



Dual Rear Wheel

CHEVY GMC FORD

TransTech models built on GM dual rear wheel chassis come in several variations.

Choose between two gasoline engines and the new Duramax diesel.

139" wheelbase models are available with capacities up to 28 passengers.

159" wheelbase models are available with capacities up to 30 passengers.

Add our flat floor option and you have the ideal wheelchair bus.



Creative Bus Sales
El Dorado Bus Sales



Specifications for TransTech Dual Rear Wheel Chassis

GM

Specifications listed are standard equipment
Additional or different equipment
may be ordered as an option

DIMENSIONS/Standard Lengths):

INTERIOR HEIGHT	74"
EXTERIOR HEIGHT	113" Max.
INTERIOR WIDTH (At seat level)	90" Min.
EXTERIOR WIDTH (At widest pt.)	96" Max.
BUMPER-TO-BUMPER LENGTH	
139" W/B 4 Section+9" Body	231"
139" W/B 5 Section Body	249"
159" W/B 5 Section+9" Body	258 3/8"
159" W/B 6 Section Body	276 5/8"

DOUBLE-OUT ENTRANCE DOOR

76 1/2" high x 24 1/2" wide
REAR EMERGENCY DOOR
52 1/2" high x 35 1/2" wide

GROUND-TO-REAR BUMPER18"

KNEE SPACE24" min.
(may be more; based on seat plan)

GROUND-TO-FIRST STEP11 1/2" min.

INTERIOR BODY LENGTH

139" W/B 4 Section+9" Body	138"
139" W/B 5 Section Body	156 1/2"
159" W/B 5 Section+9" Body	165 3/8"
159" W/B 6 Section Body	183 5/8"

FORD

Specifications listed are standard equipment
Additional or different equipment
may be ordered as an option

DIMENSIONS/Standard Lengths):

INTERIOR HEIGHT	74"
EXTERIOR HEIGHT	111" Max.
INTERIOR WIDTH (At seat level)	90" Min.
EXTERIOR WIDTH (At widest point)	96" Max.
BUMPER-TO-BUMPER LENGTH	
138" W/B 4 Section+21" Body	238 5/8"
138" W/B 5 Section Body	244"
158" W/B 5 Section+21" Body	266"
158" W/B 6 Section Body	272 1/8"

DOUBLE-OUT ENTRANCE DOOR

76 1/2" high x 24 1/2" wide
REAR EMERGENCY DOOR
52 1/2" high x 35 1/2" wide

GROUND-TO-REAR BUMPER18"

KNEE SPACE24" min.
(may be more; based on seat plan)

GROUND-TO-FIRST STEP11" min.

INTERIOR BODY LENGTH

138" W/B 4 Section+21" Body	150 1/4"
138" W/B 5 Section Body	155"
158" W/B 5 Section+21" Body	177 5/8"
158" W/B 6 Section Body	182 5/8"

FLOOR - Floor consists of 14-gauge G-90 galvanized steel

transverse hat section crossmembers, secured to the chassis frame by isoprene rubber isolators using grade 8 bolts. The side perimeter of the floor is then reinforced with 16-gauge G-90 galvanized crash rails, which encapsulate the ends of the crossmembers and extend upward behind the seat rail.

BODY AND BOW STRUCTURE - The roof bows and side posts are combined into one piece of continuous roll-formed hat section 14-gauge G-90 galvanized steel and extend from **FLOOR** - Floor consists of 14-gauge G-90 galvanized steel transverse hat section crossmembers, secured to the chassis frame by isoprene rubber isolators using grade 8 bolts. The side perimeter of the floor is then reinforced with 16-gauge G-90 galvanized crash rails, which encapsulate the ends of the crossmembers and extend upward behind the seat rail.

BODY AND BOW STRUCTURE - The roof bows and side posts are combined into one piece of continuous roll-formed hat section 14-gauge G-90 galvanized steel and extend from the top of floor on one side to top of floor on other side. These bows are then spaced apart by (7) strainers of the same material as the bows- three (3) in roof, one (1) above each window, and one (1) below each window. This construction forms a continuous high-strength steel roll cage.

SEATING - The seat frames are tubular steel, 1" diameter, and black powder-coated to resist rust and abrasion. The seat cushion foam is attached to a plywood base, and covered with transit-grade 42-ounce fire-resistant vinyl. Cushions are removable from the seat frame by releasing the retaining clips beneath the cushion, rotating cushion upward, and off the frame. All seats installed by TransTech Corporation comply with all applicable federal Motor Vehicle Safety Standards in effect at the time of manufacture.

INTERIOR LIGHTING - Dome lights are installed in the passenger compartment, controlled by a switch in the driver's console. A separate light is furnished in the driver compartment, with its own switch. Dome lights are installed in the ceiling panel above the windows.

RUB RAILS - Three polyurethane painted rub rails are installed on each side of the body at window line, seat cushion level, and floor line. These rails are mechanically-fastened twice to each vertical post and upright body member. All rails are vented to prevent condensation leading to rust, and to promote air circulation. Rails are pre-primed with an epoxy primer prior to attachment to body. Rails at window line and seat cushion level wrap around the rear corners of the body and extend to the emergency door opening.

EXTERIOR PANELS - Exterior panels are fabricated from .050 thick aluminum which is pre-primed before installing on bus. Wherever aluminum is attached to steel structure, an isolator is used to prevent electrolysis; panels are fastened to structure with stainless steel self-sealing rivets. In addition, panels are fastened together with a high-strength structural adhesive.

INTERIOR PANELS - Interior roof panels are fabricated from .040 high-gloss white pre-painted aluminum. Panels below windows are fabricated from .030 stucco-embossed mar-foam aluminum. White pre-painted panels are attached to structure with white pre-coated square-drive screws which deter tampering. Clear-coated aluminum panels are attached with stainless-steel rivets. Front and rear bulkheads, as well as trim pieces and driver storage compartment are high-gloss-finish fiberglass, gray in color.

STEPWELL - Stepwell is fabricated from pre-primed 14-gauge G-90 galvanized steel. Two step risers are furnished. Stepwell is illuminated by a stepwell light which is actuated by opening the entrance door.

ENTRANCE DOOR - Entrance doors are made from extruded aluminum, and are powder-coated with a black finish. Glass is light-tinted, as limited by federal standards. Glass is one-piece top to bottom, with no sight-restricting center bar. Door is equipped with a manual, over-center-mounted door control attached to a heavy-duty square-tube support structure. A thumb-actuated switch is furnished to actuate the amber lights without having to take eyes off the road. When doors are opened, amber lamps are de-actuated and red lamps automatically actuated (school bus models).

EMERGENCY DOOR - The emergency door is fabricated from 1/2" square steel tubing, to which is attached an outer panel of .050 pre-primed aluminum, and an inner panel of ABS plastic with a textured surface to inhibit maring. A three-point latching mechanism and internal door hinges are standard. The exterior handle is of an anti-hitch design, and the latch incorporates a plunger switch to activate a buzzer in the driver compartment when door is opened. Large light-tinted glass panels are furnished in the upper and lower areas of the emergency door.

PASSENGER SIDE WINDOWS - Passenger windows are constructed of black anodized aluminum frames, and feature light-tinted (62% light transmission) glass as standard. Windows may be raised or lowered by means of two (2) thumb latches, which are removable and replaceable without having to remove the entire window. An exterior drip rail runs the entire length of the bus to inhibit water-shedding into the bus with the windows slightly opened. A water stop is furnished on driver side to prevent water from running down onto the driver when entering or exiting the bus.

EXTERIOR LIGHTING - All vehicles are built with lighting to conform to Federal Motor Vehicle Safety Standards. School bus models shall be equipped with lighting in compliance with the regulations of the State of final destination. The entire electrical system is color-coded for easy wire circuit identification. All functions are controlled through a solid-state driver control module attached immediately above the door control. All switches are identified and back-lit for easy night viewing. All switched circuits are protected by a fuse attached to the back of the driver control module for easy access. Relays, flasher units, buzzers, etc. are located on an easily-accessible panel in the driver storage compartment above the driver's head. For increased visibility and longer life, clearance and marker lights are L.E.D. lamps, and warning lamps (8-lamp system) are halogen. As an added safety feature, all TransTech products feature intermediate side directional lamps as standard equipment.

PAINT AND METAL TREATMENT - All sheet metal used in the manufacture of the bus body is either pre-primed (surfaces which require painting) or pre-painted (interior panels), to provide the highest level of rust and corrosion prevention, as well as the highest-quality paint finish. All metal parts which are painted by TransTech receive a chemical cleaning and zinc-phosphate etching prior to primer application. School bus model exteriors are painted national school bus chrome in accordance with the colorimetric specifications of the National Bureau of Standards (US Dept. of Commerce). As stated above, the interior roof is painted white, while the front and rear bulkheads are pre-painted gray fiberglass. Prior to final quality control checks, the entire underside of the bus body is coated with a waterproof, asbestos-free undercoating.

