

Bus Number 1707 .

Inspector Ivan Billey E39571 .

Date: 9/22/18

NO.	Specification Requirements	Status	Comments	Inspection pass/fail
39	TSE 7.2 Gradability	Climbing hills needs to be tested	<i>Top speed uphill 227 mph, should be getting 35-45 mph</i>	F
51	TSE 14.1 HYD. Lines	fluid lines not rigidly supported	<i>hydraulic lines not covered from possible debris under the bus</i>	F
52	TSE 14.2 Fittings and clamps	Clamps do not maintain constant tension at all times as required in the specification	<i>hydraulic bleed fitting underneath bus not protected</i>	F
53	TSE 19.1 Structural Design	Structural cracks have appeared	<i>welds have rachs in various paces</i>	F
54	TSE 21 Distortion	Body is cracking both inside and out	<i>Artic joint rear, repair of body has cracked. (by bike rack)</i>	F
57	TSE 32.2.2 Steering wheel	Steering wheels are off center	<i>steering wheel off 15 degrees</i>	F
58	TSE 36.1 Passenger door interlocks	Interlocks not working, resulting in doors opening when bus is in motion	<i>door interlocks not operational when driving, doors open</i>	F
59	TSE 37.3 Air lines and Fittings	Line supports not sufficient with no grommets	<i>air lines underneath bus not protected, line supports not sufficient, debris will damage cu the lines</i>	F

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61	TSE 40.6 High Voltage System	Is not finger proof as in the specification. High voltage components are exposed to coactive material	<i>High voltage wiring at the middle rubbing on body going into accordion fixture</i>	F
62	TSE 40.6.2 High Voltage Wiring	Not protected from road hazards and grommets are not being used	<i>still no grounds and no protection, and road hazards will damage the wire and cause fire, high voltage lines have connector covered with electrical tape</i>	F
63	TSE 41.1 Discrete I/O	Wiring is kinked and stretched in multiple places.	<i>I/o module at ceiling wires rubbing on frame</i>	F
71	TSE 75 Interior Access Panels and Doors	Interior access panels have water leaks		
72	TSE 75.1 Floor Panels	Not all the same and not sealed		
73	TSE 78.11 Door Open/Close, Operator-Controlled Front and Passenger Controlled Rear Doors with Provision for Driver Override	Door controller is not Push button as in specification.* Doors not operating correctly, dump mechanism does not always work		

87	TSE 60.2 Roof-Mounted Equipment	Buses have no non-skid walkway on roof as required in the specification		
109	TSE 60 Exterior panels, Finishes and Exterior Lighting Design	None of the buses are compliant with the specifications	<i>neon lighting - wiring that goes through the body is shotty work</i>	F
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113	TSE 73 Interior Panels	Have a poor appearance and lack durability	<i>(middle) LF molding been drilled no tap or bolt to secure molding</i>	F
115	TSE 73.4 Rear Bulkhead	Poor fit and finish	<i>on 1st section of bus panels loose and moldings are coming off</i>	F
<b>Additional Safety Concerns</b>				
	<b>Issue</b>	<b>Description</b>	<b>Comments</b>	<b>Pass/Fail</b>
	<i>Vehicle has instability when coming off the interstate until slowing down to 45-50 mph</i>		<i>air ride and no suspension, too much sway even turning slightly</i>	F
	<i>suspension torsion bar mounting welds rusted</i>		<i>poor welding and care at weld</i>	F
	<i>power transfer box at main wire is showing bare (copper wire)</i>		<i>no care in how the wire is installed</i>	F

	<i>vehicle can be put in gear and moved with rear air brake pressure at 0 psi</i>		<i>this vehicle will roll down a hill when in neutral or the braking of the vehicle will be few to none accidentally driven in this condition</i>	<i>F</i>
	<i>battery information collector wiring harness rubbing on structure</i>		<i>this will cause many intermittent problems</i>	<i>F</i>
	<i>air tank mounting to structure needs insulation</i>		<i>when punctured by rubbing will cause moisture or water to enter and cause brakes to malfunction</i>	<i>F</i>
	<i>high voltage battery cage structure is rusted and some welds covered with silicone</i>		<i>welds are not good and covering up of the up</i>	<i>F</i>
	<i>wiring at Amerax tank rubbing on structure</i>		<i>will cause various problems or even make the Amerax to discharge fire suppression system</i>	<i>F</i>
	<i>vehicle speed inhibitor is operational, regen did not activate</i>		<i>held at 64 mph according to gauge, regen did not take pace</i>	<i>F</i>
	<i>rear door open in transit</i>		<i>rear doors open, no alarm sounds when moving</i>	<i>F</i>
	<i>no pressure relief on bridge plates</i>		<i>no pressure safety mechanism , could crush passenger and break leg, foot, etc.</i>	<i>F</i>
	<i>driver booster fan switch kills power to quantum restraint</i>		<i>when switching the driver booster fan from high to low it kills the power to the quantum w/c restraint system</i>	<i>F</i>

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