The SAF-T-LINER® C2

drivability

Driven by ergonomics, maneuverability and heroes.

In our business, bus drivers are the real heroes. Every day, they safely transport kids to school. But we all know they do a lot more than that. That's why the Saf-T-Liner® C2 was built with drivers in mind. The innovations and new technology invested in the C2 make our bus reliable, durable and safe. And more drivable than ever. With a keen focus on ergonomics and maneuverability, your drivers will love the C2.

Many of the changes may seem like simple enhancements, but to drivers, they make all the difference in the world. From multiple storage options to easily individualized switch controls placement, these improvements keep drivers happy.

We're All About Innovation

Since 1936, we have focused on delivering the smartest, most innovative line of buses in North America. In 2004, we launched the revolutionary C2. It was a bus that redefined everything. But, when you're an innovative company, you never stop thinking. And the current C2 is even better than before. This revolutionary Type C bus is ideal for taking kids to school, to the zoo and into the future.

Thomas BUILT BUSES®

Because every mile matters.℠

The SAF-T-LINER® C2

drivability

IMPROVEMENTS

The Driver's Cockpit

The cockpit is the bus driver's office. That's why we spent a lot of time making it just right. To make driving easier, we made the following enhancements:

- The multiplex wiring system allows for switch placement to meet driver preferences.
- A low, automotive-style, non-reflective instrument panel increases visibility and reduces eye strain.
- The LED-backlit gauges and controls are easy to read.
- The available dash HVAC system with automatic defrosting/demisting improves moisture control and driver comfort.
- Large overhead driver storage.

Visit www.thomasbus.com to learn more about our driver-friendly buses.

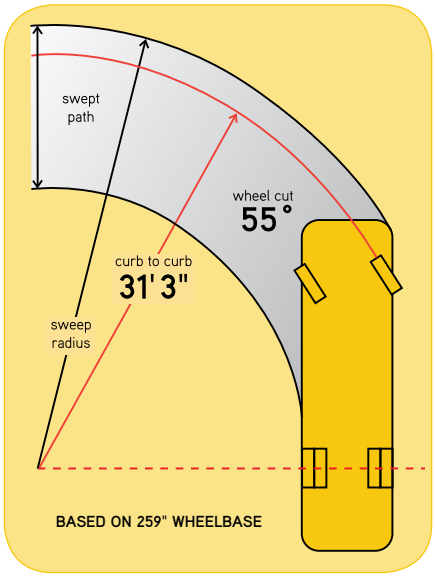
Ergonomic Flexibility

Drivers come in all shapes and sizes. That's why we designed flexibility into the C2 driver environment. Some of the ergonomic innovations include:

- Additional legroom
- Optional adjustable pedals
- Optional tilt and telescopic steering wheel
- HVAC system available with fine-tune temperature controls
- Optimized mirror positioning

DRIVER IS 6 FEET 8 INCHES

DRIVER IS 4 FEET 11 INCHES



Maneuverability and Control

Turning, cornering and backing up: everything is easier in a C2. This diagram highlights the innovations we incorporated into the chassis for optimum control and maneuverability. They include:

- A tight wheel cut of up to 55 degrees allows for exceptional maneuverability.
- Tapered-leaf Comfort Trac suspension offers more control, comfort and responsiveness.
- Optional rear air suspension is available for improved comfort and control.

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The SAF-T-LINER® C2

strength

A powerful way to build a bus.

When we started to engineer the Saf-T-Liner® C2, we wanted it to be strong. Very strong. So we looked at a number of new technologies, including those in the aerospace industry, searching for the strongest, most advanced and most efficient way to build our buses. And what we found led us to something completely new for the school bus industry: adhesives and self-piercing rivets.

By combining these technologies, we were able to create joints that are incredibly flexible, with a strength nearly double current joining methods. In fact, testing shows the adhesive joints, in some cases, are stronger than the side sheet itself. Which is impressive, considering these joints will maintain their integrity throughout the life of the bus.

And, because self-piercing rivets don't require pre-drilled holes and are compatible with adhesives, this combination also results in fewer fasteners for a sleek look and fewer potential leak points. Then, to make sure the C2 is as tough as possible, the floor, rafters and stringers are welded together so, when the shell is bonded to this frame, you get a single, cohesive unit that is extremely strong, stable and durable. But the only way to see how it all works together is to visit your nearest dealer. They'll be glad to show you.

Advantages of Self-Piercing Rivets

- Join a range of materials such as steel, aluminum and plastics
- No hole required, no leak path
- Don't damage zinc or painted coatings
- Nearly flush with the surface for better aesthetics
- Repeatable quality, visually checkable joint with one-shot operation
- Compatible with adhesives and lubricants

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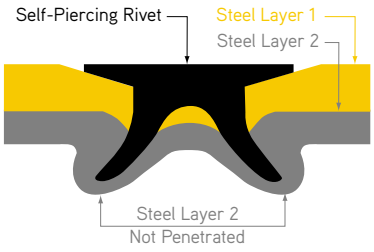
The SAF-T-LINER® C2 strength

IMPROVEMENTS

Adhesive Joint Features

- Stronger
- More durable
- More fatigue-resistant
- Continuous sealing
- Smooth, clean seaming
- Reduces number of body rivets and fasteners by more than 65%
- Nearly two times stronger than current riveted joint in tensile lap shear
- Significantly exceeds FMVSS 221 joint strength requirements

Cross Section of Self-Piercing Rivet Joint



Visit www.thomasbus.com to locate your dealer for a test drive.

The proof is in the testing.

In our search for the safest, strongest way to build a bus, we tested the use of adhesives to reinforce joints and reduce rivets. The first test (A and B) demonstrates the performance of a current FMVSS-compliant 8" rivet body joint with a 3.5" overlap. The section is pulled to measure the amount of force it can withstand. The maximum force is achieved just as the joint begins to separate. This performance is one of the many features that contribute to the admirable safety record of today's buses.

Better is better

The second test (C and D) is constructed with a 2" overlap and a structural adhesive with proven success in aerospace and automotive applications. As the peak force of the previous joint is exceeded, the joint holds firm and proves to be stronger than the side sheet itself. The results are impressive, to say the least. These tests show how adhesives can help enhance the structural integrity of a school bus. And, when it comes to safety, better is better.

To find out more about the Saf-T-Liner® C2's strength, you'll have to, well, see it for yourself. Visit www.thomasbus.com to locate your dealer for a test drive.

A **RIVETS BEFORE:** Rivets before pull test. Adhesive line showing.

B **RIVETS AFTER:** Rivets after pull test. Rivets at 3.5" overlap, joint tears at an average of 8,462 lbs.

C **ADHESIVE BEFORE:** Adhesive before pull test.

D **ADHESIVE AFTER:** Adhesive after pull test. Adhesive at 2" overlap, metal tears at an average of 13,260 lbs. (joint did not break).

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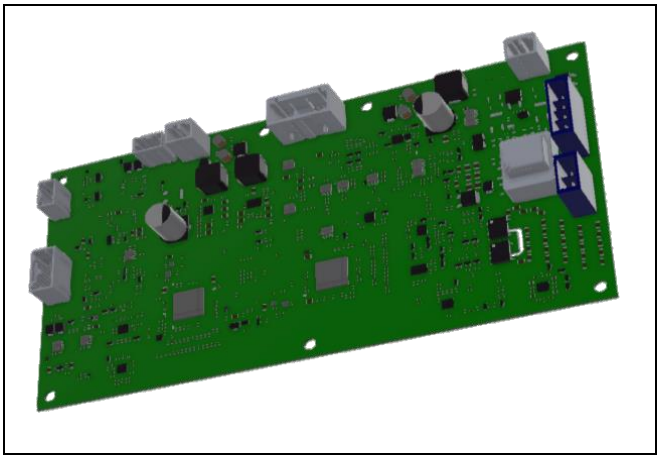
PROTERRA

Battery Management System



Description

Battery Management System (BMS) monitors health and safety of the battery pack through various temperature, current, and voltage sensors. BMS calculates SOC and SOH to determine the operating limits for available energy and power. Operating limits and diagnostics are communicated to the external system via CAN.

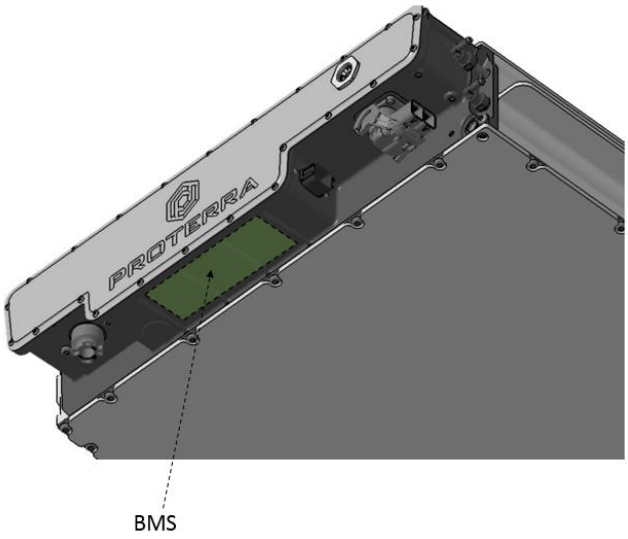
Features and Benefits

- Designed to ISO26262 standard for functional safety
- Multiple layers of protection for over-voltage, under-voltage, and over-temperature
- Isolation monitoring per ISO 6469-1
- Manages precharge of high voltage system
- Manages stranded energy circuit
- Cell balancing
- HVIL Monitoring

Specifications Overview

Voltage range:	12V/24V Systems
Operating Voltage:	9-32VDC
Operating Power:	< 150W
Standby Current:	0.2 mA
Ingress Protection:	Installed in sealed ancillary bay
Operating Temp:	-40°C to +60°C (1% life at +80 °C)
Dimensions:	250 x 130 x 50 mm

Web Resources:



Headquarters
1815 Rollins Road, Burlingame, CA 94010

East Coast Manufacturing
1 Whitlee Court, Greenville, SC 29607

West Coast Manufacturing
383 Cheryl Lane, City of Industry, CA 91789

www.proterra.com

Electrical Characteristics

Characteristic	Min	Typical	Max	Notes
Operating Voltage	9V	24V	32V	
Operating Current	0.5A	1A	2A	
Standby Current	100uA	300uA	500uA	

Environmental Specifications

Characteristic	Min	Typical	Max	Notes
Operating Temperature Range	-40 °C	20 °C	80 °C	
Ingress Protection Rating		N/A		Installed in sealed ancillary bay
Humidity			85%	250 Hrs 60 °C at 85% RH
Vibration				95024-3-1, Profile D
Shock				3-Axis 6ms 500m/s^2, 10 in
Thermal Shock	-40 °C		85 °C	100 Cycles (-40°C/+85°C)
Conducted Transients				ISO 7637
Emissions				CISPR25

Dimensions

250 x 130 x 50 mm

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East Coast Manufacturing
1 Whitlee Court, Greenville, SC 29607

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383 Cheryl Lane, City of Industry, CA 91789

www.proterra.com

THE EVOLVED SAF-T-LINER®

C2

Thomas BUILT BUSES®

BECAUSE EVERY MILE MATTERS℠

THE EVOLVED SAF-T-LINER® C2:
MAKING AN A+ BUS EVEN BETTER.

At Thomas Built, we're committed to moving the next generation more safely and efficiently every day. That's why we're enhancing the Saf-T-Liner® C2. We're taking its reputation for outstanding durability, maneuverability, visibility and driver ergonomics even further to make the industry-leading Type-C bus even better.

Key enhancements of the evolved C2 include:

- An **improved electrical system** that enables more technology now and in the future
- A **refreshed interior** for enhanced driver comfort and safety
- An **updated exterior** with a new grille and air intake for a sleeker, more modern design

We're evolving the bus of the future—for the future. **Every innovation matters. Because every mile matters.**

An engineering evolution that's built for tomorrow.

We're enhancing our flagship C2 with powerful innovations, from more durable wiring and electrical components to an improved, streamlined electrical architecture.

Universal Daimler electrical architecture: Common to all new trucks and buses made by Daimler Truck North America, our proprietary electrical platform makes it easier to integrate current and future technologies, from safety systems to telematics and beyond.

More durable electrical components: Strategically located within the cabin, the C2's electrical components are designed to be more durable, more reliable and easier for technicians to access.

Enhancing driver comfort and safety from the inside out.

The C2 is built with two things in mind: to be easy to drive and to keep students safe. With cruise control (now standard on the C2), smart sensors, intelligent lighting and intuitive warning systems, it's designed to keep drivers focused, so they can make critical, real-time decisions with ease.

The latest C2 features a refreshed interior and a range of updates to keep drivers and kids safe, including:

- **A new digital instrument cluster** that promotes easier menu navigation and provides clear pop-up warnings and fault codes
- **An automotive-style steering wheel** that provides easy access to cruise control, limited radio controls and other instrument cluster functions
- **A new right driver stalk** that puts shifting at the driver's fingertips, plus controls for the exhaust brake
- **An improved body switch system** that accommodates more body switches in the cabinet and makes switches easier to customize without rewiring
- **A new premium trim level option** with an improved layout, a sleek finish and cupholders for enhanced comfort

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SAF-T-LINER®

HDX2

THE NEXT GENERATION OF TYPE D SCHOOL BUS DESIGN

Introducing the Saf-T-Liner® HDX2.

The HDX2 utilizes materials, features and manufacturing processes from our industry-leading Saf-T-Liner® C2 to create a Type D bus that's easier to maintain and built with an even stronger body construction.

We're committed to leading the way to what's next in Type D school bus design – and the HDX2 is ready to deliver.

Inspired by the industry-leading C2 – and built to match.

Our improved HDX2 represents a new way forward in Type D school bus design – plus all the best design features of the C2:

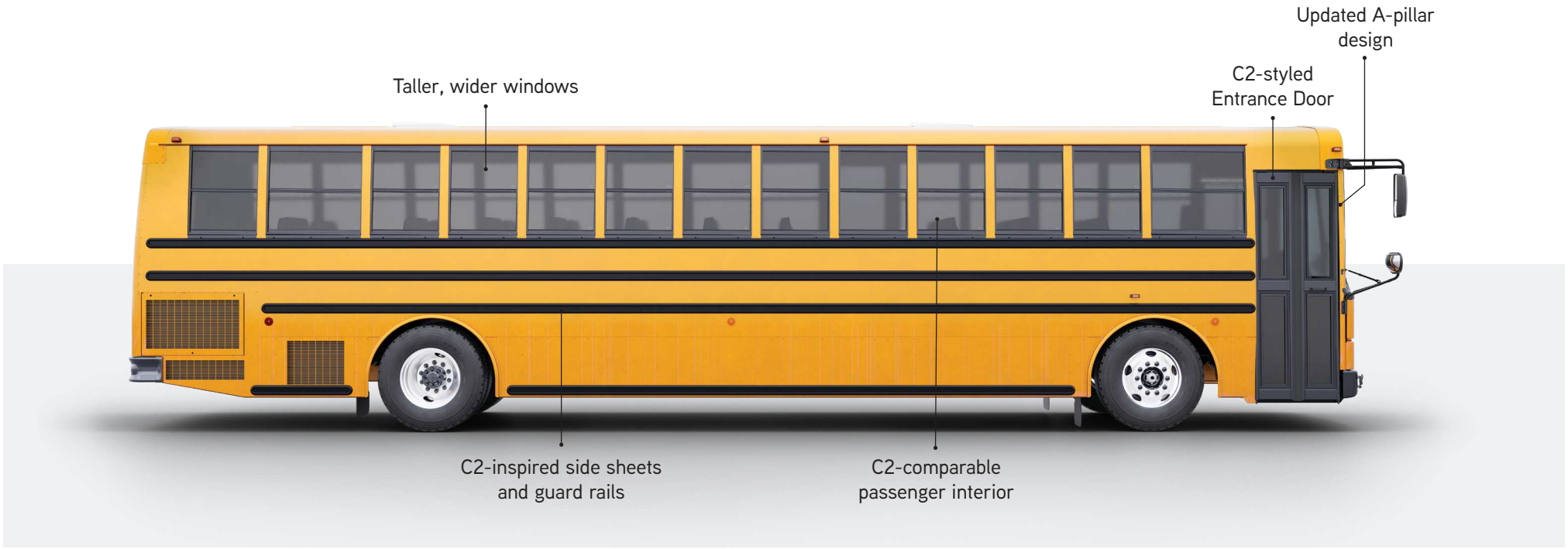
- **Saf-T-Net construction** technology ensures optimum frame strength and maximum passenger safety
- **High-quality adhesive construction**
- **Automated paint application** for a high-quality, durable exterior
- **Streamlined wiring** harnesses make servicing electrical components easier

A common parts platform that makes your world easier.

From windows to door components, the HDX2 shares a range of design features with the C2. That means fewer parts for dealers and customers to keep in inventory, and even more affordable parts and service for school bus fleets.

A Type D bus designed for the future.

The HDX2 is more than just the future of our Type D line of school buses. It's ready for the future. When you choose Thomas Built, you can be confident that you're getting a Type D bus that's compatible with the technologies and innovations of today – and tomorrow.



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Saf-T-Liner®

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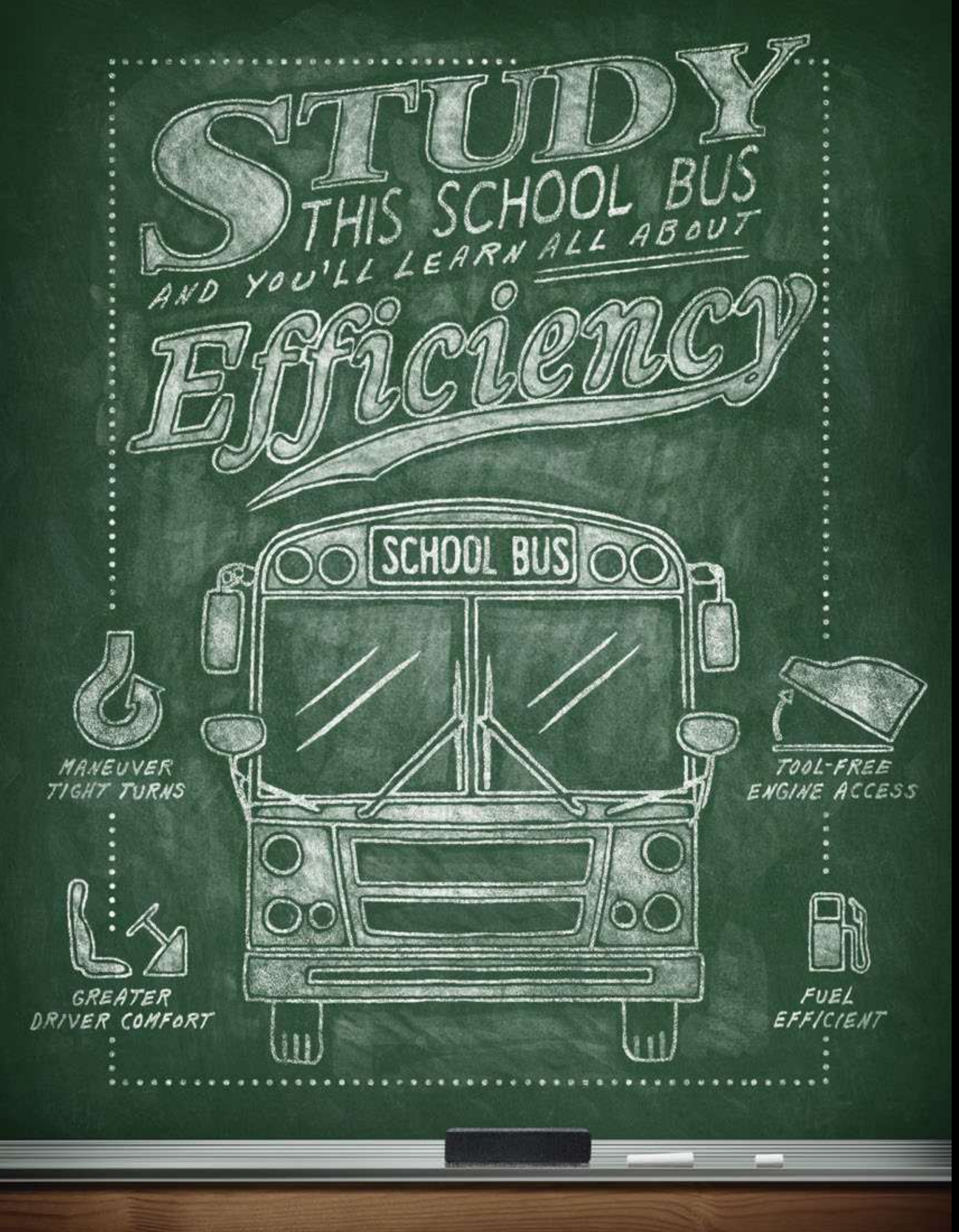
EFX

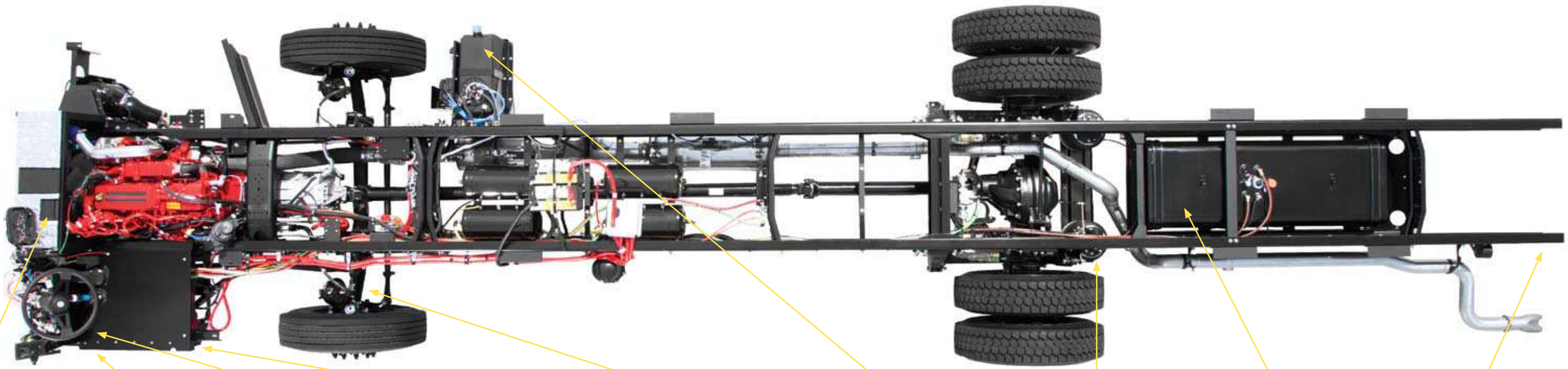

SCHOOL BUS



We've packed a lot into the Saf-T-Liner® EFX school bus. It can carry up to 90 passengers. It has the maneuverability you need for twisty, narrow roads. And the flat front with an expansive windshield offers incredible visibility, enhancing safety while driving and when loading children.

The cockpit is designed for driver comfort and safety. Seat placement is optimized for leg room. The left-side dash has ergonomic switch placement. Tool-free engine access makes the engine easier to service and to perform a CDL belt check, while also providing a wider loading aisle. The engine cover is insulated for a quieter ride. There's even a driver storage box. So, if you want comfort and efficiency, the sleek, versatile EFX is an ideal choice.

MANEUVERABILITY. EFFICIENCY. AND THE POWER OF A CUMMINS ISB DIESEL ENGINE WITH UP TO 260 HORSEPOWER.



Easy access to power steering reservoir, wiper motors, and washer fluid for easier serviceability

Consolidated chassis electrical components in easily-accessible side panel

Available tilt/telescoping steering wheel for greater driver comfort

Modular electrical system provides durability, reliability and simplified troubleshooting

Industry-leading wheel cut for greater maneuverability

SCR aftertreatment system includes diesel particulate filter, catalyst and DEF tank, to reduce emissions and help improve fuel economy

Available with standard rear spring or optional air ride suspension

60-gallon BTR fuel tank for better weight distribution (100-gallon optional)

10" x 3.5" x .25" frame rails

Routine maintenance is easy on the EFX. The front access panel provides quick access to wipers, as well as the heater core and filter. And the design helps reduce noise inside the cabin.

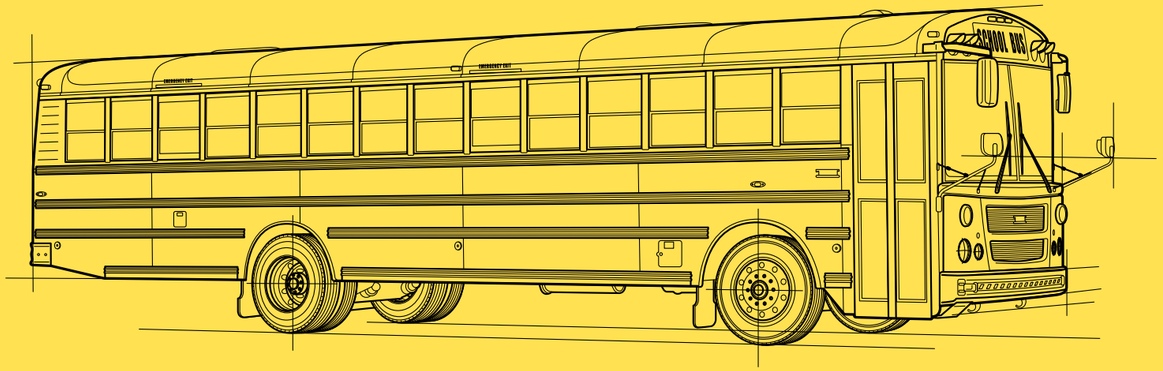
FRONT ACCESS PANEL

We've designed the cockpit to provide superior ergonomics and ease of operation. Switches are grouped and placed forward of the centerline of the driver's window. Heater and radio controls also are within reach.

ERGONOMIC SWITCH PLACEMENT

STORAGE

We've added extra storage next to the dash for driver's personal items or emergency equipment conveniently located within easy reach of the driver.



INTERACTIVE GAUGE FEATURES

Accompanying the full suite of gauges (fuel, DEF, speed, temp, RPM and more) is an interactive LCD window display featuring a diagnostic menu that includes fuel economy measurements. The display makes it easy for the driver and maintenance crew to review bus performance.

This is another great feature for easy maintenance and service. The convenient access plus clear identification of components simplifies troubleshooting. We've also made the fuse relay centers waterproof and dust-proof to improve reliability.

MODULAR ELECTRICAL SYSTEM

COCKPIT

It's important to keep drivers comfortable and safe. The cockpit is designed for all drivers. We've optimized the seat location, enhancing leg room and overall driver space.

CHASSIS ELECTRICAL

Mechanics can easily access the chassis electrical system through a panel in the lower skirt. This separate compartment also provides protection for these important electronics.

ENGINE COVER

The innovative design of the engine cover benefits the driver and passengers as well as mechanics. The loading aisle is 12.5% wider, and the cover's insulation provides a quieter ride. The tool-free access to the engine makes maintenance quicker. And with separate doors for the fluid check and CDL-required belt check, there's no need to remove the entire cover.

THE THOMAS ADVANTAGE

Founded in 1916, Thomas Built Buses is a leading manufacturer of school buses in North America. Since the first Thomas Built bus rolled off the assembly line, the company has been committed to delivering the smartest and most innovative buses in the industry. Each bus comes with thorough market expertise, an extensive dealer network and all the customer support, service and parts availability you need. To learn more or find a local dealer, visit www.thomasbus.com.

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Thomas BUILT BUSES

POWERING THE FUTURE


SCHOOL BUS
Thomas

Partners in possibility.

Thomas Built Buses has been moving the industry forward for more than 100 years. Now we're driving it in a whole new way with the Saf-T-Liner® C2 Jouley® electric bus.

Jouley has everything customers love about the Saf-T-Liner C2 bus. Industry-leading visibility. Low instrument panel. A-pillar windows. A driver-friendly environment. With Proterra's proven battery and drivetrain technologies, we're taking that legacy of excellence further.

Welcome to zero emissions. Welcome to sustainable solutions. Welcome to the new frontier of possibility.

BUILDING TOMORROW.

Great things happen when greatness comes together. Jouley is designed and manufactured in High Point, North Carolina by Thomas Built Buses, the leading school bus manufacturer in North America. Jouley rides on a chassis manufactured by the renowned Freightliner Custom Chassis Corporation (FCCC) in Gaffney, South Carolina. Jouley is powered by a battery and electric drivetrain from Proterra. Together these teams deliver manufacturing expertise, production efficiencies and unparalleled quality. Translation: everything you're looking for.

Designed by an engineering team with deep automotive expertise in ground-up EV design and platform adaptation, Proterra batteries check all the boxes:

SAFE

- Designed specifically for safe operation in heavy-duty transportation
- Enclosed in ballistic-grade materials that can withstand the toughest conditions
- Rigorously tested and third-party validated

SMART

- Liquid-cooled to ensure optimal operation in any climate
- Continuously monitored by multiple sensors
- Dynamically adjust over time for maximum performance

EFFICIENT

- Highest efficiency for maximum range
- Compact design for industry-leading energy density
- DC charging yields a full charge in approximately two to three hours depending on dispenser capabilites

PROVEN

- Record-breaking range for heavy-duty vehicles
- Efficient, smart, safe drivetrain technology for optimal performance in any climate

Zero emissions.
Endless possibilities.

When it comes to transportation, green is in—and for good reason. Electric vehicles offer zero tailpipe emissions, lower operating costs, easier maintenance, a quieter ride and more. These benefits have inspired widespread industry adoption, with more cities moving toward battery-electric transit. And barriers for implementation have fallen by the wayside as battery range increases, prices decrease and funding opportunities roll in.

With Jouley, school districts can count on:

- **SAVING MONEY** – Fuel costs are lower because electricity costs are more stable.
- **BETTER PERFORMANCE** – Electric motors have fewer moving parts, no liquid fuels, and no engine oil changes, making maintenance simpler and less expensive.
- **ZERO EMISSIONS AT THE TAILPIPE** – 100% battery-electric reduces the emission of harmful gases into the atmosphere, reduces exposure to emissions, improves air quality, and offers health benefits for students and the community.
- **QUIETER RIDE** – No engine means no rattling or loud noises from under the hood, allowing drivers to focus and reducing noise pollution in your community.
- **MAXIMUM RANGE** – Regenerative power modes add kinetic energy back to the battery when the bus decelerates to enhance range. And with low daily mileage, predictable, planned routes and midday downtime, you don't have to worry about vehicle range.
- **PROVEN PERFORMANCE** – Proterra drivetrains deliver unparalleled performance and greater fuel economy.
- **V2G CAPABILITIES** – Jouley has the potential to be used as a stationary energy storage system, with applications such as charging during off-peak hours and putting energy back on the grid during peak hours when needed by utilities.


Thomas
BUILT BUSES
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BUILT BUSES

Helping you navigate the path to EV implementation.

The route to EVs is complex, especially when it comes to infrastructure.

The good news: Thomas Built Buses is the Electric Bus Authority. Our team of EV specialists has the experience, expertise and partnerships to help you navigate the route to electric bus implementation.

With the Jouley electric school bus, best charging strategy, turn-key infrastructure installation and our expertise, we provide a comprehensive solution to electrify your school bus fleet. Our consulting team has experienced engineering and project management experts who work with schools to design and implement the best infrastructure installation for their depot, managing the whole process from start to finish and providing a scalable, ready-to-roll solution.

Ready? Let's go.

VEHICLE SPECIFICATIONS

TOTAL ENERGY (kWh)	246
OPERATING EFFICIENCY*	kWh/mile - 1.474 MPGe – 24.6
RANGE*	Up to 150 – Operating range in miles (usable energy***/efficiency)
TOP SPEED	65
ACCELERATION	49
HORSEPOWER	295 peak, 170 continuous
MOTOR	Proterra ProDrive drivetrain; single permanent magnet drive motor
TRANSMISSION GEARBOX	Proterra 2-speed auto shift EV gearbox
BATTERY THERMAL MANAGEMENT SYSTEM	Liquid cooled
BATTERY PACK ENCLOSURE	Ruggedized 10mm thick aluminum
BRAKING SYSTEM	2 regenerative power modes; air brakes
STARTABILITY	19% grade

CHARGING SPECIFICATIONS

TYPE	Plug-in, DC fast charging
STANDARD	J1772 CCS Type 1
CHARGE POWER	Up to 90 kW
CHARGING TIME (EMPTY TO FULL)	Approximately 3 hours with 60 kW charger. Approximately 2 hours with 90 kW charger

WARRANTY

BATTERY CAPACITY	8 years / 175,000 miles / 200,000 kWh of gross discharge throughout per pack
BATTERY MATERIALS & WORKMANSHIP	8 years / 175,000 miles
DRIVETRAIN	5 years / 100,000 miles

* will vary with route conditions, weather, vehicle configuration and driver behavior.

**vehicle efficiency estimate

***all vehicle batteries must be limited to usable capacity to decrease degradation and optimize longevity.

To start your electric school bus journey,
visit ThomasBuiltBuses.com/Electric. We'll be with you, every mile of the way.

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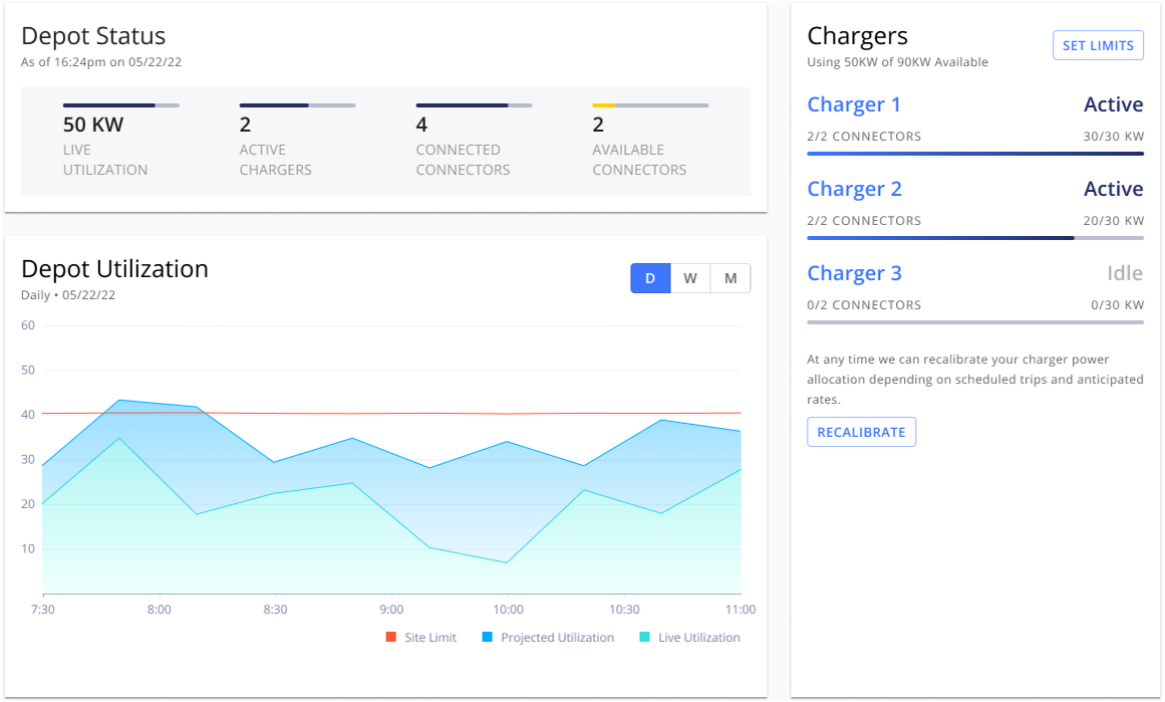
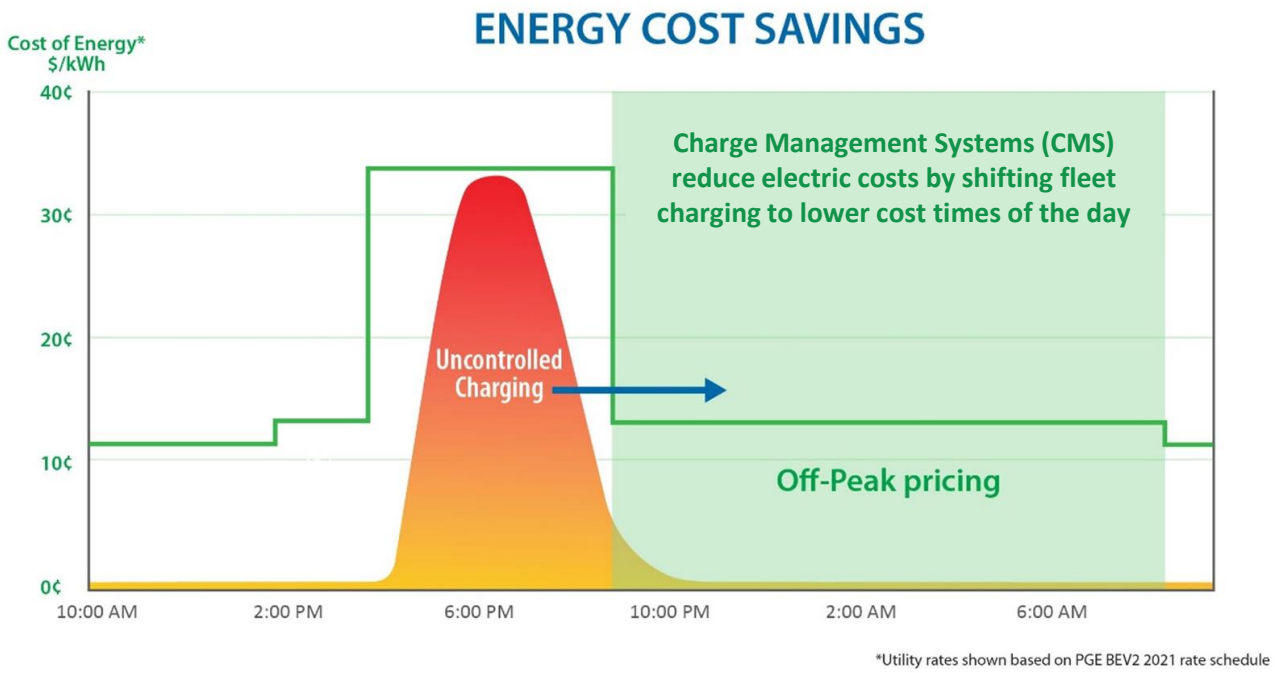
CHARGE MANAGEMENT SYSTEMS (CMS)

What is a Charge Management System?

A charge management system is smart solution that allows remote monitoring of charge sessions, peak load management and control charge dispensing based on requirement.





Example: The below savings calculations shows expected savings under California's PGE BEV tariff. Assumptions: 200 kWh/day capacity and 10 hours dwell time.

MONTHLY

THE IMPACT OF SMART CHARGING			
	DC Fast Charger		
Chargers	Without EVauto	With EVauto	Savings
10	$15,195	$6,002	$9,194
20	$37,988	$174,153	$22,986

ANNUAL

THE IMPACT OF SMART CHARGING			
	DC Fast Charger		
Chargers	Without EVauto	With EVauto	Savings
10	$182,351	72,019	$110,312
20	$453,378	$174,153	$281,725

* DC Fast Charger = 60 kW

Important Features of CMS

Energy Management

The software can also support energy management by tracking the energy usage of the EV charging stations and providing insights into energy consumption patterns.

Reporting and analytics

The system can provide real-time reporting and analytics on charges, costs, and payments received, helping organizations make informed decisions.

Cost Tracking

The software can help track the costs associated with charging EVs, including energy costs, maintenance costs, and other expenses, and allocate them to the proper cost centers.

Load Peak Management

Software can be configured to limit the charging speed of EVs during peak usage periods or to stagger the charging of EVs to distribute the load more evenly over time. By doing so, charge management software can help reduce the strain on the electrical grid during peak usage periods and ensure a reliable

CHARGE MANAGEMENT SYSTEMS (CMS)

Click image below for CMS Provider Website	EVSE/CMS Provider	Turnkey Solution Provider?	Specs/Notes
chargepoint	ChargePoint	Yes	+ Integrate fleet tools — from telematics to route scheduling and fuel cards — for a seamless operation. + Automate charging based on time of day, demand charges and more to maximize fuel savings. + Avoid utility upgrades by using your infrastructure most efficiently.
InCharge	InCharge	Yes	+ The industry-leading dashboard for your EV fleet charger management + Maintain peak performance with data on energy consumption, charger uptime and utilization, charging session data, vehicle telematics, environmental reporting, load management, etc.
NUVVE	Nuvve	Yes	+ Set charge levels and enable last-minute charging remotely + 24/7 dashboard view of EV usage and charging + Live energy delivery performance reporting
Recommended 3rd Party CMS Providers			
EVauto fleet charging control system	EVauto	No	+ Reducing Peak Power Demand + Shifting Charging to Off-Peak Times + Capitalizing on Utility DR and Other Tariff Incentive Programs
THE MOBILITY HOUSE	The Mobility House	No	+ Builds the central component of a smart charging infrastructure for electric fleets + Monitoring: Live data visualization of all charging processes + Creation of statistics, reports, and error messages
Synop	Synop	No	+ Trusted by Large Fleets, Energy Companies and OEMs + Smart routing & optimization tools to maximize vehicle uptime + Optimized Charging enables smart scheduling and load management across depots