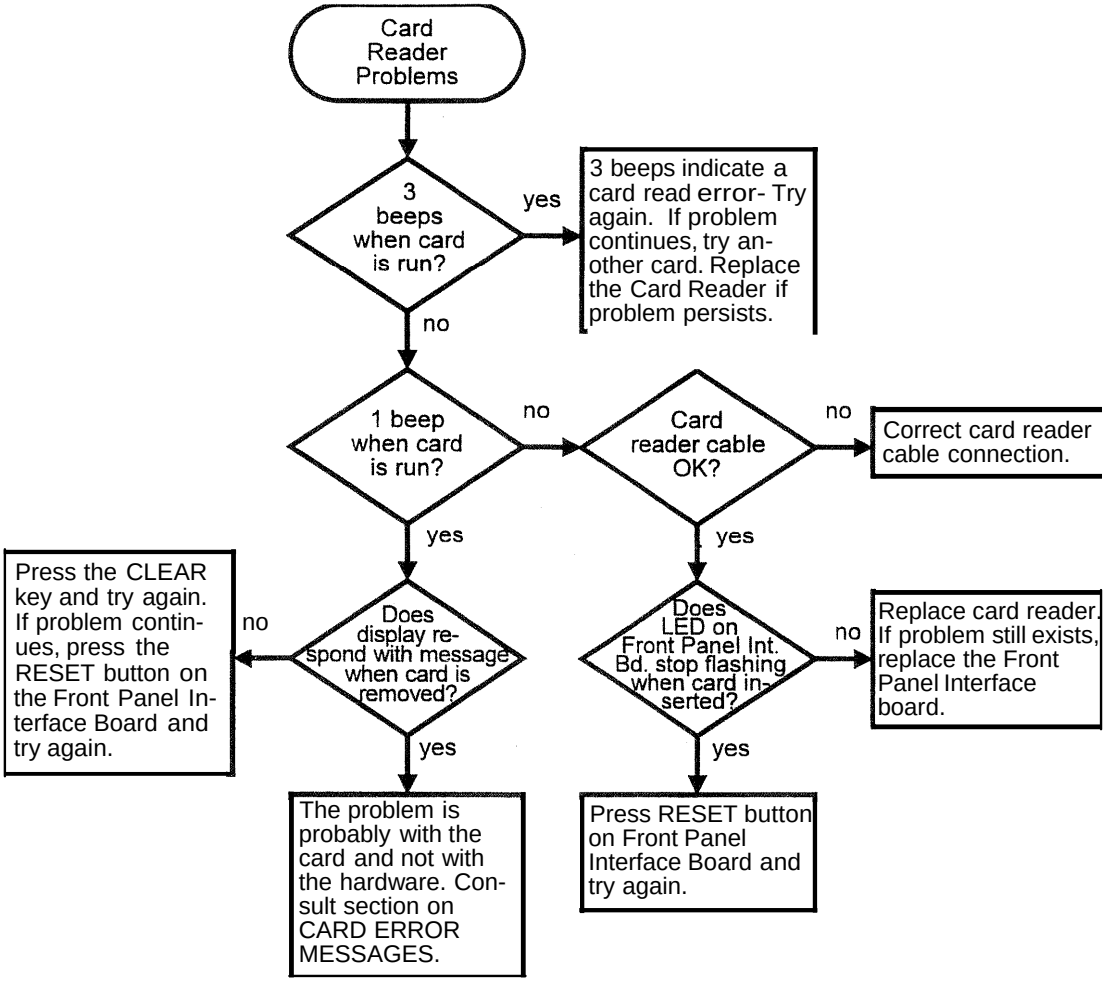
7.2. Graphic **Display Problems**



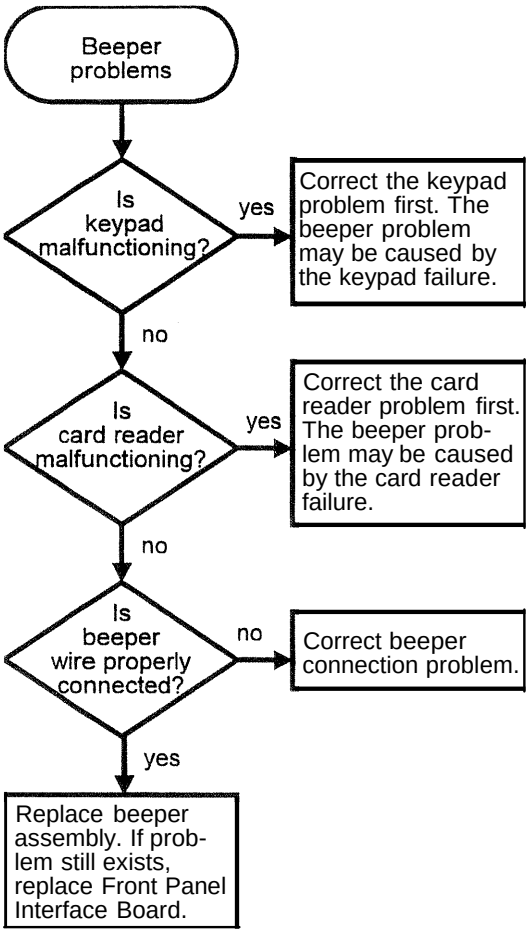
7.3. *Keypad* ***Problems***



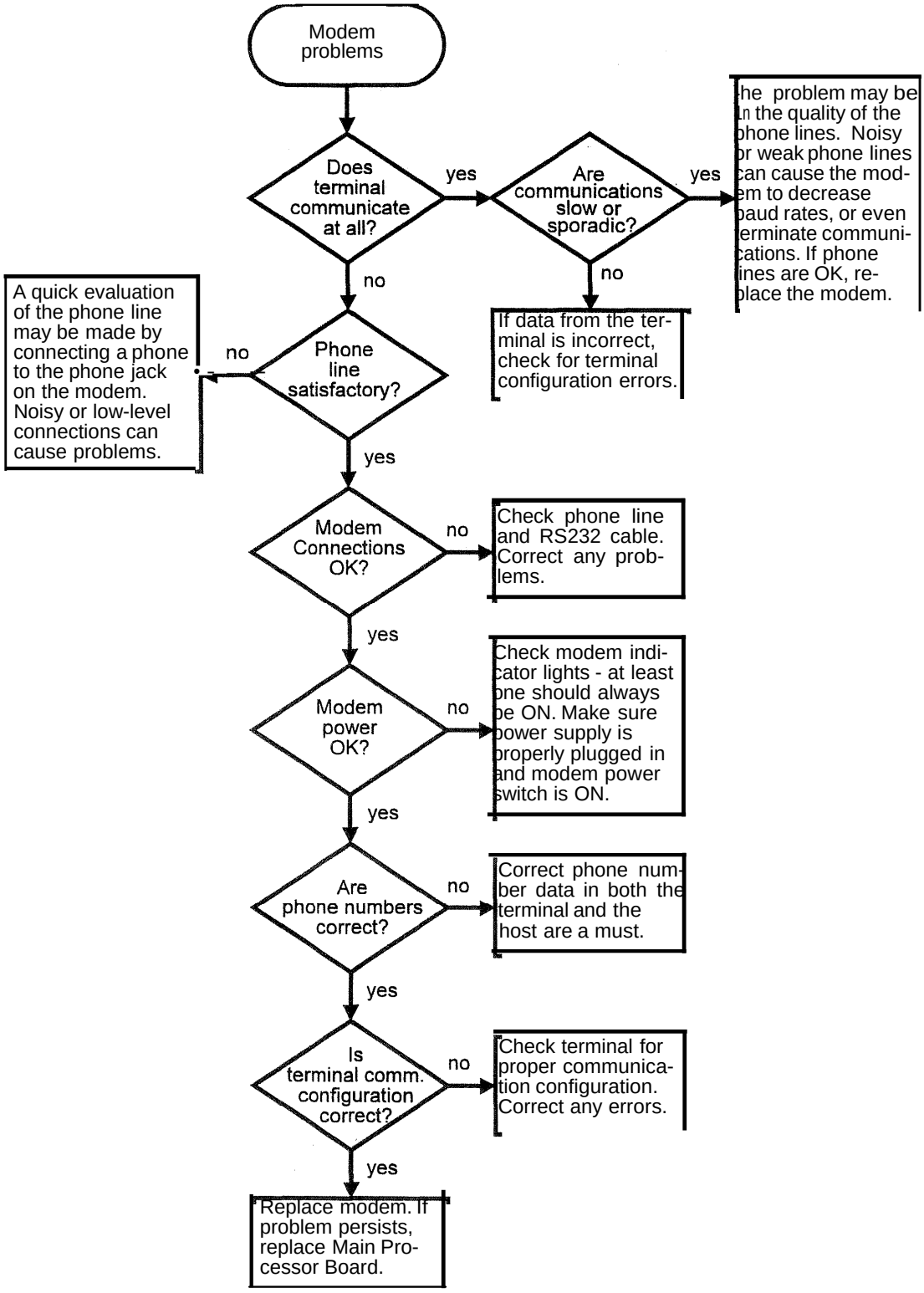
7.4. Card Reader Problems



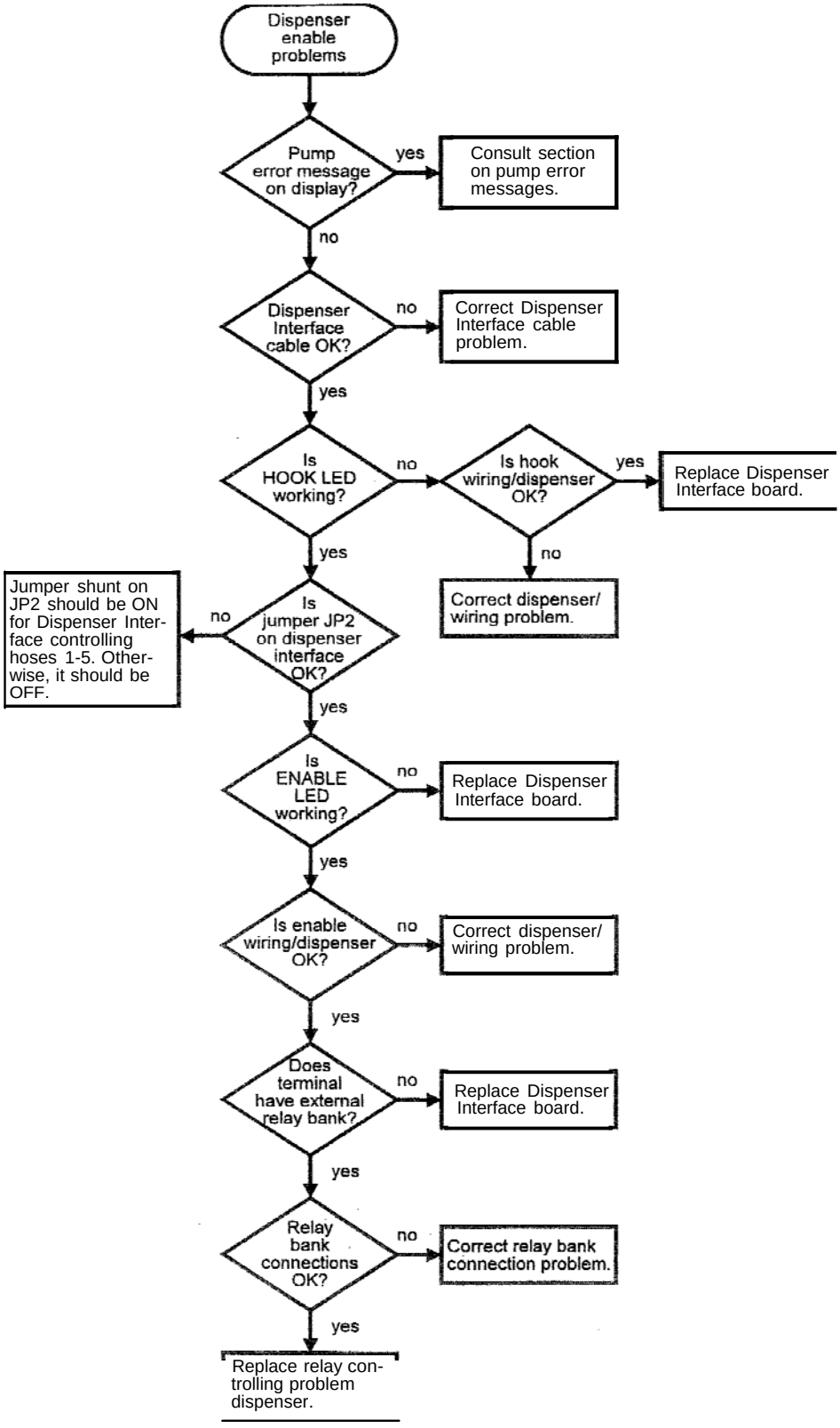
7.5. Beeper Problems



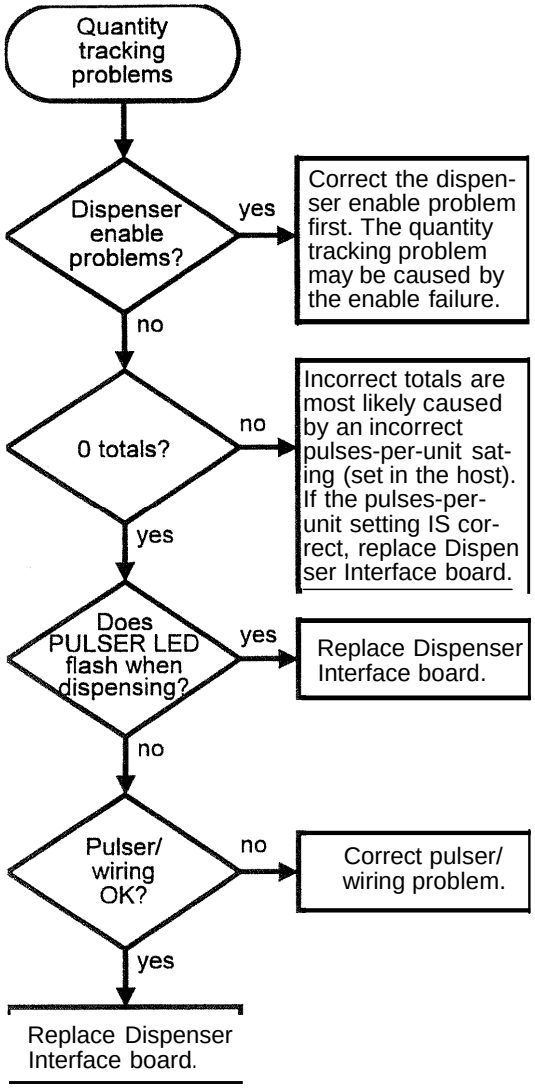
7.6. *Modem Problems*



7.7. *Dispenser Enable Problems*



7.B. *Quantity Tracking Problems*



8. REPLACING FCT HARDWARE

WARNING Power to the FCT *must* be disconnected before performing any installation or removal of FCT hardware. Do not restore AC power until procedure is complete and all connections have been verified.

WARNING AC power may also be supplied to the 5HDIB and solid state relay assembly (if equipped) from the dispensers. Turn off dispenser circuit breakers before servicing.

WARNING The FCT door must be completely closed whenever fuel is being dispensed. *Do not* dispense fuel when the FCT cabinet is open.

CAUTION As with most modern electronic hardware, the devices used in the construction of the FCT circuit boards are subject to damage by static electricity. Always keep circuit boards inside anti-static bags when not in use. It is recommended that personnel working with the FCT "ground" themselves by touching an electrically grounded object just prior to handling circuit boards.

8.1. Main Processor Board Replacement

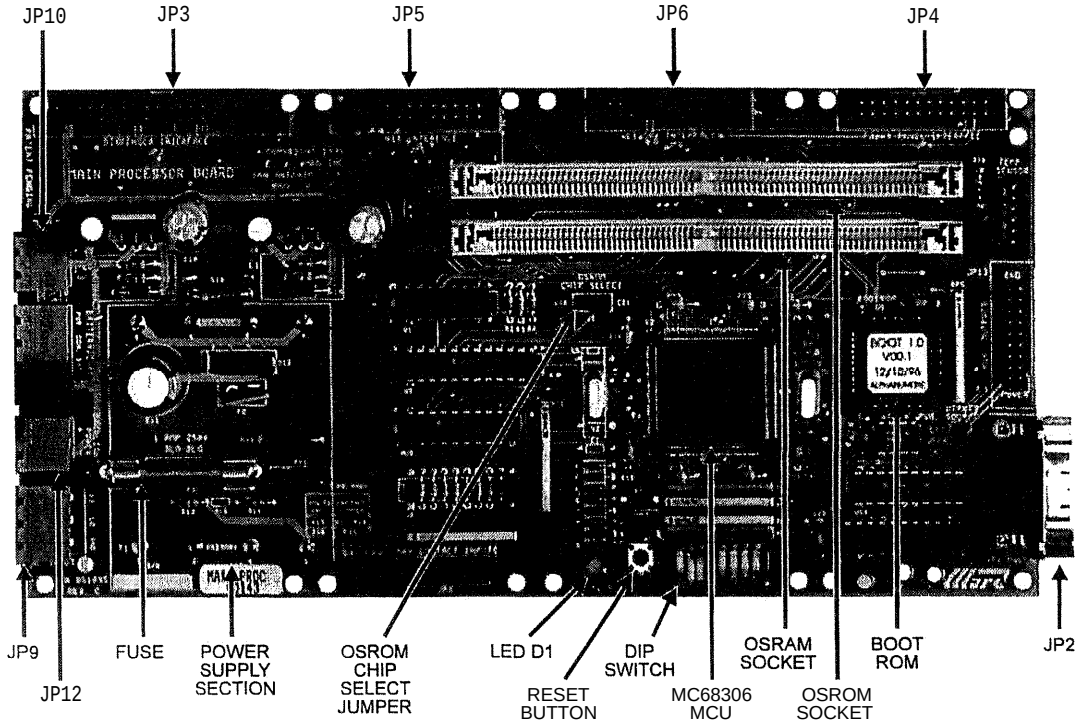


Figure 8-1 Main Processor Board

- JP3 Dispenser Interface - connects to SHDIB.
- JPS VIT Interface- connects to the FCTI.
- JP6 Network Interface- connects to the Network Interface Board.
- JP4 Front Panel Interface -connects to the FPIB.
- JP8 Dry Contact Inputs - connects to the Intrusion Switch.
- JP9 120VAC input to MPB.
- JP10 (+12VDC) Back Light- connects to the back light circuit for the LCD. (May also be used to supply power to a modem)
- JP11 Battery Charger - connects to external battery for battery backup support when AC power fails.
- JP12 (+18.5VDC)- connects to the FCTI to support VIT communications. (May also be used to supply power to an LCD back light).
- JP7 Temperature Sensor- Connects to a temperature probe for CNG fueling applications.
- JP13 Auxiliary Outputs - use for controlling optional devices.
- JP2 Modem Port- serial RS232 DB9 port connects to an OEM modem.

JS Boot Select- CSO=MPB boots up from OSROM, CS1=MPB boots up from BOOT ROM.
JP14- JP13 power source- INT = +12VDC from MPB, EXT= external DC voltage supply.

- LED·- Flashing red light indicates that the MPB is operating properly.
- Reset Button'- press to clear unusual problems and to restart the FCT program.
- Dip Switch - Positions 1,2,3 & 4 configure the FCT's Network Address for multiple FCTs. Normal setup is #1=0FF, #2=0N ,#3=0N ,#4=0N. Switch #8 is used only for debug purposes and should be kept OFF.

WARNING Make sure the replacement MPB is configured for the same AC voltage supply as the old MPB by checking jumper resistors R13, R14 & R15 (located below the fuse on the MPB).

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Carefully unpack the new MPB and check for shipping damage. Inspect the edge connectors and straighten any bent connector pins.
3) Compare the jumper resistors R13, R14 & R15 on each of the MPBs to verify that the new MPB is configured for the same AC supply voltage. If the jumper resistors do not match, contact E.J. Ward Inc. to obtain a correctly configured MPB.
4) Remove the FPIB from the MPB, disconnecting only the short ribbon cable from JP4 on the MPB.
5) Identify the BOOT ROM on each MPB and make sure that the BOOT ROM version on the new MPB is the same as the old BOOT ROM version. If there is a difference, contact E.J. Ward Inc. to determine if the new replacement version is compatible with the FCT's present hardware configuration. Refer to "Boot ROM Replacement" if necessary.
6) Transfer the OSROM & OSRAM memory modules from the old MPB to the new MPB (refer to "OSROM & OSRAM Memory Module Replacement").
7) Set the dip switches on the new MPB to the same setting as the dip switch settings on the old MPB.
8) Identify the "OSROM CHIP SELECT" jumper (JS) on the new MPB and set it to the same position as on the old MPB.
9) Disconnect all cables and all interface boards from the MPB . It is not necessary to disconnect cables that are plugged into the interface boards. Allow the interface boards to hang by the device cables they are connected to while changing out the MPB.
10) Transfer mounting hardware from the old MPB to the new MPB as required. Do not omit any mounting hardware.
11) Place the old MPB into the anti static bag that came with the new MPB.
12) Install the new MPB into the FCT cabinet. Reconnect all cables and interface cards.
13) Perform a final inspection of all the cable connections, interface boards, jumpers, switches, etc..
14) Restore AC power and check for proper operation.

8.2. *Boot ROM replacement*

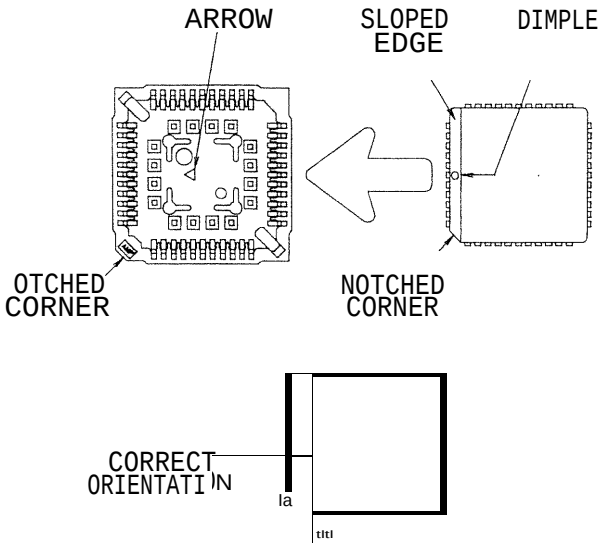


Figure 8-2 The BOOT ROM must be installed with the correct orientation.

WARNING Incorrect installation of the BOOT ROM may result in serious hardware damage. Verify orientation before fully inserting a BOOT ROM into it's socket.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) It is not necessary to remove the MPB from the FCT cabinet to complete this procedure, however some hardware may need to be removed to allow access to the BOOT ROM. Try not to disconnect any cables, if possible.
3) Proper use of an extraction tool is required to safely remove a BOOT ROM from it's socket. Note the orientation of the old BOOT ROM before extraction.
4) Position the new BOOT ROM into the socket of the MPB, paying close attention to orientation (see Figure 8-2).
5) Press down in the center of the new BOOT ROM until it snaps into position.
6) Verify correct installation of the new BOOT ROM before continuing.
7) Replace all hardware before restoring AC power and checking for proper operation.

8.3. OSROM & OSRAM Memory Module Replacement

WARNING Incorrect installation of the OSROM or OSRAM modules may result in serious hardware damage. Verify orientation before inserting an OSROM or OSRAM module into it's socket. Do not install a module into the wrong socket.

WARNING Although OSROM and OSRAM modules are similar in appearance to ordinary computer memory modules, they *are not* interchangeable. Do not use unauthorized memory modules in the FCT.

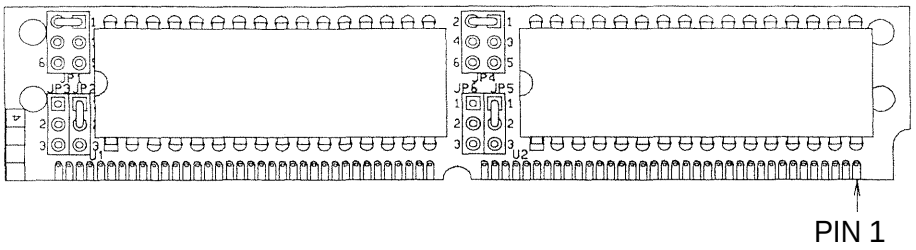
CAUTION Do not force an OSROM or OSRAM memory module out of it's socket. Forcing a locked memory module out of it's socket will damage the socket and result in unreliable operation.

The following procedure applies to all different types of "Single Inline Memory Modules" (SIMM) that are available for various types of FCT memory configurations. When performing this procedure, make sure that the SIMM being replaced is installed into the proper OSROM or OSRAM socket. The following list is the socket assignment for each type of SIMM:

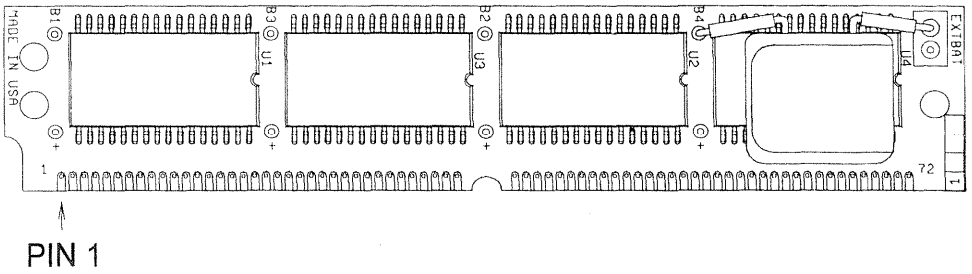
OSROM supports: Flash Memory
Memory Expansion

OSRAM supports: 256K Static RAM Module
2M Static RAM Module

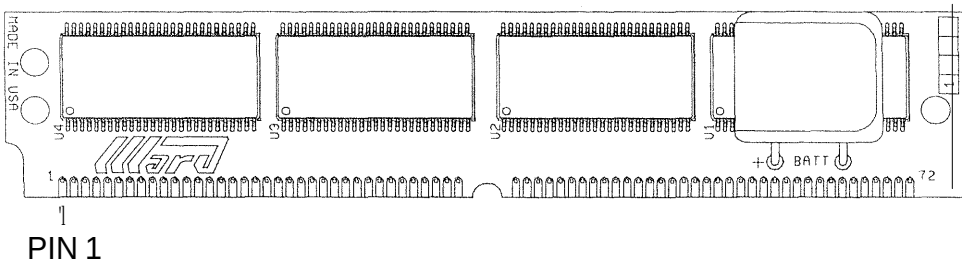
NOTICE Although the 2M Static RAM Module has a 2M capacity, it may be configured for .5M, 1M, 1.5M, or 2M depending on the application. The capacity of the module may be calculated by multiplying the number of populated memory chips by .5M (the memory chips are those visible when the module is viewed as shown in Figure 8-3).



OSROM FLASH MEMORY MODULE



OSRAM 256K STATIC RAM MODULE



OSRAM 2M STATIC RAM MODULE

Figure 8-3 OSROM and OSRAM SIMM Modules

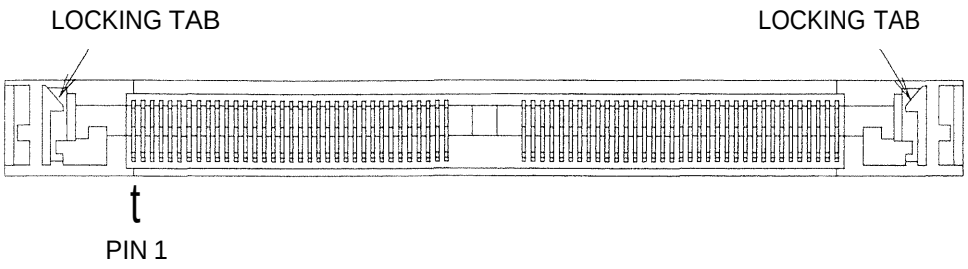


Figure 8-4 Close up view of the SIMM Memory Socket on the Main Processor Board.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Identify which SIMM needs to be removed. Refer to the SIMM pictorial diagram Figure 8-4 to locate the LOCKING TABS on each end of the memory module socket.
3) It is not necessary to remove the MPB from the FCT cabinet to complete this procedure, however some hardware may need to be removed to allow access to the SIMMs. Try not to disconnect any cables, if possible.
4) Push the LOCKING TABS outward to unlock the SIMM. An unlocked memory module will lean out of position at a slight angle.
5) Gently remove the SIMM from the socket. Do not remove it forcefully. It may be necessary to increase the angle of the unlocked module to release it.
6) Place the new SIMM in the correct socket of the MPB, inserting it at a slight angle.
7) Make sure all the pins of the memory module are fully seated all the way into the memory socket. Verify SIMM orientation.
8) While applying downward pressure on the memory module, gently push the left & right edges of the SIMM towards the locking tabs until it snaps into place. A SIMM properly locked into position will be perpendicular to the PCB.
9) Verify correct installation of the SIMM before continuing.
10) Replace all hardware before restoring AC power and checking for proper operation.

8.4. Power Transformer Replacement

WARNING faulty	Incorrect installation of the POWER TRANSFORMER may result in operation in addition to possible explosion, fire, and electrical shock hazards.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Disconnect the wiring harness connector on the POWER TRANSFORMER from the MPB.
3) Unscrew the mounting screws from the POWER TRANSFORMER and remove it from the back panel.
4) Install the new POWER TRANSFORMER on the back panel, in exactly the same position as the old POWER TRANSFORMER. Do not omit any mounting screws.
5) Reconnect the new POWER TRANSFORMER wiring harness connector to the MPB.
6) Verify correct installation of the POWER TRANSFORMER before continuing.
7) Restore AC power and check for proper operation.

8.5. Front Pane/Interface Board Replacement

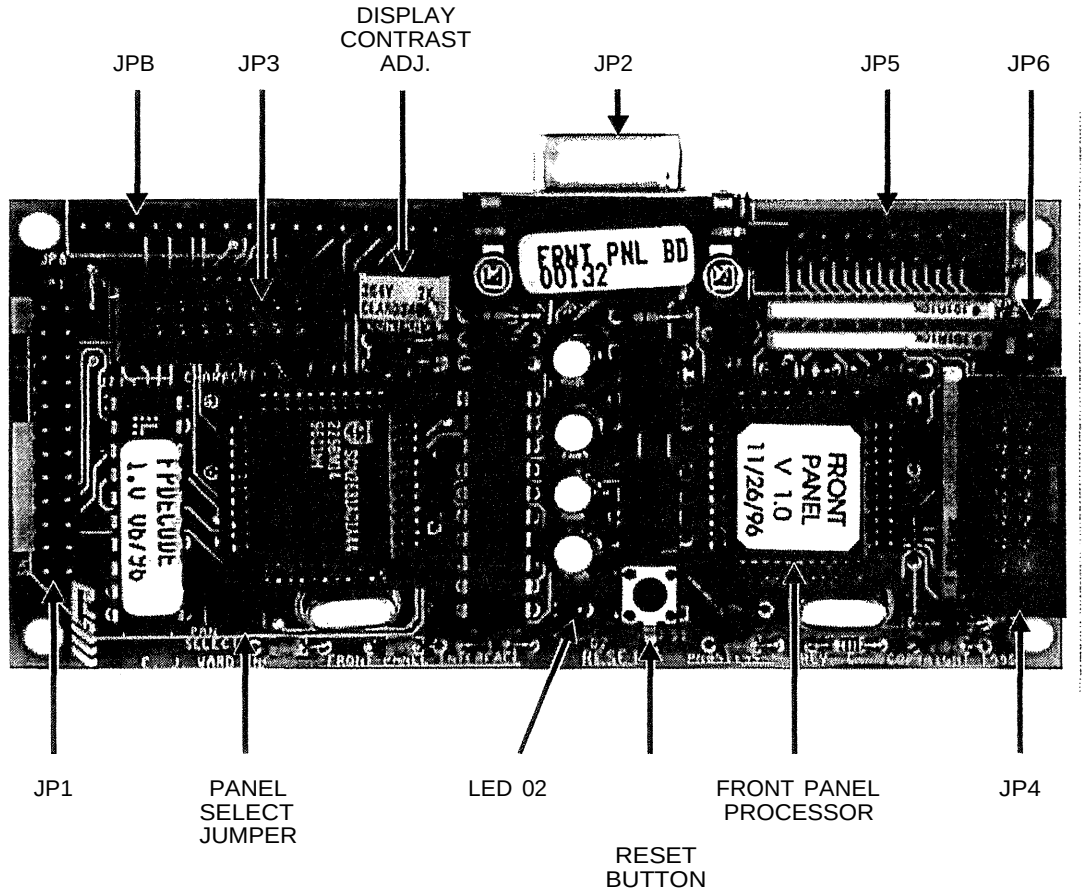


Figure 8-5 Top view of the Front Panel Interface Board.

- JP1 MPB Interface - connects to MPB
- JP8 Graphic Interface- connects to graphics LCD
- JP3 Character Interface - connects to alphanumeric LCD
- JP2 RS-232 Interface- connects to TLS
- JP5 Keypad Interface - connects to front panel alphanumeric keyboard
- JP4 Card Reader Interface -connects to magnetic card reader or keyceptacle
- JP6 Ext. Spkr. Interface- connects to front panel speaker (beeper)
- JP7 Panel Select - Jumper installed for primary front panel keyboard (normal), or removed for secondary front panel.
- Rl3 Contrast- LCD contrast adjustment.

  LED- Flashing red light indicates that FPIB processor is operating properly.
- Reset Button- press to clear unusual problems and to restart the FPIB program.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Unpack the new FPIB from the anti-static bag and check for shipping damage. Straighten any bent connector pins before continuing.
3) Identify the FPIB PROCESSOR on each FPIB and make sure that the processor chip version in the new FPIB is the same as the version in the old FPIB. If there is a difference, contact E.J. Ward Inc. to determine if the processor chip version is compatible with the FCT's present hardware configuration. If the FPIB processor needs to be replaced, refer to the "FPm Processor Replacement" procedure.
4) Notice how each ribbon cable that is plugged into the FPIB contains a colored stripe along one edge which represents pin 1. Each ribbon cable should be routed to the FPIB with a certain length intended for the ribbon cable to reach a specific connector on the FPIB. To avoid confusion, do not reshape, bend or stretch any of the ribbon cables.
5) Identify jumper JP7 on the new FPIB and configure it the same as the JP7 on the old FPIB (JP7 is normally installed).
6) Carefully disconnect each cable from the FPIB.
7) Remove the FPIB from it's stand-offs and place it into the anti-static bag that came with the new FPIB.
8) Mount the new FPIB onto the stand-offs in exactly the same position as the old FPIB so that all ribbon cable connectors line up properly with their intended connectors.
9) Reconnect all cables in the reverse order that they were disconnected.
10) Verify correct installation of the FPIB and all cables before continuing.
11) Restore AC power to the FCT and make sure the LED on the new FPIB is flashing, indicating proper operation.
12) Refer to the *"Display Contrast Adjustment."* procedure if any LCD contrast adjustments are needed.
13) Verify proper operation of the display, card reader, front panel keypad, beeper, and RS-232 interface.

NOTICE	New FPIBs may arrive with the CONTRAST ADJUSTMENT grossly misadjusted, resulting in a blank or black display. Perform the *"Display Contrast Adjustment.'-r* procedure to correct the problem.

8.6. Display Contrast Adjustment

DANGER	The following procedure must be performed with power applied to the FCT, therefore hazardous voltages will be present. Only trained and qualified personnel should attempt this procedure.

1) Refer to Figure 8-5 and identify the DISPLAY CONTRAST ADJUSTMENT (Rl3) on the FPffi.
2) Tum the adjustment potentiometer clockwise to darken the display. Tum the adjustment potentiometer counterclockwise to lighten the display.

8.7. *FPIB* ***Processor Replacement***

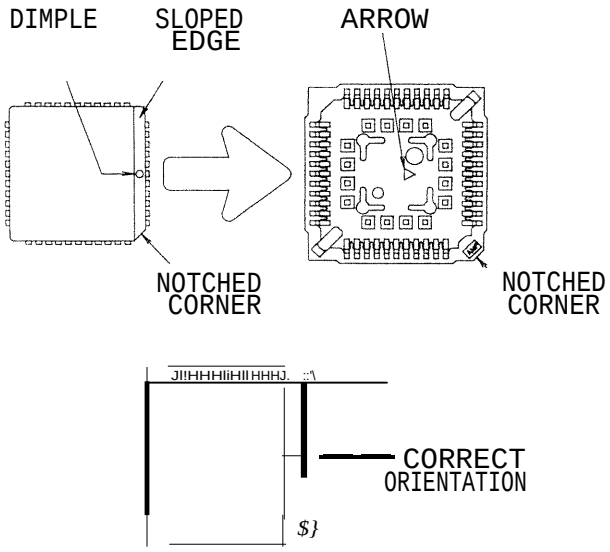


Figure 8-6 The FPIB PROCESSOR must be installed with the correct orientation.

WARNING	Incorrect installation of the FPIB PROCESSOR may result in serious hardware damage. Verify orientation before fully inserting a FPIB PROCESSOR into it's socket.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) It is not necessary to remove the FPIB from the FCT cabinet to complete this procedure, however some hardware may need to be removed to allow access to the FPIB PROCESSOR. Try to disconnect as few cables as possible.
3) Proper use of an extraction tool is required to safely remove an FPIB PROCESSOR from it's socket. Note the orientation of the old FPIB PROCESSOR before extraction.
4) Position the new FPIB PROCESSOR into the socket of the FPIB, paying close attention to orientation (see Figure 8-6).
5) Press down in the center of the new FPIB PROCESSOR until it snaps into position.
6) Verify correct installation of the new FPIB PROCESSOR before continuing.
7) Replace all cables and hardware.
8) Restore AC power to the FCT and make sure the LED on the FPIB is flashing, indicating proper operation.

8.8. 5-Hose Dispenser Interface Board Replacement

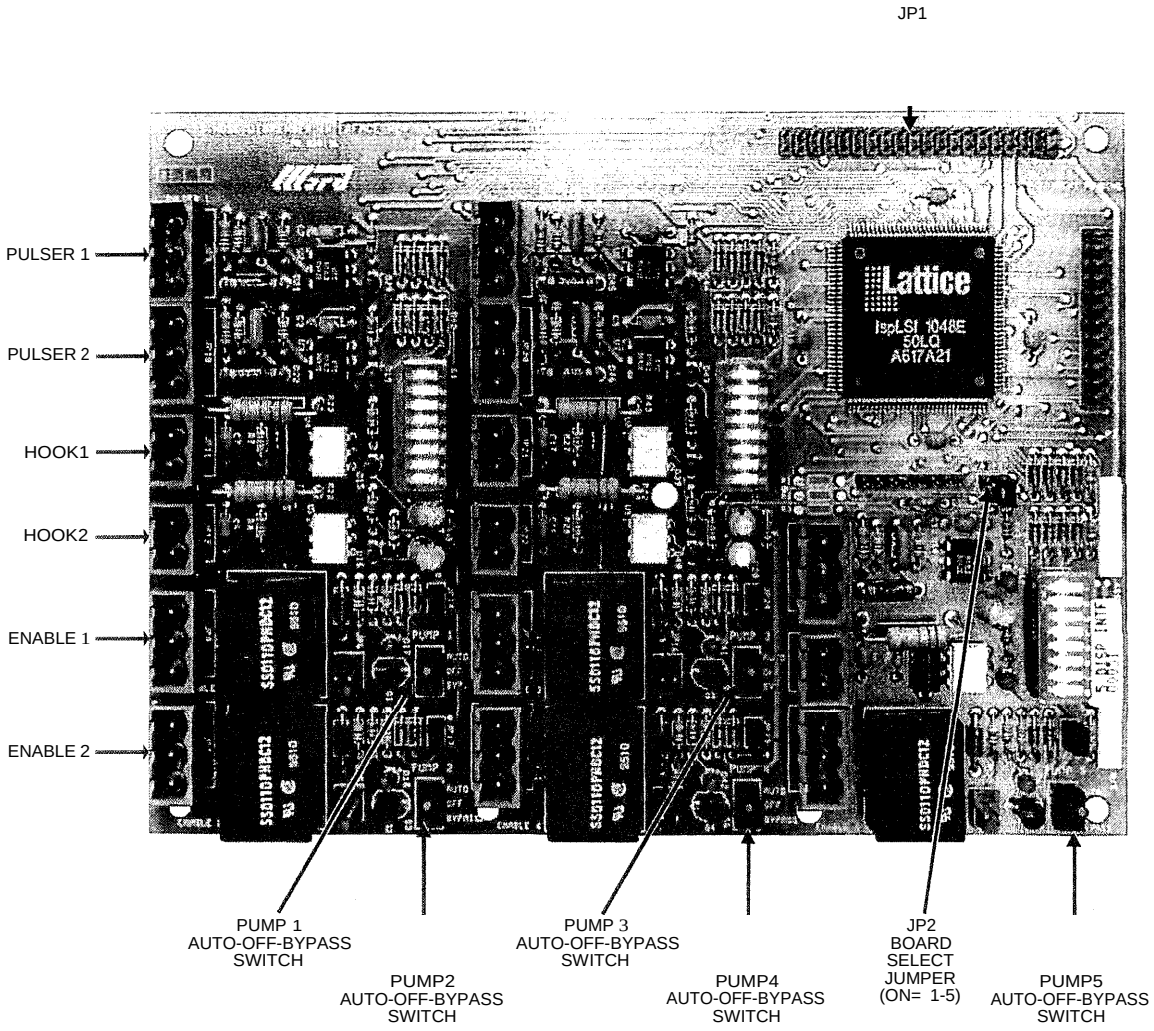


Figure 8-7 Five Hose Dispenser Interface Board

WARNING	AC power may also be supplied to the SHDIB and solid state relay assembly (if equipped) from the dispensers. Turn off dispenser circuit breakers before servicing.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Turn off the circuit breaker(s) supplying power to the dispensers.
3) Carefully unpack the new 5HDIB from the anti-static bag and check for shipping damage. Inspect each of the edge connectors and straighten any bent connector pins.
4) Identify the jumpers JP2, JP13, JP14, JP23, JP24, JP29 on the new 5HDIB and configure them the same as on the 5HDIB to be replaced. Note that JP29 will be installed on the 5HDIB that controls dispensers 1-5, and omitted on the 5HDIB that controls dispenser 6-10.
5) All dip switches should be in the OFF position.
6) Disconnect the MPB interface cable.
7) Carefully disconnect each of the dispenser cable plugs from their sockets. Do not stretch or reshape any of the wiring harnesses to the SHDffi.
8) Remove the old 5HDIB from the stand-offs and insert it directly into the anti-static bag that the new 5HDIB came in.
9) Mount the new 5HDIB onto the stand-offs and reconnect all cables. Match the labels on each dispenser cable connector to the silk screen labeling located on the 5HDIB next to each JP socket.
10) Place each *Auto-Off-Bypass* switch into the AUTO position.
11) Verify correct installation of the 5HDIB and all cables, connectors, jumpers and switches before continuing.
12) Restore AC power to the FCT and the dispensers. Check for the proper operation of each dispenser.

8.9. *Modem Board Replacement*

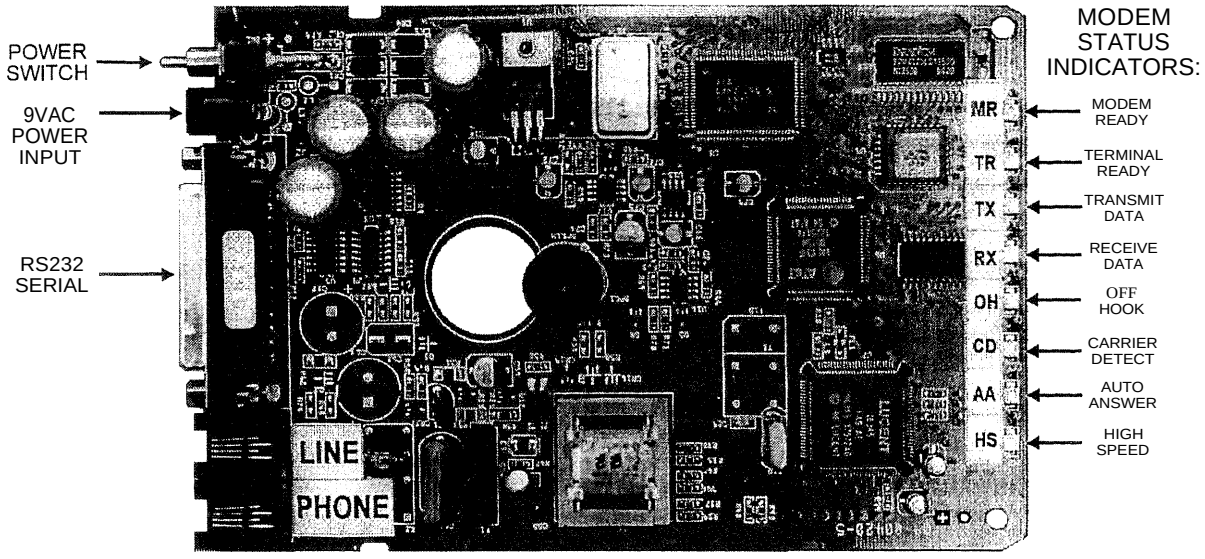


Figure 8-8 OEM modem board requires a 9VAC power supply input.

- Power Switch- Controls power to the modem's on board power supply.
- 9VAC Power Input Jack- Supplies 9VAC power to the modem.
- Serial RS232 Port- Interfaces to the MPB serial port JP2.
- Line- Telephone company phone line connection.
- Phone - Telephone connection to a telephone or handset.
- MR (Modem Ready) Indicator- Signal indicating that the modem is available for communication.
- TR (Terminal Ready) Indicator - Signal to the modem indicating that the MPB is available for communication.
- TX (Transmit Data) Indicator- Indicates that the modem is transmitting data.
- RX (Receive Data) Indicator- Indicates that the modem is receiving data.
- OH (Off Hook) Indicator - Indicates that the modem is connected to the phone line and is attempting to dial or communicate.
- CD (Carrier Detect) Indicator - Indicates that the modem has detected another modem's carrier signal.
- AA (Auto Answer) Indicator - Indicates that the modem is initialized to automatically answer when a ring is detected.
- HS (High Speed) Indicator - Indicates that the modem is communicating at 9600 baud or higher.

I) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Move the modem's power switch to the OFF position.
3) Disconnect the 9VAC input plug from the modem.
4) Unplug the Serial cable from the Modem's RS232 connector.
5) Unplug the phone line from the modem's LINE connector.
6) Remove the modem and place it into the anti-static bag that came with the new modem.
7) Install the new modem and cable connections. Do not omit any mounting hardware.
8) Verify correct installation of the modem before continuing..
9) Move the new the modem's power switch to the ON position.
10) Restore AC power to the FCT and check for proper operation.

8.10. Front Panel Alpha Numeric Keyboard Replacement

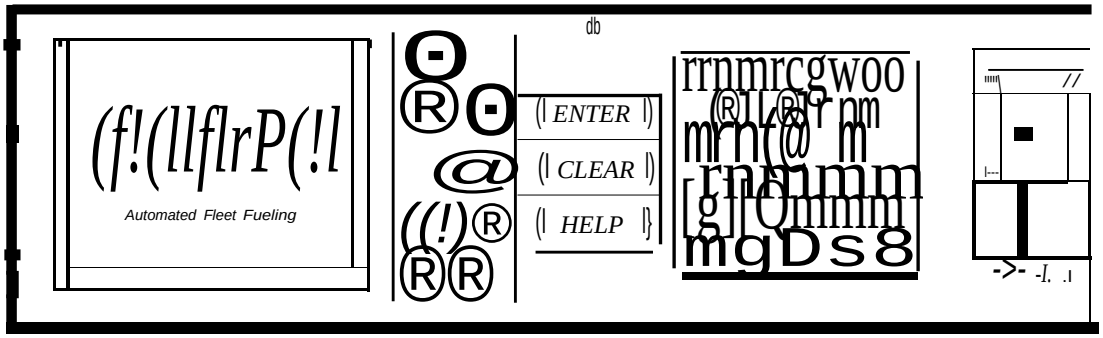


Figure 8-9 Front view of the Front Panel Alphanumeric Keyboard with graphic LCD and magnetic card reader.

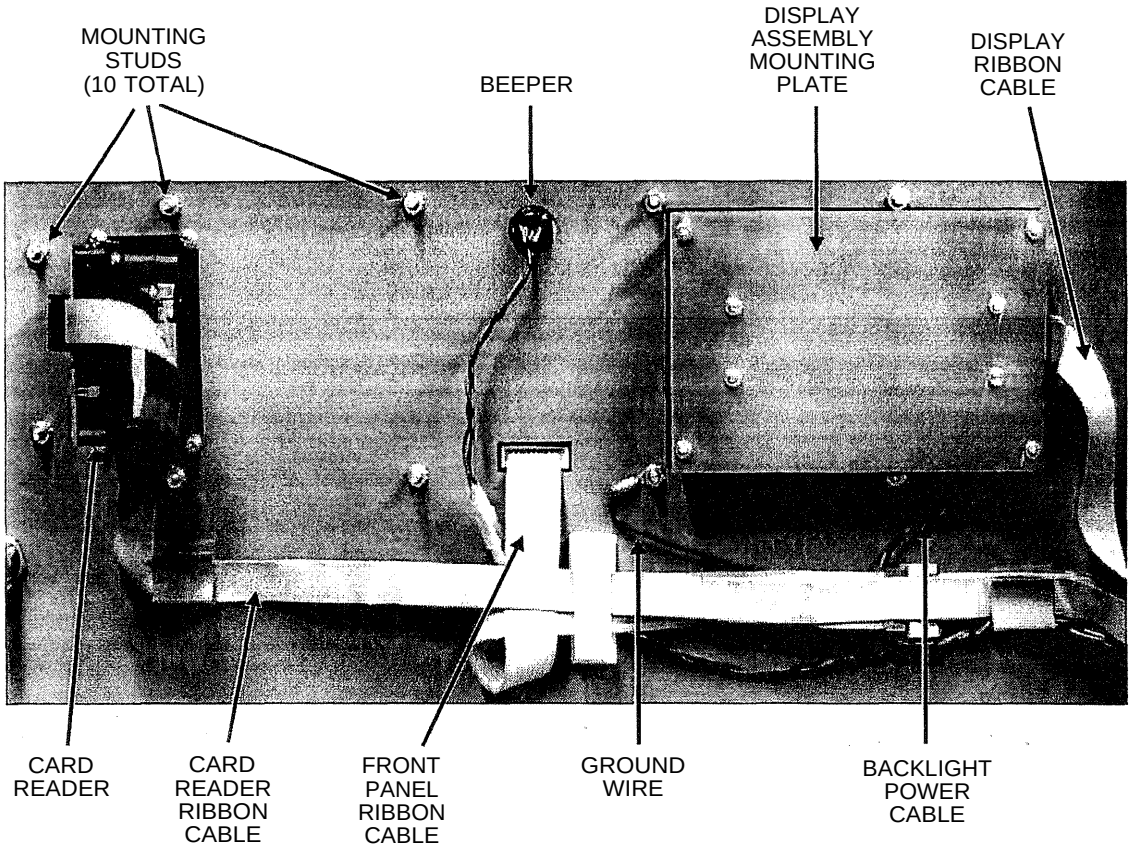


Figure 8-10 Rear view of the Front Panel Alphanumeric Keyboa"rd with an alphanumeric LCD.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Disconnect the beeper cable. If the replacement keyboard panel does not have a beeper installed, transfer the beeper from the old keyboard to the new keyboard.
3) Disconnect the keyboard cable from the keyboard cable extension.
4) Refer to the section on "Magnetic Card Reader Replacement" and remove the card reader from the keyboard panel.
5) Refer to the section on "Display Replacement" to remove the display assembly from the keyboard panel.
6) Remove all 10 mounting nuts from each of the studs on the keyboard panel. Remove the old keyboard from the cabinet door.
7) Transfer any necessary hardware from the old keyboard panel to the new keyboard panel (stand-offs, display bezel, etc.).
8) Mount the new keyboard onto the FCT cabinet door.
9) Re-install the display assembly and card reader. Do not omit any hardware. Re-connect all cables, maintaining proper cable routing to prevent cables from becoming "pinched" in the cabinet door.
10) Verify correct installation of all hardware. Make sure all cables are plugged into their sockets correctly.
11) Restore AC power to the FCT and check for proper operation.

8.11. Magnetic Card Reader Replacement

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Before disconnecting the card reader ribbon cable, observe the cable orientation.
3) Remove all 4 screws from the card reader and pull the card reader out from the front of the keyboard panel.
4) Mount the new card reader into the keyboard panel.
5) Connect the card reader ribbon cable to the new card reader, taking care to maintain proper cable orientation.
6) Restore AC power to the FCT and check for proper operation.

8.12. *Alphanumeric Display Assembly Replacement*

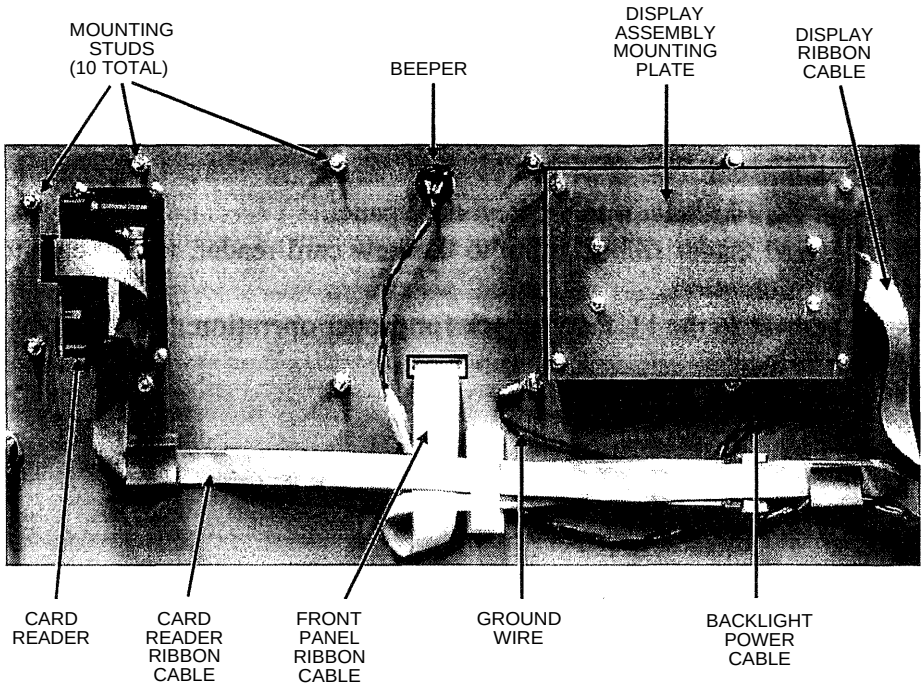


Figure 8-11 Rear view of the front panel keyboard with alphanumeric display assembly shown.

l) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) The DISPLAY RIBBON CABLE is permanently attached to the ALPHANUMERIC DISPLAY ASSEMBLY. Make note of the orientation of the colored stripe along the edge of the DISPLAY RIBBON CABLE where connected to JP3 on the FPIB. This orientation will need to be maintained when the new ALPHANUMERIC DISPLAY ASSEMBLY is installed. Disconnect the DISPLAY RIBBON CABLE from the FPID.
3) Disconnect the BACKLIGHT POWER CABLE from the MPB.
4) Remove the four mounting nuts from the DISPLAY ASSEMBLY MOUNTING PLATE. Gently remove the ALPHANUMERIC DISPLAY ASSEMBLY from the four stand-offs.
5) Remove any protective backing from the front glass of the LCD on the new ALPHANUMERIC DISPLAY ASSEMBLY. Remove any debris from the display window.
6) Mount the new ALPHANUMERIC DISPLAY ASSEMBLY onto the four stand-offs. Do not omit any hardware.
7) Connect the new DISPLAY RIBBON CABLE and BACKLIGHT POWER CABLE. Take care to observe proper orientation of the ribbon cable.
8) Perform an inspection of all hardware and cable connections.
9) Restore AC power to the FCT and check for proper operation.
10) Refer to the section on "Display Contrast Adjustment" if necessary.

8.13. *Graphics Display Assembly Replacement*

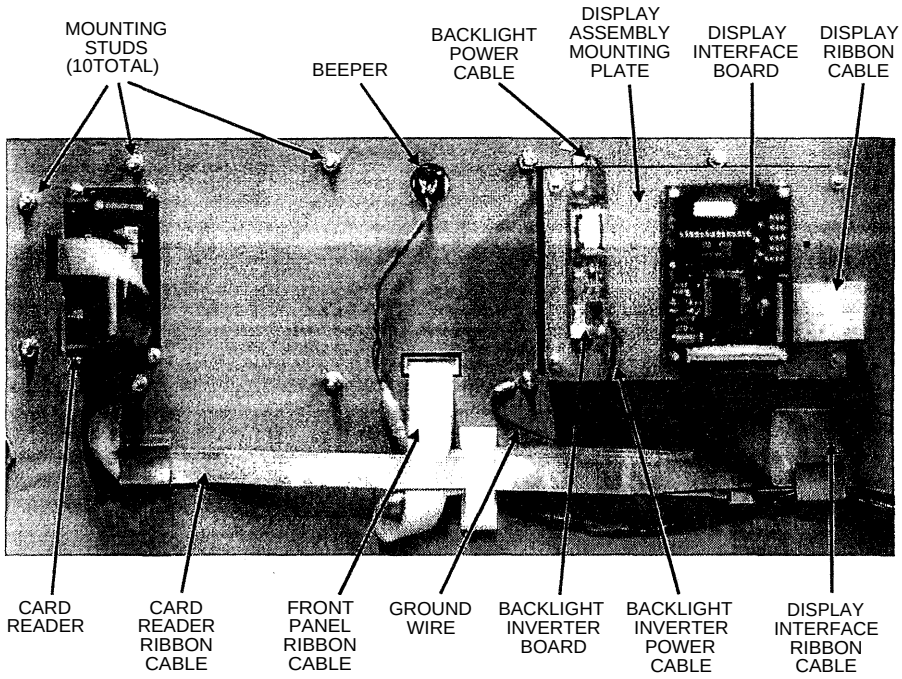


Figure 8-12 Rear view of the front panel keyboard with graphic display assembly shown.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Make note of the orientation of the colored stripe along the edge of the DISPLAY INTERFACE BOARD ribbon cables. Also note which row of the double-row ribbon cable connectors are used. Unplug each ribbon cable from the DISPLAY INTERFACE BOARD (connectors CN1 & CN2).
3) Disconnect the BACKLIGHT POWER CABLE from the BACKLIGHT INVERTER BOARD.
4) Disconnect the BACKLIGHT INVERTER POWER CABLE.
5) Remove the four mounting nuts from the DISPLAY ASSEMBLY MOUNTING PLATE. Gently remove the mounting plate from the four stand-offs.
6) Remove the four stand-offs securing old graphic LCD.
7) Carefully remove the old graphic LCD from the front panel.
8) Remove any protective backing from the front glass of the new LCD. Remove any debris from the display window.
9) Mount the new graphic LCD onto the four mounting studs of the front panel with the four stand-offs. Do not omit any washers, spacers, or other hardware. Verify that the DISPLAY RIBBON CABLE is in place.
10) Attach new DISPLAY ASSEMBLY MOUNTING PLATE (with DISPLAY INTERFACE BOARD and BACKLIGHT INVERTER BOARD) with the four mounting nuts.
11) Reconnect the DISPLAY INTERFACE BOARD ribbon cables and BACKLIGHT INVERTER BOARD cables. Take care to observe proper orientation of all cables..
12) Verify that the jumpers J1 and CN3 on the new DISPLAY INTERFACE BOARD are in the same positions as on the old DISPLAY INTERFACE BOARD.
13) Perform an inspection of all hardware and cable connections.
14) Restore AC power to the FCT and check for proper operation.
15) Refer to the section on "Display Contrast Adjustment" if necessary.

8.14. VIT Interface **Board Replacement**

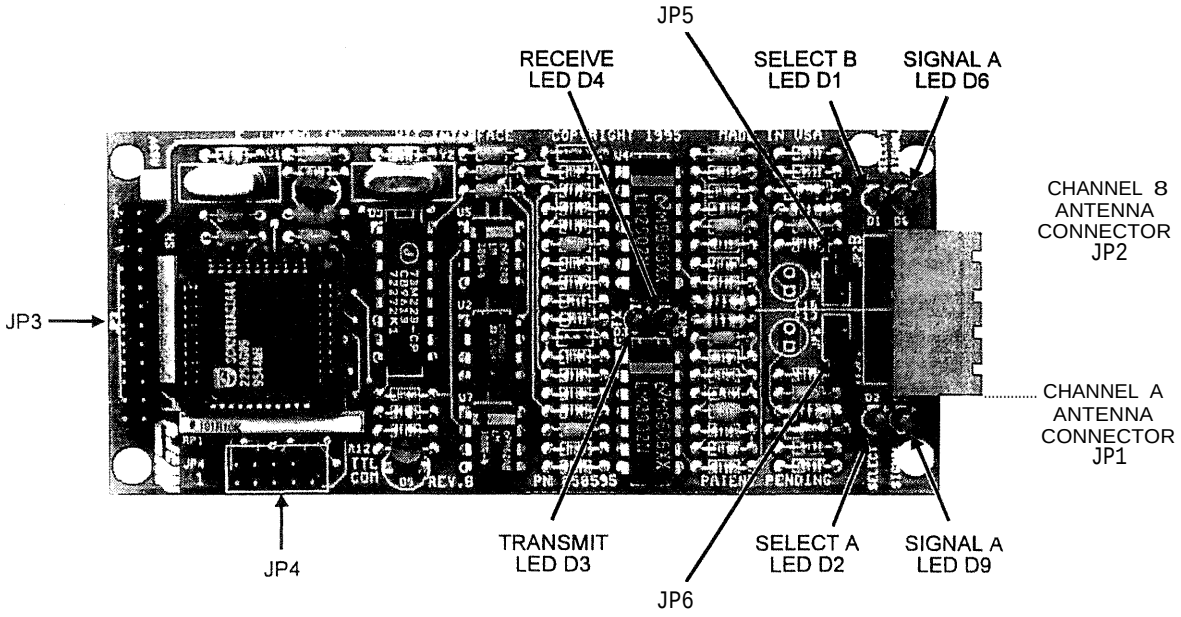


Figure 8-13 VIT Interface Board may be configured to support only 2 hoses or may also be interfaced to a 10-hose FCTI board to support up to 12 hoses.

- JP3 MPB Interface- connects to MPB.
- JP4 FCTISX Interface- connects to 10 hose (antenna) FCTISX board.
- D3 TRANSMIT LED- illuminates when VIT Interface Board is transmitting data.
- D4 RECEIVE LED- illuminates when VIT Interface Board is receiving data.
- JP6 CHANNEL A ATTENUATION- install jumper shunt if channel A unused or noisy.
- JP5 CHANNEL B ATTENUATION- install jumper shunt if channel B unused or noisy.
- LED D2 SELECT A - indicates when channel A is selected.
- LED D9 SIGNAL A- indicates when a signal is present on channel A.
  LED D1 SELECT B - indicates when channel B is selected.
- LED D6 SIGNAL B- indicates when a signal is present on channel B.
- JP1 CHANNEL A ANTENNA CONNECTOR- connects to hose antenna A.
- JP2 CHANNEL B ANTENNA CONNECTOR- connects to hose antenna B.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK
2) Make note of the colored stripe along the side of each ribbon cable. This orientation will need to be maintained when the new VIT INTERFACE BOARD is installed. Dis-connect the cables from the VIT INTERFACE BOARD.
3) Remove old VIT INTERFACE BOARD from the stand-offs.
4) Install new VIT INTERFACE BOARD. Verify that JP5 and JP6 jumper shunts are in the same positions as on the old VIT INTERFACE BOARD.
5) Reconnect all cables, taking care to observe proper orientation of ribbon cables.
6) Perform an inspection of all hardware and cable connections before continuing.
7) Restore AC power to the FCT and check for proper operation.

8.15. Fuel Control Terminal interface Board Replacement

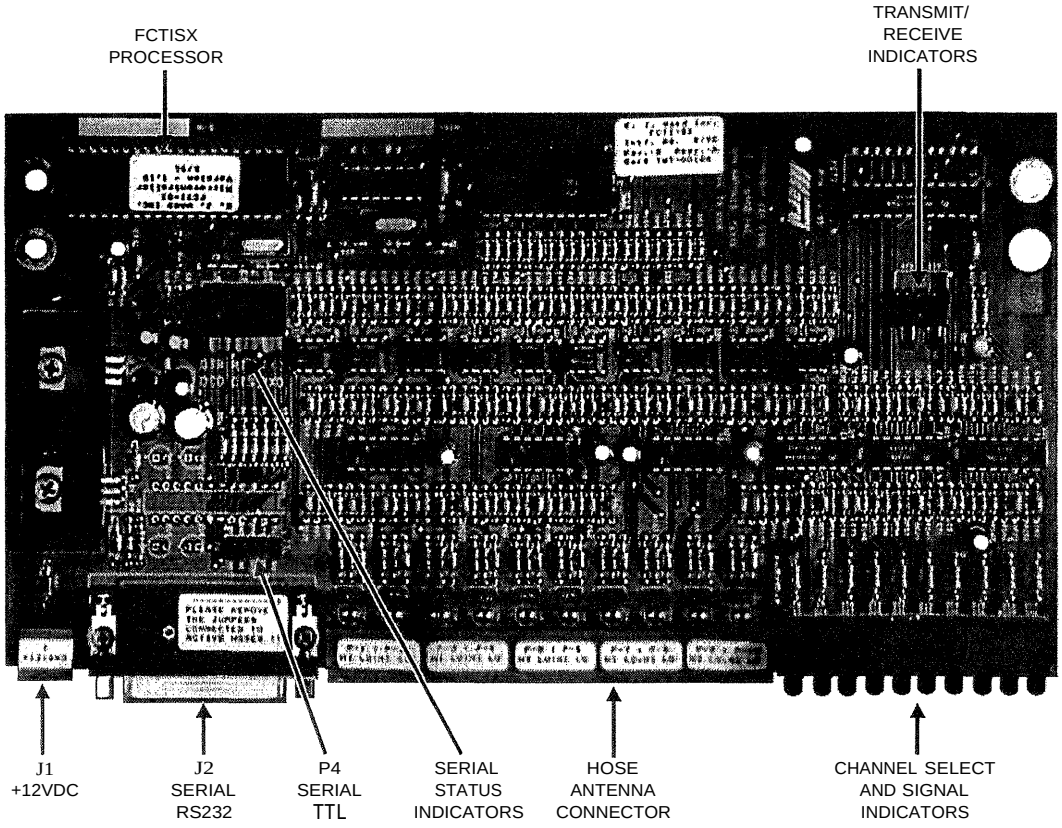


Figure 8-14 FCTI SX circuit board with 10-hose support.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Unpack the new FCTI board from the anti-static bag and check for shipping damage. Straighten any bent connector pins before continuing.
3) Disconnect+12VDC connector (Jl) from the old FCTI circuit board.
4) Make note of the colored stripe along the side of the ribbon cable connected to JP4. This orientation will need to be maintained when the new FCTI board is installed. Disconnect the ribbon cable and all hose antennas from the old FCTI circuit board.
5) Remove old FCTI circuit board from the stand-offs and place it into the anti-static bag that came with the new FCTI board.
6) Install the new FCTI circuit board onto the stand-offs.
7) Reconnect all cables, taking care to observe proper orientation of ribbon cables.
8) Perform an inspection of all hardware and connections before continuing.
9) Restore AC power to the FCT and check for proper operation.

8.16. Solid State Relay Replacement

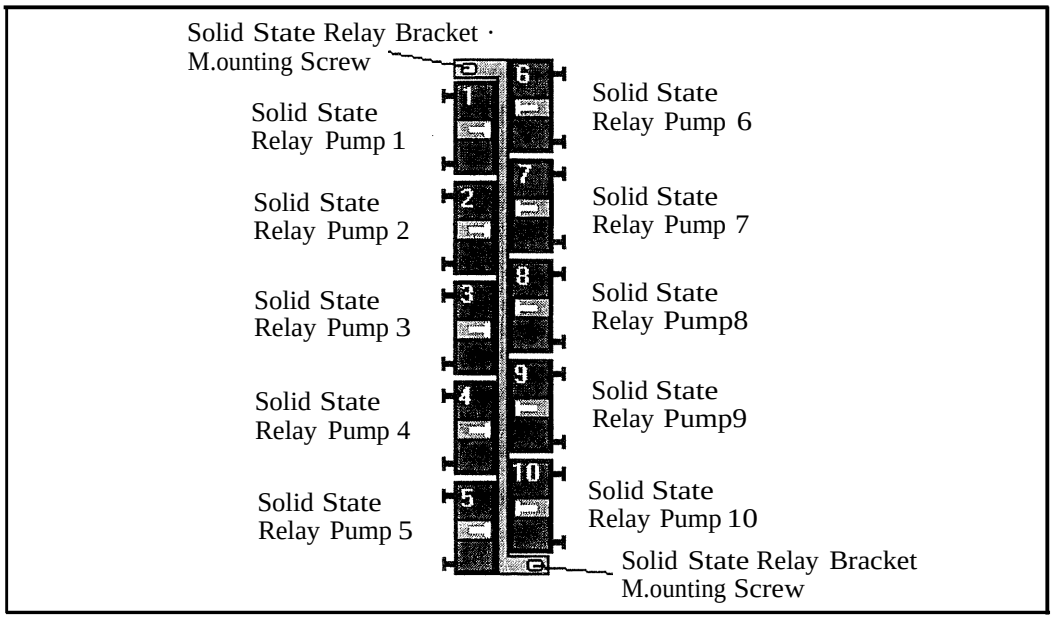


Figure 8-15 Solid State Relay Assembly with 10 hose support.

WARNING AC power may also be supplied to the 5HDIB and solid state relay assembly (if equipped) from the dispensers. Turn off dispenser circuit breakers before servicing.

1) Disconnect AC power to the FCT by opening the MAIN FUSE BLOCK.
2) Turn off the circuit breaker(s) supplying power to the dispensers.
3) Unpack the new SOLID STATE RELAY and check for shipping damage. Make sure each new SOLID STATE RELAY is equipped with a VARISTOR across screw terminals #1 and #2. If for some reason the VARISTOR is missing, *do not* transfer the VARISTOR from the old SOLID STATE RELAY to the new SOLID STATE RELAY. Contact E. J. WARD Inc. to obtain a new VARISTOR.
4) Identify the number of the SOLID STATE RELAY to be replaced (SOLID STATE RELAY #2 controls Pump #2, etc.).
5) Using a Yt" nut driver, remove the two, Yt" nuts that are securing the SOLID STATE RELAY ASSEMBLY BRACKET (Refer to Figure 4-10).
6) Remove the SOLID STATE RELAY ASSEMBLY from the back panel.
7) Make note of the wire color connected to each screw on the defective SOLID STATE RELAY. These wires will need to be connected to the same positions on the new SOLID STATE RELAY. Loosen the four screw terminals on the defective SOLID STATE RELAY and remove the wires. Keep the wires separated.
8) Make note of the orientation of the defective SOLID STATE RELAY (look at the lettering and terminal numbers). The new SOLID STATE RELAY will need to be installed with the same orientation. Remove the two *14"* mounting nuts from the defective SOLID STATE RELAY. Remove the defective SOLID STATE RELAY from the SOLID STATE RELAY ASSEMBLY BRACKET.
9) Mount then new SOLID STATE RELAY in exactly the same position as the old SOLID STATE RELAY, taking care to observe proper orientation.
10) Reconnect each of the four wires onto their appropriate screw terminals, taking care to ensure that each wire is connected to the correct terminal. Tighten down each screw terminal, making sure the fork connector of each wire remains securely fastened under the metallic retainer of each screw terminal.
11) Mount the SOLID STATE RELAY ASSEMBLY BRACKET on the FCT back panel. Ensure no wires are pinched underneath the bracket.
12) Perform an inspection of all hardware and wiring connections before continuing.
13) Restore AC power to the FCT and the dispensers. Check for the proper operation of each dispenser.

9. E.J. Ward, Inc. Service

For any questions related to:

- Troubleshooting malfunctions
- Ordering new replacement hardware
- Upgrading existing hardware or firmware
- Installation of new FCTs
- Host computer related problems

Please call or write to :

E.J. Ward, Inc.
8801 Tradeway
San Antonio Texas
78217

(210)-824-7383 (24 Hour Service)

(210)-824-2031 (Fax)

ATTACHMENT C

Equip Grp Id	Equip No	Eqpt Type	Equip Location	Item Name 1
2100NABI	2101	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2102	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2103	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2104	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2105	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2106	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2107	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2108	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2109	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2110	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2111	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2112	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2113	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2114	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2115	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2116	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2117	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2118	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2119	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2120	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2121	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2122	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2123	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2124	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2125	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2126	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE

2100NABI	2127	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2128	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2129	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2130	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2131	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2132	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2134	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2135	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2136	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2137	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2138	BUS		2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2139	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2140	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2141	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2142	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2143	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2144	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2145	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2146	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2147	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2148	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2149	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2150	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2151	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2152	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2153	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2154	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE

2100NABI	2155	BUS	040	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2156	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2157	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2158	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2159	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2160	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2100NABI	2161	BUS	045	2000 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2201	BUS	045	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2202	BUS	045	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2203	BUS	045	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2204	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2205	BUS	045	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2207	BUS	045	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2208	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2209	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2210	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2211	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2212	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2213	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2214	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2215	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2216	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2217	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2218	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2219	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2220	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2221	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE

2200NABI	2222	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2223	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2224	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2225	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2226	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2227	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2228	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2229	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2230	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2231	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2232	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2233	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2234	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2235	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2236	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2237	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2238	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2239	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2240	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2241	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2242	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2243	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2244	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2245	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2246	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2247	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2248	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE

2200NABI	2249	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2250	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2251	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2252	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2253	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2254	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2255	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2256	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2257	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2258	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2259	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2260	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2261	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2262	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2263	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2264	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2265	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2266	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2267	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2268	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2269	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2270	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2271	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2272	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2273	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2274	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2276	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE

2200NABI	2277	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2278	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2279	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2280	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2281	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2282	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2283	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2284	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2285	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2286	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2287	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2288	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2289	BUS	040	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2290	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2291	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2293	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2294	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2295	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2200NABI	2296	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
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2300NABI	2301	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2302	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2303	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2304	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2305	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE

2300NABI	2306	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2307	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2308	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2309	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2310	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2311	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2312	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2313	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2314	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2315	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2316	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2317	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2318	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2319	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2320	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2321	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2322	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2323	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2324	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2325	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2326	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2327	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2328	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2329	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2330	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2331	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2332	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE

2300NABI	2333	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2334	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2335	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2336	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2337	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2338	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2339	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2340	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2341	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2342	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2343	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2344	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2345	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2346	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2347	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2348	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2349	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2350	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2351	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2352	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2353	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2354	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2355	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2356	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2357	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2358	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2359	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE

2300NABI	2360	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2361	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2362	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2363	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2364	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2365	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2366	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2367	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2368	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2369	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2370	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2371	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
2300NABI	2372	BUS	060	2001 NABI 40' TRANSIT BUS, 102" WIDE
5121/FLYER	5121	BUS	040	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5122	BUS	040	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5123	BUS	040	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5124	BUS	040	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5125	BUS	060	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5126	BUS	060	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5127	BUS	060	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5128	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5129	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5130	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5131	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5132	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5133	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5134	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280

5121/FLYER	5135	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5136	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5137	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5138	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5139	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5140	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5141	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5142	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5143	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5144	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5145	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5146	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5147	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5148	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5149	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5121/FLYER	5150	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5300N/FLYER	5302	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5304	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5306	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5315	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5322	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5326	BUS	060	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5329	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5330	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5331	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5332	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5334	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE

5300N/FLYER	5335	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5336	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5337	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5342	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5344	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5353	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5354	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5355	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5356	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5360	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5362	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5372	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5374	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5376	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5378	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5379	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5380	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5381	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5382	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5383	BUS		1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5384	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5385	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5386	BUS	468	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5387	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5300N/FLYER	5388	BUS	040	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5401	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5403	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE

5400N/FLYER	5406	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5407	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5408	BUS	060	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5409	BUS	060	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5410	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5411	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5412	BUS	001	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5413	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5414	BUS	060	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5415	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5400N/FLYER	5416	BUS	460	1998 NEWFLYER 40' TRANSIT BUS, 102" WIDE
5500N/FLYER	5501	BUS	001	2006 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5502	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5503	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5504	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5505	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5506	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5507	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5508	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5509	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5510	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5511	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5512	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5513	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5514	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5515	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5516	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

5500N/FLYER	5517	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5518	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5519	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5520	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5521	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5522	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5523	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5524	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5525	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5526	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5527	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5528	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5529	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5530	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5531	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5532	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5533	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5534	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5535	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5536	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5537	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5538	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5539	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5540	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5541	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5542	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5543	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

5500N/FLYER	5544	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5545	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5546	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5547	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5548	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5549	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5550	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5551	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5552	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5553	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5554	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5555	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5556	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5557	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5558	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5559	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5560	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5561	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5562	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5563	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5564	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5565	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5566	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5567	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5568	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5569	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5570	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

5500N/FLYER	5571	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5572	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5573	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5574	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5575	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5576	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5577	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5578	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5579	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5580	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5581	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5582	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5583	BUS	040	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5584	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5585	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5586	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5587	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5588	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5589	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5590	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5591	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5592	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5593	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5594	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5595	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5596	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5597	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

5500N/FLYER	5598	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5500N/FLYER	5599	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5601	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5602	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5603	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5604	BUS	060	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5605	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5606	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5607	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5608	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5609	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5610	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5611	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5612	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5613	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5614	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5615	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5616	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5617	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5618	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5619	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5620	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5621	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5622	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5623	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5624	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5625	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

5600N/FLYER	5626	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5627	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5628	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5629	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5630	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5631	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5632	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5633	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5634	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5635	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5636	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5637	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5638	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5639	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5640	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5641	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5642	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5643	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5644	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5645	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5646	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5647	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5648	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5649	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5650	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5651	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5652	BUS	001	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

5600N/FLYER	5653	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5654	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5655	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5656	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5657	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5658	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5659	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5660	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5661	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5662	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5663	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5664	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5665	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5666	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5667	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5668	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5669	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5670	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5671	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5672	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5673	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5674	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5675	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5676	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5677	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
5600N/FLYER	5678	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
6100EL	6114	ACCESS	460	2003 FORD E350 SD ELDORADO AEROTECH 23'

6100EL	6119	ACCESS	460	2003 FORD E350 SD ELDORADO AEROTECH 23'
6321EL	6321	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6322	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6323	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6324	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6331	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6338	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6339	ACCESS	070	2008 CNG ELDORADO AEROTECH
6321EL	6340	ACCESS	070	2008 CNG ELDORADO AEROTECH
6350EL	6351	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6352	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6353	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6354	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6355	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6356	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6357	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6358	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6359	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6360	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6350EL	6361	ACCESS	070	2013 32FT CNG ELDORADO AEROTECH EXPRESS
6500EL	6501	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6502	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6503	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6504	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6505	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6506	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6507	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'

6500EL	6508	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6509	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6510	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6511	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6512	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6513	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6514	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6515	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6516	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6517	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6518	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6519	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6520	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6521	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6522	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6523	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6524	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6525	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6526	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6527	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6528	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6529	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6530	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6531	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6532	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6533	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6534	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'

6500EL	6535	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6536	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6537	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6538	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6539	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6540	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6541	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6542	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6543	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6544	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6545	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6546	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6547	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6548	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6549	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6550	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6551	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6552	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6553	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6554	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6555	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6556	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6557	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6500EL	6558	ACCESS	071	2007 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6601	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6602	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6603	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'

6600EL	6604	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6605	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6606	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6607	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6608	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6609	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6610	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6611	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6612	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6613	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6614	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6615	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
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6600EL	6617	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6618	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6619	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6620	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6621	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6622	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6623	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6624	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6625	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6626	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6627	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6628	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6629	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6630	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'

6600EL	6631	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6632	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6633	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6634	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6635	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6636	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6637	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6638	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6639	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6640	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6641	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6642	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6643	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6644	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6645	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6646	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6647	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6648	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6649	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6650	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6651	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6652	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6653	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6654	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6655	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6656	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6657	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'

6600EL	6658	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6659	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6660	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6661	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6662	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6663	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6664	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6665	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6666	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6667	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6668	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6669	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6670	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6671	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6672	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6673	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6674	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6675	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6676	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6677	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6678	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6679	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6680	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6681	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6682	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6683	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6684	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'

6600EL	6685	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6686	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6687	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6688	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6689	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6690	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6691	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6692	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6693	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6694	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6695	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6696	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6697	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6698	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6600EL	6699	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6701	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6702	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6703	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6704	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6705	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6706	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6707	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6708	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6709	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6710	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6711	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6712	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'

6700EL	6713	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6714	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6715	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6716	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6717	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6718	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6719	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6720	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6721	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6722	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6723	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6724	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6725	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6726	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6727	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6728	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6729	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6730	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6731	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6732	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6733	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6734	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6735	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6736	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6737	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6738	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6739	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'

6700EL	6740	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6700EL	6741	ACCESS	071	2008 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6801	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6802	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6803	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6804	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6805	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6806	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6807	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6808	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6809	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6810	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6811	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6812	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6813	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6814	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6815	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6816	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6817	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6818	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6819	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6820	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6821	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6822	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6823	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6824	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6825	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'

6800EL	6826	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6827	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6828	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6829	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6830	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6831	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6832	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6800EL	6833	ACCESS	071	2010 FORD E450 ELDORADO AEROTECH 220 23'
6900EL	6911	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6912	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6913	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6914	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6915	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6916	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6917	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6918	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6919	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6920	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6921	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6922	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6923	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6924	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6925	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6926	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
6900EL	6927	ACCESS	071	2013 FORD E450 ELDORADO AEROTECH 220 24'
7000SUPERBUS	7001	BUS	001	1987 SUPERBUS, WHITE INTERCEPTOR TRACTOR
7300ARTIC	7314	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT

7300ARTIC	7315	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT
7300ARTIC	7316	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT
7300ARTIC	7317	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT
7300ARTIC	7318	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT
7300ARTIC	7319	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT
7300ARTIC	7320	BUS	001	2000 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7401	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7402	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7403	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7404	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7406	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7407	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7408	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7409	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7410	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7411	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7412	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7413	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7414	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7415	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7416	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7417	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7418	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7419	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7400ARTIC	7420	BUS	001	2001 NEWFLYER 60' ARTICULATED TRANSIT
7500/FLYER	7501	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7502	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

7500/FLYER	7503	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7504	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7505	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7506	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7507	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7508	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7509	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7510	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7511	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7512	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7513	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7514	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7515	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7516	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7517	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7518	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7519	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7520	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7521	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7522	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7523	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7524	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7525	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7526	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7527	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7528	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7529	BUS	070	2007 NEW FLYER 40' CNG BUS, CUMMINS 280

7500/FLYER	7530	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7531	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7532	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7533	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7534	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7535	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7536	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7537	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7538	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7539	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7540	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7541	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7542	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7543	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7544	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7545	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7546	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7547	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7548	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7549	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7550	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7551	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7552	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7553	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7554	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7555	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7556	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280

7500/FLYER	7557	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7558	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7559	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7560	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7561	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7562	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7563	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7564	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7565	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7566	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7567	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7568	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7569	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7570	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7571	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7572	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7573	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7574	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7575	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7576	BUS	070	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7577	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7578	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7579	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7580	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7581	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7582	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7583	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280

7500/FLYER	7584	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7585	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7586	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7587	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7588	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7589	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7590	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7591	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7500/FLYER	7592	BUS	001	2008 NEW FLYER 40' CNG BUS, CUMMINS 280
7600ARTIC	7601	BUS	001	2013 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7602	BUS	001	2014 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7603	BUS	001	2015 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7604	BUS	001	2016 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7605	BUS	001	2017 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7606	BUS	001	2018 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7607	BUS	001	2019 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7608	BUS	001	2020 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7609	BUS	001	2021 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7610	BUS	001	2022 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7611	BUS	001	2023 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7612	BUS	001	2024 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7613	BUS	001	2025 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7614	BUS	001	2026 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7615	BUS	001	2027 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7616	BUS	001	2028 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7617	BUS	001	2029 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7618	BUS	001	2030 NEWFLYER 60' ARTICULATED TRANSIT

7600ARTIC	7619	BUS	001	2031 NEWFLYER 60' ARTICULATED TRANSIT
7600ARTIC	7620	BUS	001	2032 NEWFLYER 60' ARTICULATED TRANSIT
8300EL	8331	ACCESS	460	1999 FORD E450 SD ELDORADO AEROTECH
8300EL	8334	ACCESS	460	1999 FORD E450 SD ELDORADO AEROTECH
8300EL	8337	ACCESS	460	1999 FORD E450 SD ELDORADO AEROTECH
8400EL	8406	ACCESS	070	2001 FORD E450 SD ELDORADO AEROTECH
8400EL	8407	ACCESS	070	2001 FORD E450 SD ELDORADO AEROTECH
8400EL	8446	ACCESS	070	2001 FORD E450 SD ELDORADO AEROTECH
CEA	9301	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9302	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9303	CEA	040	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9304	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9305	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9306	CEA	040	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9307	CEA	060	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9309	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9315	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9316	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9320	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9321	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9322	CEA	040	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9323	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9324	CEA	060	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9325	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9326	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9329	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9330	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID

CEA	9332	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9347	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9353	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9354	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9355	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9358	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9363	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9366	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9368	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9369	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9370	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9372	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9373	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9374	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9375	CEA	040	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9376	CEA	060	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9377	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9379	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9380	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9381	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9382	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9383	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9384	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9385	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9387	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9388	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9389	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID

CEA	9390	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9391	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9393	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9394	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9395	CEA	001	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9396	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9397	CEA	460	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9398	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEA	9399	CEA	010	2004 TOYOTA PRIUS GAS/ELECTRIC HYBRID
CEACNG12PUR	9431	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9432	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9433	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9434	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9435	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9436	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9437	CEA	001	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9438	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9439	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9440	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9441	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9442	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9443	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9444	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9445	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9446	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9447	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9448	CEA	040	2012 HONDA GX CNG PURCHASE

CEACNG12PUR	9449	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9450	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9451	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9452	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9453	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9454	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9455	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9456	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9457	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9458	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9459	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG12PUR	9460	CEA	040	2012 HONDA GX CNG PURCHASE
CEACNG2012	9401	CEA	060	2012 HONDA GX CNG
CEACNG2012	9402	CEA	060	2012 HONDA GX CNG
CEACNG2012	9403	CEA	060	2012 HONDA GX CNG
CEACNG2012	9404	CEA	060	2012 HONDA GX CNG
CEACNG2012	9405	CEA	060	2012 HONDA GX CNG
CEACNG2012	9406	CEA	060	2012 HONDA GX CNG
CEACNG2012	9407	CEA	060	2012 HONDA GX CNG
CEACNG2012	9408	CEA	060	2012 HONDA GX CNG
CEACNG2012	9409	CEA	060	2012 HONDA GX CNG
CEACNG2012	9410	CEA	060	2012 HONDA GX CNG
CEACNG2012	9411	CEA	060	2012 HONDA GX CNG
CEACNG2012	9412	CEA	060	2012 HONDA GX CNG
CEACNG2012	9413	CEA	060	2012 HONDA GX CNG
CEACNG2012	9414	CEA	060	2012 HONDA GX CNG
CEACNG2012	9415	CEA	060	2012 HONDA GX CNG

CEACNG2012	9416	CEA	060	2012 HONDA GX CNG
CEACNG2012	9417	CEA	060	2012 HONDA GX CNG
CEACNG2012	9418	CEA	060	2012 HONDA GX CNG
CEACNG2012	9419	CEA	001	2012 HONDA GX CNG
CEACNG2012	9420	CEA	001	2012 HONDA GX CNG
CEACNG2012	9421	CEA	001	2012 HONDA GX CNG
CEACNG2012	9422	CEA	001	2012 HONDA GX CNG
CEACNG2012	9423	CEA	001	2012 HONDA GX CNG
CEACNG2012	9424	CEA	001	2012 HONDA GX CNG
CEACNG2012	9425	CEA	001	2012 HONDA GX CNG
CEACNG2012	9426	CEA	001	2012 HONDA GX CNG
CEACNG2012	9427	CEA	001	2012 HONDA GX CNG
CEACNG2012	9428	CEA	001	2012 HONDA GX CNG
CEACNG2012	9429	CEA	001	2012 HONDA GX CNG
CEACNG2012	9430	CEA	001	2012 HONDA GX CNG
SERVICE	9835	TRUCK	001	1995 FORD F-700 STAKE BED TRUCK PROPANE
SERVICE	9846	TRUCK	001	2001 DODGE RAM-1500 1/2 TON PICK-UP,
SERVICE	9848	TRUCK	010	2001 DODGE RAM - 1500 PICK-UP TRUCK, 5.2
SERVICE	9849	TRUCK	001	2001 DODGE RAM 3500, 8 X 12 STAKEBED
SERVICE	9851	TRUCK	040	2001 FORD F-150 1/2 TON PICK-UP TRUCK,
SERVICE	9852	TRUCK	040	2001 FORD F-150 1/2 TON PICK-UP TRUCK,
SERVICE	9853	TRUCK	040	2001 FORD F-150 1/2 TON PICK-UP TRUCK,
SERVICE	9854	TRUCK	001	2001 FORD F-150 1/2 TON PICK-UP TRUCK,
SERVICE	9856	TRUCK	040	2002 FORD F-450 CHASSIS CAB W/PACIFIC
SERVICE	9857	RCTRUK	001	2002 F-350 XL SUPER DUTY 1 TON 6.8 EFI
SERVICE	9858	RCTRUK	001	2002 F-350 XL SUPER DUTY 1 TON 6.8 EFI
SERVICE	9859	RCTRUK	040	2002 F-350 XL SUPER DUTY 1 TON 6.8 EFI

SERVICE	9860	RCTRUK	001	2002 F-350 XL SUPER DUTY 1 TON 6.8 EFI
SERVICE	9861	RCTRUK	001	2002 F-350 XL SUPER DUTY 1 TON 6.8 EFI
SERVICE	9862	TRUCK	010	2003 FORD F-150 1/2 TON SUPERCAB TRUCK,
SERVICE	9863	TRUCK	010	2003 FORD F-150 1/2 TON SUPERCAB TRUCK,
SERVICE	9864	TRUCK	040	2003 FORD F-250 4X2 3/4 TON PICK-UP
SERVICE	9865	TRUCK	001	2003 FORD F-650 FLATBED TOW TRUCK, 210
SERVICE	9866	TRUCK	010	2003 FORD EXPEDITION XLT 4/4 SUV IN
SERVICE	9867	TRUCK	010	2004 CHEVROLET SILVERADO CK2500 LD (3/4)
SERVICE	9868	TRUCK	010	2004 CHEVROLET SILVERADO 1/2 TON TRUCK
SERVICE	9870	TRUCK	001	2005 FORD EXPLORER SPORTS UTILITY
SERVICE	9871	TRUCK	010	2005 FORD EXPLORER SPORTS UTILITY
SERVICE	9872	TRUCK	001	2007 FORD EXPEDITION POLICE SPORTS
SERVICE	9873	RCTRUK	060	2008 F-450 SUPER DUTY 1-1/4 TON F46
SERVICE	9874	TRUCK	001	2008 FORD EXPEDITION POLICE SPORTS
SERVICE	9880	TRUCK	060	2010 FORD F350 STAKE BED
SERVICE	9881	TRUCK	040	2010 FORD F350 STAKE BED
SERVICE	9882	TRUCK	040	2010 FORD F150 HALF TON PICK-UP TRUCK
SERVICE	9883	TRUCK	040	2010 FORD F150 HALF TON PICK-UP TRUCK
SERVICE	9884	TRUCK	040	2010 FORD F150 HALF TON PICK-UP TRUCK
SERVICE	9885	TRUCK	040	2009 FORD F-150 CREW CAB
SERVICE	9886	TRUCK	070	2009 FORD F-150 CREW CAB
SERVICE	9887	TRUCK	010	2011 FORD F-250 4 X 4 3/4 TON CREW CAB
SERVICE	9888	TRUCK	046	2012 CHEVROLET TAHOE - 4 X 4 CANINE UNIT
SERVICE	9889	TRUCK	046	2012 CHEVROLET TAHOE 4 X 4
SERVICE	9890	TRUCK	046	2012 CHEVROLET TAHOE 4 X 4
SERVICE	9891	TPS	046	2013 CHEVROLET TAHOE 4 X 4
SERVICE	9892	TRUCK	046	2013 CHEVROLET TAHOE 4 X 4

SERVICE	9914	VAN	060	2001 FORD WINDSTAR CARGO VAN. 3.8L OHV
SERVICE	9915	VAN	001	2001 FORD WINDSTAR CARGO VAN. 3.8L OHV
SERVICE	9916	VAN	010	2001 FORD WINDSTAR CARGO VAN. 3.8L POHV
SERVICE	9917	VAN	049	2001 FORD FULL-SIZED CARGO VAN. 4.2L EFI
SERVICE	9918	VAN	001	2001 FORD FULL-SIZED CARGO VAN. 4.2L EFI
SERVICE	9919	VAN	010	2001 FORD FULL-SIZED CARGO VAN. 4.2L EFI
SERVICE	9920	VAN	001	2001 FORD FULL-SIZED CARGO VAN. 4.2L EFI
SERVICE	9921	VAN	010	2002 FORD E250 SUPER CARGO VAN 5.4L
SERVICE	9922	VAN	001	2003 E350 SUPER DUTY CUTAWAY VAN
SERVICE	9923	VAN	001	2003 E-350 SUPER DUTY VAN WITH QUIGLEY 4
SERVICE	9924	VAN	010	2003 FORD E-150 XL VAN CUSTOM 8
STAFFVEH	9571	ADMIN	460	2000 CROWN VICTORIA, POLICE PACKAGE FULL
STAFFVEH	9572	ADMIN	010	FORD TAURUS, 3.0L 2V 6 CYLINDER FLEX
STAFFVEH	9573	ADMIN	010	FORD TAURUS, 3.0L 2V 6 CYLINDER FLEX
STAFFVEH	9579	ADMIN	046	2000 CROWN VICTORIA, POLICE PACKAGE 4.6L
STAFFVEH	9582	ADMIN	010	2000 CROWN VICTORIA, POLICE PACKAGE 4.6L
STAFFVEH	9587	TPS	046	2001 CROWN VICTORIA, POLICE PACKAGE -
STAFFVEH	9591	ADMIN	010	FORD TAURUS, 3.0L 2V 6 CYLINDER FLEX
STAFFVEH	9606	TPS	046	2005 CROWN VICTORIA, 4.6l V-8 ENGINE,
STAFFVEH	9610	FIELD	046	2006 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9611	FIELD	046	2006 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9612	FIELD	046	2006 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9615	AUTO	046	2007 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9618	FIELD	046	2007 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9620	FIELD	046	2008 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9621	FIELD	046	2008 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9622	FIELD	001	2009 CROWN VICTORIA, 4.6L V-8 ENGINE,

STAFFVEH	9623	FIELD	046	2009 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9625	TPS	046	2009 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9626	TPS	046	2009 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9627	FIELD	046	2010 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9628	FIELD	046	2010 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9629	FIELD	046	2010 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9630	TPS	046	2010 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9631	TPS	046	2010 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9632	FIELD	001	2011 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9633	FIELD	046	2011 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9634	FIELD	046	2011 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9635	TPS	046	2011 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9636	TPS	010	2011 CROWN VICTORIA, 4.6L V-8 ENGINE,
STAFFVEH	9637	TPS	046	2011 CROWN VICTORIA, 4.6L V-8 ALL BLACK
STAFFVEH	9638	TPS	046	2011 CROWN VICTORIA, 4.6L V-8 ALL BLACK
STAFFVEH	9639	TPS	046	2011 CROWN VICTORIA, 4.6L V-8 ALL BLACK
STAFFVEH	9640	FIELD	046	2013 POLICE INTERCEP FOR FIELD ULEV II

ATTACHMENT D

PRE-PROPOSAL CONFERENCE REGISTRATION

ATTACHMENT D

OCTA

RFP/IFB #: RFP 3-1617 Date: June 11, 2013

Title: Replacement of the Fluid Management System

1. Company Name: Peterson Hydraulics, Inc
   Attendee: Vincent Longoria
   Address: 1653 W. El Segundo Blvd.
   City, State Zip: Gardena CA. 90249
   Phone Number: (310) 323.3155 Registered on CAMM NET? [X] Yes [ ] No
   E-Mail Address: Bidjs@petersonhyd.com

2. Company Name: STA SYSTEMS / FLEETWATCH
   Attendee: JIM SRYGLEY
   Address: 992 SIDS. RD.
   City, State Zip: Rockwall, TX 75032
   Phone Number: (972) 722 1009 Registered on CAMM NET? [X] Yes [ ] No
   E-Mail Address: jim.srygley@FLEETWATCH.com

3. Company Name: MARSA SOLUTIONS - (SUBCONTRACTOR)
   Attendee: Grace Luu & Ali Farahani
   Address: 22600 Savi Ranch PKy
   City, State Zip: Yorba Linda, CA 92887
   Phone Number: (714) 453-1616 Registered on CAMM NET? [X] Yes [ ] No
   E-Mail Address: gluu@marsasolutions.com

4. Company Name: Advanced Information Technologies
   Attendee: Bob Abrahams
   Address: 6281 Beach Blvd #106
   City, State Zip: Buena Park, CA 90621
   Phone Number: (714) 739-7849 Registered on CAMM NET? [X] Yes [ ] No
   E-Mail Address: Bob@Aitfinet

PRE-PROPOSAL CONFERENCE REGISTRATION

ATTACHMENT D

OCTA

RFP/IFB #: RFP 3-1617 Date: June 11, 2013

Title: Replacement of the Fluid Management System

1. Company Name: TRAK ENG
   Attendee: JON BOON
   Address: 2901 CRESCENT DRIVE TALLAHASSEE
   City, State Zip: FL 32301
   Phone Number: (850) 878-4585 Registered on CAMM NET? ☐ Yes ☒ No
   E-Mail Address: jboon@TRAKENG.COM

2. Company Name: WESTERN PUMP, INC.
   Attendee: DAVID NICKS
   Address: 3235 F STREET
   City, State Zip: SAN DIEGO CA
   Phone Number: (619) 846-3452 Registered on CAMM NET? ☐ Yes ☒ No
   E-Mail Address: DAVIDN@WESTERNPUMP.COM

3. Company Name:
   Attendee:
   Address:
   City, State Zip:
   Phone Number: ( ) Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address:

4. Company Name:
   Attendee:
   Address:
   City, State Zip:
   Phone Number: ( ) Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address:

JOB WALK REGISTRATION

ATTACHMENT D

OCTA

RFP/IFB #: RFP 3-1617 Date: June 11, 2013,

Title: Replacement of the Fluid Management System

1. Company Name: WESTERN PUMP
   Attendee: DAVID NICKS
   Address: 3235 F STREET
   City, State Zip: SAN DIEGO CA
   Phone Number: (619) 846-3452 Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address: DAVIDN@WESTERNPUMP.COM

2. Company Name: MARSA SOLUTIONS (SUBCONTRACTOR
   Attendee: Ali Farahani & Grace Luu
   Address: 22622 Savi Ranch Pkwy
   City, State Zip: Yorba Linda, CA 92887
   Phone Number: (714) 453 1616 Registered on CAMM NET? ☑ Yes ☐ No
   E-Mail Address: gluu@marsajs.com

3. Company Name: TRAK ENG
   Attendee: JON BOON
   Address: 2901 CRESONT DRIVE TALLAHASSEE FL 32301
   City, State Zip: FL
   Phone Number: (850) 445-8629 Registered on CAMM NET? ☐ Yes ☒ No
   E-Mail Address: JBOON@TRAKENG.COM

4. Company Name: S&A SYSTEMS (FLEETMATE) Jim Srygley Fleet Watch
   Attendee: BILL MCALPINE, & STEPHEN PERKINS GARY PIND
   Address:
   City, State Zip:
   Phone Number: ( ) Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address:

JOB WALK REGISTRATION

ATTACHMENT D

RFP/IFB #: RFP 3-1617 Date: June 11, 2013,

Title: Replacement of the Fluid Management System

1. Company Name: Peterson Hydraulics, Inc.
   Attendee: Vincent Longoria
   Address: 1653 W. El Segundo Blvd.
   City, State Zip: Gardena, CA 90249
   Phone Number: (310) 323-3155 Registered on CAMM NET? ☒ Yes ☐ No
   E-Mail Address: bids@petersonhyd.com

2. Company Name:
   Attendee:
   Address:
   City, State Zip:
   Phone Number: ( ) Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address:

3. Company Name:
   Attendee:
   Address:
   City, State Zip:
   Phone Number: ( ) Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address:

4. Company Name:
   Attendee:
   Address:
   City, State Zip:
   Phone Number: ( ) Registered on CAMM NET? ☐ Yes ☐ No
   E-Mail Address: