



Thomas Built Buses and its engine partner, Cummins Inc., meet the EPA 2010 emissions requirements, while maintaining maximum fuel efficiency and engine performance. Our proven technology choice is Selective Catalytic Reduction (SCR). This proven, road-tested technology provides significant advantages for the environment, and for your bottom line.

Full Line of Conventional and Transit School Buses Already On the Road With SCR

It is important to note that with SCR as our choice emission technology, we are able to offer a full line of EPA and CARB compliant School Buses. The Cummins ISB and ISC received CARB certification on 12/30/2009 and EPA certification on 1/7/2010. Thomas has already delivered almost 2,000 conventional, front-engine transit and rear-engine transit school buses that are 2010 compliant to customers this year. Currently, 2010 compliant front-engine transits are only available with SCR technology.

The entire line of Cummins school bus engines is certified and EPA compliant. They have shipped over 12,000 certified and compliant EPA on-highway engines. Over 4,000 of these were ISB School Bus engines.

SCR is the Right Technology....For Today and For the Future

It is no secret that in-cylinder EGR works to reduce NOx emissions inside the engine, while SCR uses an aftertreatment device that reduces NOx outside of the engine. This is great news for you and your bus!

Because SCR is an aftertreatment technology, engine changes are minimized and engine efficiency is maximized, resulting in better reliability, durability, and much more.

- **Better Performance** - Improved driveability and throttle response
- **Better Reliability** - Best-in-class durability and dependability; Maintenance intervals the same as 2007
- **Better Fuel Economy** - Up to 3% better than our '07 ISB and ISC
- **Better for the Environment** - Near zero NOx and PM emissions; Improved MPG results in smaller carbon footprint
- **Better for Customers** - Lowest cost of operation; Excellent driveability

SCR is Approved and Certified by the EPA and CARB

As stated by Cummins, the DEF inducement is working as designed on Cummins 2010 engines. The inducement strategies were fully reviewed, approved and certified by both EPA and CARB. Cummins technology and the DEF inducements, consisting of a DEF gauge, warning lamps and de-rates, ensure that the vehicle remains in compliance with emission regulations, thus protecting the environment.

For details on comparing the two technologies, visit: <http://www.thomasbus.com/green-technology/scr/>