Southwest Georgia Regional Commission Transit System

VEHICLE PREVENTIVE MAINTENANCE POLICY AND PROGRAM

Date Adopted: ________________________________
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**POLICY STATEMENT**

It is the policy of Southwest Georgia Regional Commission Transit System (SWGRCTS) that all vehicles be maintained to ensure safe, reliable, comfortable, accessible and cost-effective public transportation services to meet all service commitments. SWGRCTS vehicle fleet is currently under the operation of three (3) Third Party Operators (TPOs) in the region. These TPOs are: Destiny Transportation Group, Inc., MIDS Transportation, Inc. and Resource Management Systems (RMS), Inc. The following preventive maintenance policies and procedures are adopted and issued by Southwest Georgia Regional Commission and its TPOs to ensure that appropriate, necessary, and required vehicle maintenance takes place.

**PURPOSE**

The plan establishes policies and procedures, assigns responsibilities, provides guidance and defines requirements for routine maintenance inspections and services of all 5311 transit vehicles included in the SWGRCTS fleet.

**APPLICABILITY**

This plan is applicable to all FTA Federally funded vehicles and equipment to include facilities.

**GENERAL PROGRAM OBJECTIVES**

a) To achieve maximum efficiency in the operation and use of transit vehicles throughout their life cycle five (5) years or 150,000 miles.

b) Ensure use and maintenance of equipment is in compliance with this plan and FTA requirements.

c) Ensure maintenance personnel and equipment operators are familiar with and adhere to the procedures as outlined in this plan.

d) Ensure maintenance of equipment is sustained at the highest level practical and in state of good repair to enable positive response to all transportation needs.

e) Ensure early detection of equipment faults by operators performing pre-trip inspections which will assist in ensuring timely repairs.

**TPO TRANSIT SUPERVISOR**

As previously mentioned, SWGRCTS utilizes three Third Party Operators (TPOs) to provide transit within the thirteen county region of southwest Georgia. Each TPO will assign a TPO Transit Supervisor. The TPO Transit Supervisor is responsible for ensuring that the Repair Shop performs the required maintenance, documents all work performed and charged and keeps accurate records (see Exhibit 6-Maintenance Checklist). The Repair Shop will also provide monthly reports to the TPO Transit Supervisor documenting all work performed, by vehicle, by date, including a complete breakdown of labor, subcontracted work and any other costs. All work will be covered by work orders that must be signed by the TPO Transit Supervisor, authorizing the Repair Shop to perform needed maintenance or repairs.

**VEHICLE OPERATOR**

Vehicle Operators (Drivers) will perform a daily pre-trip inspection, including cycling the wheelchair lift (if equipped). The pre-trip inspection will be recorded daily on the pre-trip form (Exhibit 1) and the lift pre-trip inspection form (Exhibit 2 – if applicable) dated and signed. The completed pre-trip inspection forms will be provided to the TPO Transit Supervisor daily. If the pre-trip inspection notes any vehicle or lift deficiencies or damage that could affect the safety or
accessibility of operations or cause further damage, the TPO Transit Supervisor will be notified immediately and will make the decision to either take to the shop for diagnosis and repair (either immediately or in the near future) or remove the vehicle from service.

At the end of the service day, the operator will also perform a post-trip inspection noting any vehicle deficiencies or damage. A post-trip inspection should, at a minimum, include the following procedures:

- Tires visually checked
- Fuel tank filled
- Interior swept and clean
- Exterior washed as needed
- Engine belts and general engine condition checked
- Motor oil, transmission fluid, coolant checked
- Exterior lights checked
- Interior checked: seats, seatbelts, windows, lights, etc.
- Cycling the lift (if applicable)

If the post-trip inspection notes any conditions that could affect the safety or accessibility of operations or may possibly cause the vehicle to be unavailable for service the next morning, operator will immediately notify the TPO Transit Supervisor. The TPO Transit Supervisor will make the decision to either take to the shop for diagnosis and repair (either immediately or in the near future) or remove the vehicle from service.

If a vehicle is removed from service, the TPO Transit Supervisor will take steps needed to reschedule trips in the immediate short term or make arrangements for a long-term vehicle replacement (back-up vehicle, GDOT lease vehicle, etc.)

PREVENTATIVE MAINTENANCE

Vehicle and component manufacturers prepare manuals that recommend maintenance practices as well as specific guidance and instructions. These manuals are an important part of the vehicle maintenance plans; they define specific maintenance intervals and provide critical information when the maintenance work is being performed. Preventative maintenance (PM) inspections and services should follow the minimum required by the manufacturers, supplier, or builder. If preventative maintenance services are not being done according to the guidelines of the manufacturer, supplier or builder it may jeopardize any claim to a warranty. FTA Rolling stock must be maintained exactly as specified by the vehicle owner's manual/warranty conditions while under warranty period.

Preventive Maintenance services can be grouped into different levels, most commonly used are A, B, C and D. Level A comprises the most basic and frequent level of PM services while Level D consists of more extensive services performed less frequently.

**Level A** – Conducted at 5,000 mile intervals. Change engine oil and filter, lubricate all fittings, check all fluid levels, check lights, check wipers, check tires and tire pressure, tire rotation, check belt/hoses, brakes, fire extinguishers, etc.

**Level B** – Conducted at 15,000 mile intervals. Includes all items in Level A, plus transmission fluid and filter change, check coolant.
**Level C** – Conducted at 45,000 mile intervals. All items in Level A and B, plus fuel filter, perform complete engine tune-up, test engine compression, replace air filter.

**Level D** – Conducted at 60,000 mile intervals. All items in Level A, B and C, plus inspection and repack of wheel bearings, and extensive inspection of braking system.

### Preventative Maintenance Levels

<table>
<thead>
<tr>
<th>PM Level</th>
<th>Cumulative Mileage</th>
<th>PM Description</th>
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<tbody>
<tr>
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<td>A</td>
<td>10,000</td>
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<tr>
<td>B</td>
<td>15,000</td>
<td>A + B</td>
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<td>A</td>
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<td>C</td>
<td>30,000</td>
<td>A + B + C</td>
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<td>A</td>
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<td>B</td>
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<tr>
<td>A</td>
<td>55,000</td>
<td>A + B + C</td>
</tr>
<tr>
<td>D</td>
<td>60,000</td>
<td>A + B + C + D</td>
</tr>
</tbody>
</table>

*Repeat the schedule*

**Lift Maintenance:** Lift function will also be checked at each PM inspection. Lift maintenance schedules will follow the manufacturer’s schedule, which is presented in Exhibit 3. Lift maintenance is performed based on the number of cycles of the lift (not miles or time). The TPO Transit Supervisor will keep track of the total cycles to ensure maintenance of the lift is performed on time.

**Body Maintenance:** All vehicles will be kept clean and sanitary, through regular cleaning and washing. Vehicles should be swept and trash disposed of at the end of each service day or driver shift. Each vehicle should be completely washed at a minimum of once per month. A general inspection of the body should be conducted and any defects or issues identified and reported. This could include body damage, cracked glass, window and door operation, functioning of escape hatches, heating and air conditioning, seat tears or vandalism, seat-belts, mirrors/brackets, steps/treads, fire extinguisher mounting and charge, and handholds and racks (loose or broken), etc. Vehicles with Goshen bodies have additional body-related maintenance as presented in Exhibit 4. If the inspection by the operator or the repair shop finds any conditions of concern, the TPO Transit Supervisor should be notified to initiate a work order for body-related repairs.

**WARRANTY**

A warranty is an assurance from a manufacturer that a product will perform properly for a specified time or usage level. Warranties cover new vehicles, new or replacement parts, and most vendors work. If the product fails to meet this assurance, the manufacturer is obligated to make restitution. Restitution may be replacement or repair of the defective product, or reimbursement to the owner for the cost of the repair or replacement. Warranties may be formal written policies or implied warranties. Vendor or manufacturer provides warranty information at the time of delivery of new vehicle. The TPO Transit Supervisor should maintain copy of warranty details in the corresponding vehicle file.
It is the policy of SWGRCTS to have all repairs that are covered by vehicle and equipment warranties paid under the warranty coverage provided. (See Exhibit 7). The TPO Transit Supervisor will be responsible for ensuring all work potentially covered under warranty, and for following procedures to obtain repairs under warranty. Warranty claims most often require documentation of the vehicle history, including preventive maintenance (see Exhibit 6). FTA Rolling stock must be maintained exactly as specified by the vehicle owner’s manual/warranty conditions while under warranty period.

GDOT vendors are the first contact regarding any potential warranty work. If a repair is a potential warranty claim, the TPO Transit Supervisor will obtain copies of the vehicle maintenance and repair history, and contact the manufacturer’s representative. Once the manufacturer’s representative has directed the TPO Transit Supervisor to the appropriate repair site, that vendor (often a local dealer) will call the manufacturer’s representative with their diagnosis and estimate. The Manufacturer’s Warranty Administrator must authorize the repair, designating which warranty will cover the repair, and how much the warranty will pay. The TPO Supervisor may also be required to report warranty issues to their District Public Transportation Coordinator on the Rural Monthly Reporting Form.

ROAD CALLS/INCIDENTS
Should a vehicle fail while in service, the vehicle operator should ensure that the vehicle and passengers are safely situated, and attempt to contact the TPO Transit Supervisor who will contact the repair shop. Depending on the situation, the repair ship may send a service vehicle and technician to make repairs on site, or may send a tow vehicle. A dispatcher must be contacted to make arrangements to pick up the passengers and transport them to their destinations. Generally, the operator should never leave the vehicle and/or passengers unattended, unless it is required as the only way to summon assistance.

ANNUAL SAFETY INSPECTIONS
Annual Safety Inspections must be conducted annually by a certified mechanic, using the Annual Safety Inspection Report (Exhibit 5). If the Annual Safety Inspection Report indicates any vehicle or lift deficiencies or damage that could affect the safety or accessibility of operations or cause further damage, the TPO Transit Supervisor will be notified immediately and will make the decision to either take to the shop for diagnosis and repair (either immediately or in the near future) or remove the vehicle from service.
FTA REGULATORY REQUIREMENTS

Preventative Maintenance

**Buses**
FTA has established several policies that are meant to ensure that buses purchased with FTA funds are maintained and remain in transit use for a minimum normal service life, see the schedule below. The policies also intend to ensure that buses acquired are necessary for regularly scheduled revenue service and meet peak requirements. A county must maintain any spares used in a state of good repair and report spare usage in the event a 5311 vehicle is removed from service for repairs. The suggested service life outlined below refers to time spent in normal service, not time spent stockpiled or otherwise unavailable for regular transit service. Systems are required to keep all vehicles in a state of good repair while within the useful life period.

**Bus Replacement Policies**

a) **Schedule Replacement of Useful Life Cycle**
   Vehicles to be replaced should have achieved the minimum useful life cycle. Depending on the method of disposal and estimated residual value of the asset, GDOT may have to seek FTA approval and the sub-recipient may have to reimburse FTA proceeds netted over $5,000.

b) **Early Disposition Policy**
   If a vehicle is replaced before it has reached the minimum normal service life, the sub-recipient has the option of returning the Federal interest to FTA or placing the remaining Federal interest into the new vehicle (like-kind exchange policy).

c) **Like-kind exchange policy**
   Under this policy, the trade-in value or sales proceed from a vehicle replaced before the end of its normal service life are not returned to FTA but rather applied towards the purchase of a “like-kind” replacement vehicle. Like-kind is defined as a vehicle for a vehicle with similar life.

**Requirements Related to Purchase of New Buses**

a) **Fleet and Service Expansion**
   Applicants seeking to expand service and fleets should describe new markets to be served in their annual 5311 application including: Vehicle needs, fleet size, justification for expansion included actual ridership for last year per vehicle, operating costs, etc. Any expansion requests must be subject to GDOT approval.

b) **Buy America**
   Applicants are required to comply with Buy America provisions for all purchases over $3,000.00

c) **Pre-Award and Post-Delivery Reviews of Buses**
   GDOT will complete the Pre-Award and Post-Delivery reviews for the vehicles. The reviews are intended to improve compliance with Buy America requirements, bid specifications, and Federal Motor Vehicle Safety Standards.
Buses in Service

a) Commercial Driver License (CDL)
   All drivers and mechanics of vehicles designed to transport more than 15 people must have a CDL to operate that capacity vehicle.

b) Charter Bus Operations
   Charter service regulations prohibit FTA recipients from providing service using FTA funded equipment or facilities if there is at least one private charter operator willing and able to provide the service. Before a transit operator may provide service, the operator must publish a notice at least annually to determine if there are private operators willing and able to provide the service. There are exceptions and a specific process for making those requests. Each sub-recipient is encouraged not to engage in the charter service unless permitted by FTA charter service regulations. The 5311 annual application includes a “Certification of No Intent to Charter Service” prohibiting Subrecipients from operating charter or exclusive services using FTA funded vehicles without written prior GDOT approval. Eighty (80) hours per year are allowed for conveyance of government officials, this is the only exception for which prior approval is not required.

Bus Facilities
FTA approved projects may include building facilities that support transit operations and provide passenger amenities when funding is available. Examples may include administrative buildings, maintenance garages, terminals, stations, shelters and park and ride lots. FTA also supports facilities that are transit-related and will participate in those portions of facilities physically or functionally connected to transit. On intermodal facilities, FTA will participate on a pro rata basis based on the transit portion of the project.

Facility Size
FTA’s general policy is to provide assistance for facilities that are adequate for the grant applicant’s present needs and that will realistically meet future needs.

Project Staging
Applicants must be able to fully describe the project and estimate the cost of the facility when requesting FTA facility funded projects in their annual application. Under the 5311 program, there is no guarantee that these facilities will be funded and each project will be approved on a case-by-case basis.

Planning Justifications
There must be a planning basis for every project, therefore, appropriate planning studies should be undertaken in support of projects to acquire, install or construct major transit facilities.

APPROVED AND ADOPTED this _____ day of ____________, 20_____

___________________________________________________________
Signature                               Title of Authorized Official

EXHIBITS
EXHIBIT 1   VEHICLE PRE-TRIP INSPECTION
EXHIBIT 2   LIFT PRE-TRIP INSPECTION
EXHIBIT 3   WHEELCHAIR LIFT MAINTENANCE SCHEDULE
EXHIBIT 4   BODY MAINTENANCE SCHEDULE
EXHIBIT 5   ANNUAL SAFETY INSPECTION
EXHIBIT 6   MAINTENANCE SCHEDULE
EXHIBIT 7   WARRANTY INFORMATION
**EXHIBIT 1**

**SOUTHWEST GEORGIA REGIONAL TRANSIT**

**VEHICLE PRE-TRIP INSPECTION**

Driver: ___________________   Vehicle # _______________   Period Covered: ____________________

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Mon</th>
<th>Tues</th>
<th>Wed</th>
<th>Thurs</th>
<th>Fri</th>
<th>Sat</th>
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<td>Power Steering Fluid</td>
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<td>Automatic Transmission Fluid</td>
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<td>Hoses, belts, leaks, Electrical Wires, Battery</td>
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<td><strong>OUTSIDE THE VEHICLE (Circle Problem Areas)</strong></td>
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<td>Exhaust System</td>
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<td>Tires, Wheels, Lugs</td>
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<td>Mud Flaps</td>
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<td>Lights: Headlights, Parking Lights, 4-Way Flasher, Turn Signals, Brake Lights, Clearance Lights, Backup Lights</td>
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<td>Mirrors</td>
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<td>Windshield/Windows</td>
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<td>Emergency Door Buzzer</td>
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<td>Lift (operate lift through complete cycle)</td>
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<td>Body Damage</td>
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<td><strong>INTERIOR CHECK (Circle Problem Areas)</strong></td>
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<td>Interior Lights, Seats, Hand Rails, Stanchion Polls, Cleanliness (Floors, Seats, Seatbelts etc.)</td>
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<td>Hand Rails/Stanchion Polls</td>
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<td>Brakes and Parking Brakes</td>
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<td>Tie down points and straps</td>
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<td><strong>EMERGENCY EQUIPMENT (Circle Problem Areas)</strong></td>
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<td>Triangles, First Aid Kit, Spill Kit Fire Extinguisher, Seatbelt Cutter</td>
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<td>Check Gages: Oil, Amp, Volt, Tack, Temp, Fuel</td>
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<td>Dash Lights</td>
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<td>Switches: Defroster, Heater, Horn, 2-Way Radio, Windshield Washer/Wiper</td>
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I CERTIFY THAT I HAVE PERFORMED A COMPLETE PRE-TRIP INSPECTION ON EACH DAY BEFORE BEGINNING MY ROUTE

Driver’s Signature: ___________________   Date: __________________

Repairs Needed __________________________________________
Before each scheduled day of service, operate lift a minimum of one complete cycle and inspect each of the following. Please check the circle if lift passed the operation.

- Does the lift interlock (if equipped) function as intended?
- Does the lift cargo light (if equipped) function as intended?
- Does the lift deploy when the lift interlock is activated as intended?
- Does the lift safely clear the cargo door as the lift is deployed and stowed?
- Does the lift operate smoothly (no jerking or abnormal movement)?
- Does the lift operate at normal speed?
- Does the roll stop(s) operate properly?
- Does the outboard roll stop latch operate properly?
- Do the hand rails operate properly?
- Is the platform angle normal?
- Is the lift quiet (no rattles, abnormal sounds, etc.)?
- Has the hand-held switch box cable been damaged?
- Do the lift control switches function properly?
- Do the lift cargo door Securement devices function as intended?
- Is the manual back-up pump handle in place?
- Is the hand pump valve closed securely(tight)
- Are the lift-posted and door-posted decals worn, missing or illegible?
- Is the protective padding (if equipped) in place, worn or damaged?
- Can you visually detect any lift, damage, misalignment, hydraulic leaks, loose bolts, broken welds or any abnormal conditions

Signature__________________________________________
EXHIBIT 3

WHEELCHAIR LIFT
MAINTENANCE SCHEDULE

Inspect and Service Wheelchair Lift (Braun Recommendation-750 Cycles)
___ Lubricate (apply light oil) outer barrier hinge pivot points (2)
___ Lubricate (apply light oil) outer arm slots (2)
___ Lubricate (apply light oil) outer barrier pivot points (2)
___ Lubricate (apply light oil) outer barrier activation foot pivot pins (2)
___ Lubricate (apply light oil) Platform side Plate Slots (2)
___ Lubricate (apply light oil) platform fold link rollers and pins (4 sets)
___ Inspect (apply light oil) Lift-Tite latches (tower pivot points - 2)
___ Inspect Lift-Tie latches and gas springs for wear or damage (bent, deformed or misaligned), positive securement (external snap rings) and proper operation. Resecure, replace defective parts or otherwise correct as needed. **Note:** Apply light grease to Lift-Tite latch tower pivot point if replacing latch.
___ Inspect outer barrier for proper operation—correct or replace defective parts.
___ Inspect lift for wear, damage or any abnormal condition and correct as needed.
___ Inspect lift for rattles and correct as needed.

Inspect and Service Wheelchair Lift (Braun Recommendation-1500 Cycles)
Perform all procedures listed in previous section also
___ Lubricate (apply light oil) pivot pin bearings (2)
___ Lubricate (apply light oil) fold axles (2)
___ Inboard (apply light oil) locator lever bearings (2)
___ Inboard (apply light oil) locator lever slot (2)
___ Lubricate (apply light oil) rotating slide arm pivot pins (2)
___ Lubricate (apply light oil) parallel arm pivot bearings (16)
___ Lubricate (apply light oil) switch arm pivot pin bearings (2)
___ Hydraulic (apply light oil) cylinder bushings (8)
___ Inspect Lift-Tite latch rollers for wear or damage (bent, deformed or misaligned), positive securement (external snap rings) and proper operation (2). - Resecure, replace defective parts or otherwise correct as needed.
___ Inspect inboard locator for: Wear or damage; proper operation. Inboard locator should just rest on top surface of the base plate. – Resecure, replace or correct as needed. See Platform Angle Instructions and Platform Floor Level adjustment instructions for Braun lifts.
___ Inspect platform fold gear rack and gear weldment teeth for foreign objects, wear or damage (bent, deformed or misaligned), positive securement and proper operation – Remove foreign objects, replace defective parts and secure as needed. Apply Door-Ease.
___ Inspect switch arm components for wear or damage and proper operation - Replace defective parts
___ Inspect micro-switches for securement and proper adjustment – Resecure, replace or adjust as needed.
___ Make sure lift operates smoothly – Realign towers and vertical arms. Lubricate or correct as needed.
___ Inspect lift for wear, damage, or any abnormal condition—correct as needed.
___ Inspect external snap rings/e-clips: - Resecure or replace if needed.
___ Rotating pivot slide arm pivot pins (2 per pin)
___ Rotating pivot slide arm roller axles (2 per pin)
Platform fold axles (1 per axle)
Inboard locator lever bracket pins (1 per pin)
Lift-Tite ™ latch gas (dampening) spring (2 per spring)

___ Inspect platform fold axles and bearings for wear or damage and positive securement. – Replace defective parts and resecure as needed. Apply Light oil.

___ Remove pump module cover and inspect:
   ___ Hydraulic hoses, fittings and connections for wear or leaks
   ___ Harness cables, wires, terminals and connections for securement or damage
   ___ Control board, circuit breaker, power switch and lights for securement or damage - Resecure, replace or correct as needed.

___ Inspect cotter pins on platform pivot pin (2) – Resecure, replace or correct as needed.

___ Hydraulic Fluid (Pump) – check level. **NOTE:** Fluid should be changed if there is visible contamination. Inspect the hydraulic system (cylinder, hoses, fittings, seals, etc) for leaks if fluid level is low – Use Braun 32840-QT (Exxon® Univis HV126) hydraulic fluid (do not mix with Dextron III or other hydraulic fluids)  Check fluid level with platform lowered fully and roll stop unfolded fully. Fill to within ½: of the bottom of the 1-1/2” fill tube (neck).

4500 cycles

___ Inspect cylinders, fittings, and hydraulic connections for wear, damage or leaks – Tighten, repair or replace if needed

___ Inspect parallel arms, bushings and pivot pins for visible wear or damage – Replace if needed.

___ Inspect parallel arm pivot pin mounting bolts (8) – Tighten or replace if needed.

___ Inspect platform pivot pin, bushings and vertical arms for wear, damage and positive securement – Replace defective parts and resecure as needed. Apply Light Grease during reassembly procedures.

___ Inspect upper/lower fold arms, rotating pivot slide arms, slide support arms and associated pivot pins, bushings, and bearings for visible wear or damage – Replace if needed

___ Inspect gas springs (cylinders) for wear or damage, proper operation and positive securement – Tighten, replace or correct as needed

___ Inspect rotating pivot slide arm UHMW slide bearings (buttons) – Apply Door-Ease or replace if needed. See Lubrication diagram for Braun lifts

___ Inspect vertical arm plastic covers – Resecure or replace if needed.

___ Inspect power cable – Rescure, repair or replace if needed.

___ Mounting – Check to see that the lift is securely anchored to the vehicle and there are no loose bolts, broken welds, or stress fractures.

___ Decals and Antiskid – replace decals if worn, missing or illegible. Replace antiskid if worn or missing.

Consecutive 750 cycle intervals
Repeat all previously listed inspection, lubrication and maintenance procedures at 750 cycle intervals.
EXHIBIT 4

BODY MAINTENANCE SCHEDULE

5,000 Miles (Goshen Body Inspection/Lubrication)

___ Check all exterior caulk seams on body for weather induced damage. Cracks are typical and must be properly maintained to prevent water damage. If cracking or separation appears, cut out affected area and re-caulk with a good quality, all-weather caulk.¹

___ Check door panel alignment on all doors

___ Check all door seals for war and damage.

___ Check exit door lower pins for damage and binding (first 5,000 miles, every 9,000 thereafter)

___ Lubricate windshield wiper arm pivot points.

___ Lubricate windshield wiper post pivot points.

15,000 Miles (Goshen Body Inspection/Lubrication)

___ Wash vehicle, hose off underbody, fender wells where dirt, mud, etc. accumulate.

___ Check all exterior caulk seams on body for weather induced damage. Cracks are typical and must be properly maintained to prevent water damage. If cracking or separation appears, cut out affected area and re-caulk with a good quality, all-weather caulk.²

___ Check door panel alignment on all doors

___ Check all door seals for war and damage.

___ Check exit door lower pins for damage and binding (first 3,000 miles, every 9,000 thereafter)

___ Lubricate windshield wiper arm pivot points.

___ Lubricate windshield wiper post pivot points.

¹ Goshen warranty does not cover water damage entering the vehicle through seams where the caulk has not been properly maintained.

² Goshen warranty does not cover water damage entering the vehicle through seams where the caulk has not been properly maintained.
This annual inspection must be performed by a certified mechanic.
## EXHIBIT 6

### County/RC: Vehicle #

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<th>PM Service</th>
<th>Service Interval</th>
<th>Service Complete Date &amp; Mileage</th>
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Current mileage operation, electric horn, radio and speakers operation, inspect windshield & mirrors. Test wipers, washers & wiper blades. Test park brake operation, inspect brake pads/shoes/rotors/drums, brake lines & hoses, test operation of all windows, test A/C & heater operation, test transmission shift control, check exhaust system, lube entire unit, check
WARRANTY INFORMATION

The vehicle warranty is as follows:

Body (coach) 12 Months or 12,000 miles

Rear Air Conditioner 2 years limited

Chaise and power train 3 years/ 36,000 miles

Lift:

3 years parts

24 months labor