

DIESEL GOES THE DISTANCE



CLEAN, COST-EFFECTIVE, PROVEN AND INNOVATIVE

At Thomas Built Buses, we're dedicated to making our school buses safer for the children and drivers who ride in them every day. How do we do it? By investing in technology and innovation that not only improve school bus safety, reliability and durability, but also make our buses more efficient, easier to maintain and safer for the environment.

With more than 480,000 buses on the road every day, the impact of emissions can be significant, and we believe it's our duty to make our school buses the cleanest and safest they can be.

Over the years, tougher EPA emissions standards have resulted in increasingly clean fuels, including diesel. That's why our bus emissions not only meet EPA and GHG standards, but exceed them.

Most people don't realize how clean diesel is today. Diesel bus emissions are cleaner as a result of ultra-low-sulfur diesel and SCR and EGR technologies. It's no longer the sooty plume of smoke from the tailpipe that many remember. The truth is, based on EPA-regulated emissions standards, diesel is comparable to or even cleaner than other fuel types.

Today's clean diesel engines, like the Cummins B6.7 and the Detroit™ DD5™ engines, provide low emissions and best-in-class fuel efficiency, power, proven performance, safety and reliability – not to mention a low total cost of ownership.

Thomas Built Buses believes clean diesel will continue to play a primary role in the school bus market because it's clean, cost-effective, proven and innovative.

CLEAN

- Based on EPA-regulated emissions standards, diesel is comparable to or even cleaner than other fuel types.
- Diesel emissions are 90% cleaner at the tailpipe than they were in 2006.
- The Cummins B6.7 and new Detroit DD5 engines emit 5x and 10x less particulate matter than required by the EPA standards and are well below the EPA's nitrogen oxide (NO_x) requirements.
- Diesel-burning engines introduce lower carbon monoxide emissions than propane, CNG or gasoline into the environment. Clean diesel offers the lowest carbon footprint (CO₂) over operational lifetime.



		NITROGEN OXIDES (grams per brake hp per hour)	PARTICULATE MATTER (grams per brake hp per hour)	CARBON MONOXIDE (grams per brake hp per hour)	NON-METHANE HYDROCARBON (grams per brake hp per hour)
2017 FEDERAL EMISSIONS STANDARDS		0.20	0.01	15.5	0.14
DIESEL	2018 CUMMINS B6.7	0.15	0.001	0.04	0.03
	2018 DETROIT™ DD5™	0.05	0.000	0.4	0.000
CNG	2018 CUMMINS B6.7N	0.08	0.000	3.00	0.01
PROPANE	2018 ROUSH V10	0.01	0.002	5.0	0.05
	2017 8.0L V8	0.16	0.003	5.6	0.09
GAS	2018 FORD V10	0.08	0.002	12.9	0.08
	2018 PSI 8.8L	0.04	0.002	3.7	0.08

Results are based on Federal Test Procedure (FTP) cycle.

COST-EFFECTIVE

- When considering fuel cost, fuel economy, initial bus purchase price, fueling infrastructure, facility infrastructure, operating range, maintenance and resale value, diesel offers the lowest TCO.
- Diesel engines, like the Cummins B6.7 and the anticipated Detroit DD5™, are more fuel efficient and provide greater fuel economy than any other similar-sized gasoline, propane or compressed natural gas engines.

PROVEN

- 93% percent of today's school buses run on diesel power.
- Diesel engines can last 15-20 years or more. They almost never need to be replaced during the life of a school bus, which can significantly cut your costs.
- Diesel engines are built for medium- and heavy-duty use. Newer alternative-fuel engines for gasoline and propane are upfitted.

INNOVATIVE

- New diesel engines provide the best-in-class maintenance intervals with up to 45,000*^{*}-mile oil and fuel filter change intervals.
- The new Detroit DD5, will represent the best in fuel efficiency, durability, reliability, serviceability and technology in the industry. The DD5 will offer Detroit Connect™ Virtual Technician™ remote diagnostic system for maximized uptime and efficiency.
- Daimler Trucks North America, the parent company of Thomas Built Buses, continues to invest in the diesel engine.



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*Or either 18 months or 1500 hours, whichever comes first.

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