Exhibit B

Date: 7/8/2020

Spec #: C-16878

Quantity: 1

H-GAC TXK

Customer Order #

Customer #

MCI D45 CRT (MY2021)

Feature/Option #	Feature/Option Title	Qty
	Standard Features	
Standard	Semi-monocoque low-corrosion stainless steel frame	1
Standard	Composite exterior body panels	1
Standard	Bi-part style front entrance door	1
Standard	Front and rear energy absorbing bumpers	1
Standard	Single pane side sash (optional dual pane)	1
Standard	Laminated safety glass on entrance doors	1
Standard	MCI exclusive spiral entrance stairway	1
Standard	Scissor style powered windshield blinds	1
Standard	Keyed Alike exterior door locks	1
Standard	Exterior rub rails	1
Standard	Additional air vent in LH front parcel rack for driver	1
Standard	Flat composite baggage bay floors	1
Standard	Provisions for destination signs	1
Standard	Bendix ADB22X disc brakes	1
Standard	Unitized Wheel End (UWE) bearings on all axles	1
Standard	ZF independent front and tag axle suspension system with premium Sachs shocks and wide stance drive axle suspension system	1
Standard	MCI Dynamic Suspension System (MDSS), includes full high/low rise and kneeling features	1
Standard	Variable assistance power steering	1
Standard	Steerable tag axle (passive)	1
Standard	Tag unload feature (electric)	1
Standard	Tag dump feature (manual)	1
Standard	Maintenance air supply located at the front and rear of coach	1
Standard	Doga electric windshield wipers	1
Standard	182 gallon diesel tank	1
Standard	15 gallon DEF tank	1
Standard	Bitzer A/C compressor	1
Standard	R134a refrigerant	1
Standard	Brushless evaporator and condenser motors	1
Standard	Standard Electronic manuals only (Thumb Drive)	1
Standard	Remote and heated exterior mirrors	1
Standard	Transit style PA system	1
Standard	Driver's barrier	1
Standard	Automatic Traction Control system (ATC)	1
Standard	Electronic Stability Program (ESP)	1
Standard	Amerex Fire Suppression System	1
Standard	6-channel Antilock Braking System (ABS)	1
Standard	Digital Wheel End Sensing system (DWES)	1

Standard	Parcel rack tether system	1
Standard	3-point passenger seat belts (FMVSS 210)	1
Standard	Parker-Vansco multiplexing system	1
Standard	Parker-Vansco multi-function instrument panel	1
Standard	12V power supplies in driver's area and parcel rack	1
Standard	LED interior aisle lighting	1
Standard	Swing-out cooling package with E-Fan system	1
Standard	Dual Delco 55SI 250 Amp brushless alternators	1
Standard	Exterior LED lighting includes; turning indicator, marker/clearance, brake, reverse, and daytime running lights (DRL)	1
Standard	LED baggage bay lights	1
Standard	LED headlights	1
Standard	Progressive engine brakes (2/4/6 cylinder)	1
Standard	Back-up alarm	1

Coach Dimensions

Overall length: 45.82 ft / 13.97 m
Wheelbase: 315 in. / 8.00 m
Overall width: 102 in. / 2.59 m
Height to roof hatches: 138 in. / 3.50 m
Front overhang: 78.25 in / 1.98 m
Rear overhang : 101.25 in / 2.57 m
Turning radius: 41 ft / 12.5 m
54,000 lbs / 24,494 kg GVWR
17,000 lb / 7,711 kg front GAWR
23,000 lb / 10,433 kg drive GAWR
16,500 lb / 7.484 kg tag GAWR

Certifications / Compliances

1.0.1	BUY AMERICA ACT COACH (BAA)	1

Lavatory & Lavatory Accessories

1.1.19	DELETE BASIC CHEMICAL TYPE LAVATORY WITHOUT WASH BASIN	1

Windows

1.2.49	DOUBLE GLAZED, FRAMELESS PASSENGERS WINDOWS	1

Interior Trim

1.3.21	FABRIC ON SIDEWALL	1
1.3.36.2	FRONT ENTRY WAY FABRIC APPLIED TO RH DASH INSERT AND FORWARD (STEPWELL) SIDE OF PASSENGER SIDE MODESTY PANEL	1
1.3.36.3	FABRIC APPLIED TO PASSENGER SIDE OF DRIVER'S AND PASSENGER'S MODESTY PANELS	1
1.3.45	CARPET ON INTERIOR FLOOR OF PARCEL RACKS	1
STANDARD	SS GRAB RAILS	1

Interior Flooring

1.3.51	TARABUS FLOORING	1
1.3.53.3	WHITE STEP NOSING	1
STANDARD	WHITE STANDEE LINE	1

Miscellaneous Interior

STANDARD	LOCKING PARCEL RACK COMPARTMENT - #1 LH	1
STANDARD	LOCKING PARCEL RACK COMPARTMENT - #2 LH	1
1.4.82	PARCEL RACK COMPARTMENT WITHOUT DOORS (TO INCLUDE CORDS)	1
1.4.85.3	DRIVER'S BARRIER WITH OPAQUE SHIELD	1
STANDARD	FLOOR / STEERING MOUNTED COLUMN TURN SIGNAL CONTROLS	1

Safety Equipment

1.6.20	AMEREX FIRE SUPPRESSION	1
1.6.22	SMARTIRE - SMARTWAVE FULL FUNCTION DISPLAY, IN-DASH	1
1.6.30	10 UNIT FIRST AID KIT	1

Paint & Lettering

1.7.25	ALL WHITE PAINT SCHEME	1
DETAILS:	---Standard White (DuPont N5793)	1

Miscellaneous Exterior

1.8.18	BI-PARTING ENTRANCE DOOR	1
1.8.78.2	BRAUN WHEELCHAIR LIFT - INCLUDES BAGGAGE DOOR WHEELCHAIR LIFT POCKET	1
1.8.91.1	MANUAL SLIDING WHEELCHAIR DOOR	1
STANDARD	BAGGAGE DOORS WITH KEYED ALIKE LOCKS	1

Nameplates, Decals & Fleet Numbers

STANDARD	DELETE SEAT RESERVATION MARKERS	1
1.10.22.1	VIN PLATE - USA	1
1.10.23	ENGLISH/SPANISH DECALS	1
STANDARD	ALL MCI LOGOS (FRONT, LH & RH SIDEWALL & REAR LOGO'S)	1

Bumpers and Rub Rails

STANDARD	2" RUBBER RUB RAILS	1

Vehicle Key Code

Key Code: TBD

Delivery Location

1.16.1.9	DELIVERY TO CUSTOMER FACILITY	1
1.16.1.6	Delivery Location: TBD	1

Heat & Air Conditioning

2.2.11.1	AUXILIARY PARCEL RACK A/C	1

Lights and Reflectors

3.1.11	ILLUMINATED PASSENGER SIGNAL SIGN AT FRONT OF COACH	1
STANDARD	HEADLIGHTS - 90MM LED	1

Instrumentation

3.2.37.3	GAUGES FOR SPEEDOMETER - USA	1

Radio & P.A. System

STANDARD	TRANSIT STYLE PA SYSTEM	1

Electrical & Miscellaneous Electrical Accessories

STANDARD	THREADED BATTERY POSTS	1
STANDARD	TWO STANDARD 8D BATTERIES	1
3.6.39	POWER OUTLETS W/110 VOLT DUPLEX PLUGS AND TWO USB PORTS (REF J4500 OPT 7.05.128)	1

Multiplexing

STANDARD	PARKER MULTIPLEX SYSTEM	1

Engine Cooling System

STANDARD	MP BOOST PUMP	1

Engine & Engine Accessories

4.3.98	CUMMINS ISX 11.9 L, 425 HP, 1450 FT-LB ENGINE EPA 2017	1
GOVERNOR	GOVERN SPEED - 70 MPH	1

Fuel System

STANDARD	PLASTIC FUEL TANK	1

Wheels, Wheel Accessories & Tires

STANDARD	ACCURIDE #29300, SIZE 9.00 X 22.5, 9000-LB RATED, HUB-PILOTED STEEL WHEELS (9)	1
4.6.8.310	FIRESTONE FS400 TIRES SIZE: 315/80 R22.5 J-RATED	9

Transmission & Transmission Accessories

4.7.1	ALLISON B500 GEN V AUTOMATIC TRANSMISSION WITHOUT RETARDER	1
4.7.33.13	REAR AXLE - RATIO 3.54:1	1
4.7.44	TES-295 SYNTHETIC TRANSMISSION OIL FOR B500	1
STANDARD	BELT & BULB KIT	1

Seating & Trim

5.24.10.4	53 PASS - AMAYA A220 MODEL PASSENGER SEATS W/3 POINT BELTS	1
6.1.09.2	CLASSIC UPHOLSTERY STYLE	1
6.1.10.1	BUY AMERICA COMPLIANT - AMAYA SEATS	1
6.5.52.3	SELF-RETRACTING FOOTRESTS - AMAYA MODEL PASSENGER SEATS	38

6.5.55.3	FOLD-DOWN AISLE ARMRESTS - AMAYA	24

Driver Seat & Driver Seat Options

6.8.17.5	USSC 9100 ALX-3 AIR RIDE DRIVER'S SEAT WITH ARMRESTS, W/O SEAT CUSHION ALARM & 3-POINT SEAT BELT	1
6.10.TBA	RH STANDARD BLACK VINYL ARMREST WITH BLACK PLASTIC BASE ON USSC 9100 ALX/ALX-3 DRIVER'S SEAT	1
6.10.TBA	LH STANDARD BLACK VINYL ARMREST WITH BLACK PLASTIC BASE ON USSC 9100 ALX/ALX-3 DRIVER'S SEAT	1

User Defined Specials

S 3.6.276.11	PARKER MULTIPLEX SYSTEM - COACH PROGRAMMING	1

Selected Upholstery / Fabrics

Location	Description
Passenger Seats	
Headrest Face:	Holdsworth Fusion NAA 184
Headrest Side Boxing:	Holdsworth Fusion NBD 184
Cushion and Back Center:	Holdsworth Fusion NAA 184
Cushion and Back Outside:	Holdsworth Fusion NAA 184
Side Boxing:	Holdsworth Fusion NBD 184
Back Panel:	Dark Grey Carpet
Seat Piping:	No Seat Piping
Double Stitching:	No Double Stitching
Diamond Stitching:	No Diamond Stitching
Driver's Seat	
Headrest Face:	Holdsworth Fusion NAA 184
Cushion and Back:	Holdsworth Fusion NAA 184
Side Boxing:	Holdsworth Fusion NBD 184
Back Panel:	Standard Black Plastic
Interior Fabric	
Front Dash Insert	
Right Modesty Panel, Front Side	Holdsworth Fusion NAA 184
Driver Modesty Panel, Front Side	Holdsworth Fusion NAA 184
Right Modesty Panel, Rear Side	Holdsworth Fusion NBD 184
Driver Modesty Panel, Rear Side	Holdsworth Fusion NBD 184
Sidewall	Holdsworth Fusion NBD 184
Ceiling	Holdsworth Fusion NAA 184
Bottom of Parcel Rack	Holdsworth Fusion NBD 184
Rear Interior Enclosure Panel	Holdsworth Fusion NBD 184
Entrance and Flooring	
Flooring	Tarabus - Helios NT 8805 Palladium

Accessibility

on a whole new level

MCI D45 CRT LE

Welcome to the future of commuter rapid transit

Newly reimagined, the MCI® D45 CRT LE commuter coach warmly welcomes all passengers, creating an innovative low-entry vestibule with a ramp and adjoining seating area designed with mobility devices in mind. Beyond game-changing accessibility features to speed entry and exit, the all-new model offers modern good looks and the amenities that commuters have come to expect from MCI, including comfortable forward-facing seats, power outlets, parcel racks and Wi-Fi options, plus the sturdy reliability that has long made the MCI commuter coach the leading choice for commuter express. And, with an electric version available starting in 2021, the D45 CRT LE will be the greenest choice for communities.

D45: Represents the next-generation 45' D-Series commuter coach
CRT: Designed for transit systems with Commuter Rapid Transit routes
LE: With a groundbreaking, patent-pending Low-Entry design

EXPRESS
COMMUTER
MCI
MCI

A coach for your entire community

Everyone aboard: The new D45 CRT LE

Technological advances and styling improvements, along with passengers' and operators' requirements have inspired a complete redesign of MCI's commuter coach, the industry's number-one choice for commuter service.

It's the first new D-Series commuter coach in 25 years. Long recognized for passenger comfort and proven reliability, the MCI commuter coach has the best mean distance between failure rate (MDBF) compared with our competitors.

It also represents MCI's vision for the future of public transit. The new D45 CRT LE was designed with changing passenger demographics in mind. As some riders give up their cars or avoid buying automobiles altogether, the need for accessible mass transit has never been greater. The MCI D45 CRT LE commuter coach provides an efficient, comfortable response to this demographic evolution with innovative features:

- Second door
- Low-entry vestibule with five seats
- Seats 54 passengers
- Seats 52 with two mobility devices
- Boarding times comparable to low floor transit
- Modern design
- ADA and Buy America compliant
- Altoona tested and approved

The breakthrough low-entry vestibule design offers unprecedented ease of entry and exit, and a new standard of comfort. The new model provides everything your system will need to serve your passengers, especially those with specific mobility needs.

Low-entry mid-door

ADA-compliant automated ramp

Easy entry and exit

Durable stainless steel tubing

Robust electrical system

Quality manufacturing

Our workhorse reputation

Reliable design

It's not enough for an MCI commuter coach to be technologically and aesthetically superior. It has to be dependable day in and day out. One look at our semi-monocoque construction and you'll understand why our family of D-Series coaches, including the commuter coach, are known as workhorses in the public transit industry.

These are just a few of the ways that MCI is Reliability Driven™:

1. **Our sturdy, full stainless steel frame** resists the elements and provides dependable long-term structural integrity. Our newest model features increased stainless componentry, and overall reduced parts count for simplicity.
2. **Single-piece, thick-walled stainless steel tubing** in critical areas such as our window posts add strength, durability and excellent fit and finish.
3. **Electrical systems are simplified,** using less wiring and fewer modules. And for durability and environmental protection, we tightly seal all compartments and connectors.

Reliable manufacturing

At MCI, our vehicles and our people are Reliability Driven™. This means everyone does their part to make MCI the most reliable choice on the road.

We lead the industry with investments in manufacturing, parts and service. As the U.S. subsidiary of NFI Group Inc., the leading global independent bus and coach manufacturer, we're one family with the experts of NFI Group's brands including New Flyer Industries demonstrating hundreds of years of combined bus and coach manufacturing experience employing 9,000 at 50 facilities across ten countries.

As the leading motor coach brand, MCI offers the most drive systems with coach models available in clean-diesel, CNG and zero-emission 100 % battery electric. We also support more than 30,000 coaches in the U.S. and Canada, offering maintenance, repair, 24-hour roadside assistance, parts supply through NFI Parts, and technician training through the industry's only Automotive Service Excellence (ASE) accredited MCI Academy.

At MCI, we absolutely understand the responsibility of designing, sourcing, building, delivering and supporting motor coaches that operate daily in diverse and demanding environments. The D45 CRT LE is proof of that commitment.

COMMUTER
MCI

Low-Entry Vestibule: First-of-its-kind design for increased accessibility

When we asked what we could do to make the MCI commuter coach even more efficient for public transit systems, our operators were ready with the answer.

The more efficiently passengers can enter and exit a coach, the lower the dwell time, facilitating passenger satisfaction and ridership growth.

We began by looking at how to ease boarding for all passengers, including those with mobility devices. We ended up with a way to improve the pace, comfort and convenience of commuter transit overall.

Our design participants

MCI's design engineers worked closely with Designworks, A BMW Group Company, and engaged volunteer members from several advocacy organizations including the National Council on Independent Living (NCIL), Society of Manitobans with Disabilities (SMD) and The American Association of People with Disabilities (AAPD) to develop the D45 CRT LE.

Following rigorous analysis and testing, our low-entry, mid-door vestibule concept emerged the winner from among 32 designs.

Designworks
A BMW Group Company

AAPD

NCIL
National Council on Independent Living

Illustration of the mid-door entry and vestibule

1. Second door with automated ramp
2. Lower-level vestibule area with capacity for up to 5 seats or two mobility devices
3. Seats flip up to make space for mobility devices
4. Optional Quantum automated wheelchair securement system shown
5. Second step well
6. 54 seat capacity with 49 elevated seats
7. REI monitors in the vestibule area
8. Expansive windows for those using mobility devices

Breakthrough design

The mid-coach, ADA-compliant automated ramp is 30 inches wide with a higher weight capacity than traditional lifts. This allows the D45 CRT LE to accommodate a wider variety of mobility aids, including next-generation motorized wheelchairs and other devices.

Once inside, the spacious vestibule has seating configurations that include up to two riders using mobility devices. Possible configurations are illustrated at left.

1. Five seats in the lower vestibule
2. Single forward-facing position
3. Rearward with Quantum
4. Rearward and forward position
5. Two forward positions

MCI offers the manual Q-Straint wheelchair securement system as standard, and the automated Quantum as an option for the rear facing position on the right of the vestibule.

"We believe that this product offers many advantages over standard high-floor motor coaches, primarily used in Commuter Express and scheduled route service. We are grateful that an equipment manufacturer sought user input in advance and during the development."

— Kelly Buckland, Executive Director, National Council of Independent Living

"AAPD has reviewed the research and concept for Motor Coach Industries (MCI) new Low Entry (Vestibule) commuter motor coach. We commend MCI for taking a customer focused approach in developing their new design."

— Helena Berger, President and CEO, The American Association of People with Disabilities

Passenger benefits

- Easy accessibility, rapid entry and exit via two doors
- Dignified boarding and a comfortable riding experience for passengers with mobility disabilities
- New ramp provides loading times comparable to low-floor transit buses with flip ramps

Operator benefits

- Faster loading and unloading decreases dwell time
- Improved wheelchair securement

Quantifiable Dwell Time Improvement

Form follows function

1. A range of interior options maximize comfort and durability
2. Convenient handles on the backs of seats enhance safety and mobility
3. Continuous one-piece handrails on parcel rack are ergonomically designed for improved safety and aesthetics
4. Standard LED indirect ceiling lighting
5. Standard LED tube lights
6. Optional LED window lighting
7. Best-in-class parcel rack space
8. Adjustable passenger modules with LED integrated seatbelt signs
9. Integrated center aisle ramp improves ease of entry and exit
10. FMVSS 210 compliant seats with three-point seatbelts available with or without integrated headrests
11. Optional rear window

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1. The brushless motors on the HVAC evaporator and condenser motors significantly improve reliability and reduce maintenance with an expected 10-year life

2. The rugged brushless alternators reduce maintenance

3. New X12 engine is quieter and more fuel efficient

4. The redesigned double-V compressor belt and idler system increases reliability and reduces noise and vibration

5. Updated standard Amerex fire-suppression system provides a more reliable response

6. New engine air filter

7. New standard engine air intake pre-filter/water separator

Unique features, reliable benefits

9. Optional rear window

10. Optional rear route sign

11. Rear rise, high rise or low rise suspension settings

12. Baggage compartment doors with keyed or optional electric locks

13. Mid-mounted air intake with standard pre-cleaner

14. New e-fan system for improved fuel efficiency and reliability.

15. Robust lower structure in both front and rear, with energy-absorbing bumpers

16. Spare-tire roller to improve ease of access and removal of the spare

17. Optional fog lamps.

Extra-mile style, inside and out

No more trade-offs

The D45 CRT LE blends eye-appealing design with the rugged, durable, heavy-duty operational qualities required by transit operators.

We started with a clean slate and developed a coach that has the best-in-class-accessibility; passenger-pleasing amenities such as overhead reading lights and airflow controls; and new, more modern styling, inside and out.

The MCI D45 CRT LE delivers a stunning silhouette with two points of entry and exit, panoramic frameless windows and a refashioned front and rear end. An optional rear window adds extra visibility and natural light to the cabin. Still, what passengers will appreciate most are the interior's ergonomic achievements. The addition of MCI's trademark spiral stairway at the front entry point and increased door width opens up the aisle and places the fare box closer to the driver's dash for better clearance. This allows passengers to get on and off more quickly. For safety and comfort, MCI includes sturdy stainless steel grab rails and illumination on step nosing.

Details that make the difference

The roofline's integrated drip rails and extra inch in overall height keep the model within New York Port Authority and Lincoln Tunnel limits but add stature to an already stunning silhouette.

The independent front suspension system and standard passive rear tag give our newest commuter coach a tight turning radius of 40 feet and 11 inches – better to more easily maneuver through congested city streets, tight parking lots and garages.

The Bendix ADB 22x braking system delivers car-like control, and optional collision mitigation technology uses a forward-mounted radar sensor to issue warnings and prompt active driver intervention to help avoid incidents.

MOTOR COACH IND.
MCI

Fare generator

High-capacity seating benefits operators, passengers alike

Transit systems committing existing low-floor equipment to commuter express may want to consider the benefits of MCI's purposefully built commuter coach. Low-floor city buses are designed for shorter distance, fixed-route trips. The D45 CRT LE, much like the current D-Series model, is built to withstand the rigors of longer-distance commuter rapid transit and highway routes, and now offers improved accessibility.

Inside, there's ample legroom with maximum capacity seating for 54 passengers—52 when two passengers are using mobility devices in place of flip-down seating. Forward-facing, reclining seats, parcel racks, overhead lighting, optional power outlets, and Wi-Fi are more of the special amenities distance passengers want—giving them the ability to work, read or rest for the entire ride.

And a comfortable coach like the MCI D45 CRT LE can't be beat for its seating options, roomy floor plan and lower price per seat advantage.

Accessibility enhancements	Current D-Series	D45 CRT LE	Typical Articulated Bus
Capacity w/ No PMB*	57+0=57	54+0=54	55+0=55
Capacity w/ 1 PMB*	51+1=52	52+1=53	51+1=52
Capacity w/ 2 PMB*	47+2=49	50+2=52	47+2=49

**Passengers with mobility devices*

Cockpit details

1. Notched dash for farebox installation
2. **NEW!** Multifunction dash display
3. Steering wheel with integrated controls for accessing diagnostic information via the dash display
4. Driver's cupholder
5. Storage pocket
6. Tray with USB accessory power
7. 12V accessory power
8. Large driver's toll window
9. Choice of USSC or Recaro driver's seat
10. MCI curved stepwell
11. Ergonomic driver's workspace

Just for the driver

MCI believes that transit drivers of its coaches should be just as comfortable as the passengers they serve. That's why MCI has updated its cockpit with a redesigned, ergonomic dash featuring easier-to-read gauges on a new integrated high-definition instrument panel that sits lower for better sight lines and puts intuitive controls within reach.

Safety and value you can count on

Safety, regulatory compliance and transit systems' need for lowest total cost of ownership (TCO) are driving innovation at MCI. While no system replaces safe driving habits, the new D45 CRT LE captures and adapts the newest safety technologies including electronic stability control (which helps secure directional stability), fire suppression systems and optional collision mitigation technology.

For the total lowest cost of operation in the industry, the MCI commuter coach is designed to meet the rigors of a 12-year operating life.

To further strengthen a public transit agency's return on investment, the D45 CRT LE is built with an all stainless steel frame for robust reliability. Buy America compliant and tested at Altoona, the new model proves worthy of the demands of public sector applications, while setting a new benchmark for an entire industry.

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MCI
Allison

Accessible, comfortable and environmentally friendly

You've never seen a coach built for the highway quite like the MCI D45 CRT LE

Available in clean-diesel and CNG engine configurations, with an electric version planned for 2021 delivery, the MCI D45 CRT LE is simply a greener choice for communities.

100% Battery Electric

The all-electric MCI D45 CRTe LE will utilize a high-torque Siemens 2130 LB FT Electric Drive System for operation at highway speeds with a planned range to meet long-distance commuter applications, currently up to 544 kWh (J4500e and D45 CRTe) or 399 kWh for D45 CRTe LE. As for charging, the vehicle allows for high power plug-in battery EV charging to 100 percent in under 4 hours (depending on capacity). Now part of the NFI Group, MCI is able to leverage the company's expertise and experience in manufacturing electric vehicles.

*CNG MCI Commuter Coaches are in service with Los Angeles Department of Transportation and NJ TRANSIT.
**Alternative Fuels and Advanced Vehicles Data Center at the Department of Energy.

MCI D45 CRT LE Specification Highlights

Legend S = Standard O = Optional

	Base Spec
Safety and Security	
Amerex fire-suppression system and engine compartment fire detection	S
Digital Wheel End Sensing (DWES) to detect wheel end faults	S
FMVSS 210 load compliant seat track and mounting system with infinite adjustability	S
Bendix® ESP (Electronic Stability Program)	S
Bendix® Wingman Fusion System with Adaptive Cruise Control and Collision Mitigation Functionality	O
High-visibility yellow ergonomic handrails throughout the vehicle	S
Display monitors in the vestibule area	O
Integrated SmarTire™ tire-pressure monitoring system with always-on sensors	O
Frameless single pane passenger emergency egress windows with laminated safety glass and dual-latch	S
Frameless dual pane passenger emergency egress windows with tempered / laminated safety glass and dual-latch	O
Spare tire compartment roller	S
Brigade 360 degree camera system	O
Brigade 500 GB (4 exterior cameras) or 1 TB (4 interior & 4 exterior cameras) digital recording system	O
Powertrain and Economy	
Cummins X12 w/engine brake, 410 hp, 1,450 lb-ft torque	S
Allison Gen V transmission with prognostics capability	S
Fuel economy optimized rear axle ratios	S
"MCI Connect" option for enhanced engine diagnostics	O
Relocated engine air intake system including standard pre-filter / water separator and enhanced engine compartment service lighting	S
2 x 250 Amp Delco (Borg Warner) 55 SI alternators	S
45,000 BTU ProHeat or 120,000 BTU Valeo (Spheros/Webasto) auxiliary heaters	O
Exterior	
Semi-monocoque low-corrosion stainless steel body	S
Fiberglass composite front and rear caps, exterior skin and baggage doors	S
Dual entry / egress locations - air operated bi-part entrance and mid-coach doors	S
Front entry pantograph (plug style) door in lieu of bi-part door	O
Ultra durable front and rear bumper systems	S
Patent-pending headlight bezel design for easier service access	S
Long-life, high-visibility LED high/low beam forward lighting	S
Drip rail overhead lighting	O
New acrylic rear tail lamp panels	S
Fog lamps with impact resistant polycarbonate lenses	O
Hub-piloted steel wheels, 22.5 x 9.0 inch	S
Alcoa aluminum wheels with Durabrite coating, 22.5 x 9.0 inch	O
Firestone® tires 315/80 R22.5, L-rated	S
Michelin® tires 315/80 R22.5, L-rated	O

MCI D45 CRT LE Specification Highlights

Legend S = Standard O = Optional

	Base Spec
Handling, Ride and Braking	
Independent Front Suspension system with labyrinthically sealed unitized wheel ends - 17,000 lb rating	S
23,000 lb drive axle and 16,500 lb tag axle with independent suspension	S
Bendix® all-wheel ADB 22X™ disc brakes	S
Tilt and telescoping steering wheel with integrated controls and ZF variable ratio steering	S
Wide-ride suspension system with Sachs shocks	S
Passive rear steering system provides amazingly tight 40' 11" turning radius	S
Extreme duty tag axle unload valves for MDSS / Bendix air system	S
Passenger Interior, Appointments and Convenience	
Patent-pending vestibule area with ample room for mobility challenged passengers and their companions, offering greatly reduced dwell times and greater independence	S
MCI-exclusive mid-coach door with vestibule area and integrated ramp conforming to the latest ADA 6:1 slope guidelines	S
NEW! Shorter vestibule ramp available for curbside loading applications	O
Best-in-class interior passenger space with comfortable seating for 54 passengers (53 passengers with 1 mobility device or 52 passengers with 2 mobility devices)	S
MCI-exclusive front spiral entrance stairway with ergonomic grab rails	S
USSC A-220 thin-back seat for improved passenger space, with separate headrest and integral 3-point seatbelts	S
Kiel 2050 or 1020 seating featuring modern styling and integral 3-point seatbelts	O
USSC GT seating with integrated headrest and FMVSS 210 compliant 3-point seatbelts	O
Quantum automatic restraint system	O
Rear window for improved passenger visibility and ambiance	O
Large rear transom windows	S
LED tube lights in ceiling	S
Enhanced LED interior lighting choices including stepwell nosing lights and window lights	O
Industry leading capacity parcel racks featuring more robust components and improved aesthetics	S
Enclosed parcel racks	O
Customizable fabric, flooring and interior trim options	S
Larger, re-configured lavatory with vandal resistant features	O
Driver's Cockpit, Instrumentation and Controls	
New, multifunction dash display with greatly enhanced functionality, improved driver ergonomics, and "plain English" diagnostic messages	S
Multi-function steering wheel	S
Notched dash for easy installation of fare box	S
USSC or Recaro 3-point driver seats with seatbelt alarm	S
Enhanced pre-trip walk-around test check for easier inspections	S
Driver's toe kick area, streamlined LH console with larger cup holder and 12V plus USB charging ports.	S
Power windshield blinds without guide rods that recess into the front upper cap when not in use	S
New, unbreakable driver's defrost vents	S

MCI D45 CRT LE Specification Highlights

Legend S = Standard O = Optional

	Base Spec
Electronics Systems	
Latest generation Parker/Vansco fully multiplexed solid-state electrical system featuring optimized military-grade components	S
110V outlets w/USB at every seat, including 4000 Watt inverter and integral battery charger	O
Improved Wi-Fi system options	O
Saucon asset tracking system with geo-fencing and OBR (on-board recording) capability	O
Generic 12V power supply provided for Wi-Fi installation, as well as powering any operator-added accessory	S
Installation provisions for customer specific electronic components (fare boxes, cameras, destination signs, passenger counters, etc.)	S
Coach Operation and Performance	
Brushless motors on HVAC evaporator and condenser for long life and low maintenance	S
Radiator and charge air cooler with state-of-the-art e-coated frame, tubes and fins, designed and tested for highly corrosive environments	S
Stainless steel, corrosion resistant coolant and charge air cooler tubes	S
Rotary main battery disconnect switch	S
MCI A/C compressor with improved tensioning system and idler	S
Service door hinges with greaseable fittings	S
Corrosion control enhancements including improved SST rear J-box, more SST bracketry and improved processes for applying HydroArmor in the factory (air tanks, under carriage coverage)	S
Improved docking and cornering light logic for enhanced low-speed visibility and passenger entry / exit	S
Flat composite baggage bay flooring for improved corrosion resistance and driver ease-of-use	S
Support, Services and Warranty	
Industry-leading standard 24-month limited warranty including 12-year structural warranty	S
Extended OEM warranties on engine and transmission	O

General Weights and Measurement	D45 CRT LE (Base)
Overall Length (bumper to bumper)	45.58 ft - 13.80 m
Wheelbase	315.00 in - 8.00 m
Front Overhang	78.25 in - 1.99 m
Rear Overhang	150.25 in - 3.82 m
Overall Width	102.00 in - 2.59 m
Overall Height	138.00 in - 3.51 m
Interior Height	78.25 in - 1.99 m
Front Track	84.84 in - 2.15 m

General Weights and Measurement	D45 CRT LE (Base)
Rear Track (drive)	75.38 in - 1.91 m
Rear Track (trailing)	84.84 in - 2.15 m
Turning Radius	40 ft 11 in - 12.42 m
Gross Vehicle Weight	54,000 lb - 24,494 kg
Total Luggage Compartment Volume	135 cu ft – 3.82 cu m w/o parcel rack 220 cu ft – 6.23 cu m w/parcel rack
Fuel Tank Capacity (usable)	183 gal – 692.73 L
DEF Tank Capacity	15 gal – 56.78 L
Payload Capacity	16,000 lbs – 7,257 kg

Model variants underway

To better serve operators with commuter express service, MCI will offer a suite of variants based on the Commuter Rapid Transit CRT platform to be released in the coming years. Specifically:

Model	Target start of production	Specification
D45 CRT LE	In production	New. 45ft. w/Low-Entry (LE) second door w/ramp.
D45 CRT	2021	45ft. w/wheelchair lift.
D45 CRTe LE	2021	New. 45ft. w/Low-Entry (LE) second door and battery-electric propulsion.
D40 CRT	2022	40ft. w/wheelchair lift.

Leadership in public transit

MCI has been building road-based public transit for decades. We consider the MCI D45 CRT LE a company milestone for its accessibility, comfort and environmental leadership.

Whether your agency's goal is to improve air quality, lower operational costs or expand commuter express service into new areas, the MCI D45 CRT LE, like all predecessor commuter coaches, will prove to be one of the safest, most comfortable, and flexible transportation solutions available.

Reliable service and support

Our new Quality and Customer Service Group aligns MCI's field service, technical call center, warranty operations, service centers and factory quality teams under OEM to better link field and factory. The structure encourages seamless sharing of knowledge between MCI and your agency for maximum uptime.

Customers first

We're Reliability Driven™ for you. MCI's innovations are driven by your requirements, your regulatory demands and your passengers' ever-changing needs. Our lines of communication are always open through executive-level discussions, association annual meetings and our own events, training workshops and field reports. Our sole purpose? To serve our customers with reliable coaches and create a seamless team around every customer need. That's why our newest MCI D45 CRT LE is a giant leap forward, with high-impact improvements for passengers, drivers and operators. In creating this coach, our design and engineering teams listened to extensive feedback focused on accessibility, riding comfort and curb appeal. The result? A commuter coach with features and benefits far ahead of its time.

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Canada 800-665-0155

Vehicle Innovation Center (VIC)

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Anniston, AL 36207
256-831-4296

View all MCI videos

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D45CRTLE CY2020

REFERENCE VIEW

NOTES:

1. (AL) AISLE LIGHT.
2. THIS SEAT LAYOUT IS DESIGNED FOR D45CRT-LE COACH MODEL WITH AMAYA A220 (3PT PASSENGER RESTRAINT SEATS) ON UPPER DECK.

   VESTIBULE SEATS (LOWER DECK) NOT SUPPLIED BY AMAYA.

   UPPER DECK SEATS BREAKDOWN AS FOLLOWING:
   [3] LH SIDE 2-PASS SEATS W/AISLE LIGHT
   [3] LH SIDE 1-PASS SEATS W/AISLE LIGHT
   [6] LH SIDE 2-PASS SEATS
   [3] LH SIDE 1-PASS SEATS
   [10] RH SIDE 2-PASS SEATS
   [1] 5-PASS REAR CROSS SEAT

   IMPORTANT: SEATS SHOWN ARE GENERIC SEATS. FINAL SEAT INSTALLATION IN COACH WILL BE WITH ORDER SPECIFIC SEATING PACKAGE AS CONFIGURED BY PSA/PSB FOR EACH CSO.
3. RECOMMENDED MAXIMUM RECLINE SETTINGS (UNLESS OTHERWISE NOTED):
   LH=4.0"
   RH=4.0"

(4) SEATS WITHOUT RECLINE OPTION.

(5) RECLINE IS LIMITED TO 2.0".

(6) REFER TO BASIC INSTALLATIONS FOR VESTIBULE SEATS CONFIGURATION AND INSTALLATION.

7. SEATS CANNOT BE EQUIPPED WITH AIRLINE STYLE FOOD TRAYS.
8. ALL DIMENSIONS MEASURED FROM KICK PANEL TO FRONT OF PEDESTAL SEAT WITH TOLERANCE ±.20
9. SEAT LOCATIONS TO MEET MCI PASSENGER SEATING DESIGN GUIDELINE 25-03-0052.

(10) PARCEL RACK SERVICE MODULE PANELS ARE SHOWN FOR POSITIONING PURPOSES ONLY.

ROADSIDE VIEW (LH)
SCALE 1:16

HIP-TO-KNEE CHART:
(FOR REFERENCE PURPOSES ONLY)

ROW #	LH	RH
1	27.50	27.75
2	27.57	28.00
3	27.57	28.00
4	27.57	-
5	27.57	-
6	27.57	-
7	27.57	-
8	27.57	-
9	27.57	30.35
10	27.57	27.67
11	27.57	27.67
12	27.57	27.67
13	27.57	27.67
14	27.57	27.67
15	27.57	27.67
RCS	27.57	27.67

CURBSIDE VIEW (RH)
SCALE 1:16

REV	ECN	DWN	CHK	APP	DATE	REVISION
A	73375	DS	RP	CW	19N019	RELEASE TO PRODUCTION

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES.
TOLERANCES ARE:
.XX ± .05
.XXX ± .010
.XXX ± .010
ANGULAR ± 1°
TORQUE VALUES PER MCI STD 25-19-0001
DRAFTING PER MCI STD 25-20-0001
WELDING PER MCI STD 25-28-0001
ELECTRICAL PER MCI STD 25-07-0031

MCI Reliability DRIVEN
MOTOR COACH INDUSTRIES

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DO NOT SCALE | SCALE: NTS

DWN: DS DATE: 19N019 | CHK: RP DATE: 19N019 | APP: CW DATE: 19N019

DESCRIPTION:
SEAT LAYOUT-54P,W/O LAV,AMAYA A220,CRTLE

THIRD ANGLE PROJECTION

SERVICE CODE: N
DATABASE TYPE: UNIGRAPHICS

DWG NO: 03-11-3345

SHEET 1 OF 2

E

10 PARCEL RACK SERVICE MODULE PANELS

REV	ECN	DWN	CHK	APP	DATE	REVISION
A	73375	DS	RP	CW	19NO19	RELEASE TO PRODUCTION

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN INCHES.
TOLERANCES ARE:
.XX ± .05
.XXX ± .010
ANGULAR ± 1°
TORQUE VALUES PER MCI STD 25-18-0001
DRAFTING PER MCI STD 25-25-0001
WELDING PER MCI STD 25-26-0001
ELECTRICAL PER MCI STD 25-27-0031

MCI Reliability DRIVEN
MOTOR COACH INDUSTRIES

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DO NOT SCALE | SCALE: NTS

DWN: DS DATE: 19NO19 | CHK: RP DATE: 19NO19 | APP: CW DATE: 19NO19

DESCRIPTION:
SEAT LAYOUT-54P,W/O LAV,AMAYA A220,CRTLE

THIRD ANGLE PROJECTION

SERVICE CODE: N
DATABASE TYPE: UNIGRAPHICS

DWG NO: 03-11-3345

SHEET 2 OF 2

E