

# RTS



*millennium*  
Transit Services, LLC



# millennium

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## Introducing the new **RTS** . . . A new approach to a proven design.

In 2006, the first Millennium RTS Legend was put into revenue service. Since service entry, our buses have accumulated thousands of miles, on routes from several different operators across the country. To date, every MTS bus in service is exceeding the expectations of their respective owners. The RTS Legend will continue to be available in Transit, Semi-Suburban, and Suburban configurations. Classic narrow front door and wide front door configurations will continue to be offered as well. ADA compliant wheel chair lifts are available for both front and rear door locations. Initial power train options will include an EPA 2010 compliant Cummins power plant, with options of either an Allison B400R or ZF Ecolife transmission. We are evaluating the addition of the Voith DIWA models.

The complete line of Legend Transit coaches retains the operator productivity features established by the original RTS design. With seating of up to 49 passengers, you can be assured that your customer needs are met. The basic structural design of the RTS remains the most important feature of the coach. This corrosion resistant structure has been proven to be the most durable for more than 30 years. The Engineers at MTS have successfully built a reliable bus that continues the proud, rich heritage of the RTS. This structural design allows continuation of the proven RTS tradition of efficient performance, while delivering low operating costs, class leading long-term life cycles, and cost effective fleet operation.

RTS Legend High Floor production is expected to resume in 2012. Your Millennium representative will be sure to keep you up to date on all the latest news out of Roswell.

Would you like reviews of the MTS Legend straight from the operators themselves? Ask about our Product Reference list today!





Taking the **RTS** to the . . .

# EXTREME

In an effort to provide our core customer base with a complete product line, we are committed to introducing the RTS Extreme Low Floor to the market. This will enable our individual customers to have the opportunity to purchase all their transit products from one source.

The low floor project includes designs for a 32.5', 35', 37.5', 40' and 42.5' low floor bus utilizing a T-drive engine configuration. The RTS Extreme design incorporates a similar design philosophy as the RTS Legend, using a welded, modular stainless steel body construction. The major objectives of the new bus design are to meet customer requirements. The RTS Extreme is a standard rear drive high floor with a lowered middle and front section of the bus. This lowered area allows the benefits of the low floor entry and exit, but also the standard RTS driveline equipment. Management is utilizing a product development program that incorporates a gate approval process. The program involves stages where prototypes are designed and built and preliminary performance tests are conducted on the durability test track and on select customer routes. Customer feedback sessions will be held and market surveys conducted to ensure key customer acceptance and retention for the new product. The project includes review of documentation and testing data, vendor involvement startup, testing completion, production documentation development, quality standards, prototype builds and final reviews.



## RTS Extreme Project Status

The first RTS-10 (40 foot) prototype is currently at Altoona. Also, the first RTS-10 (42 ½ foot) prototype is currently at the MTS production facility.

The first prototype has already begun structural validation testing which is required by the FTA. To date all has gone well as expected.

The bus structure, which is based completely off the high floor RTS coach, has now been proven to be just as durable as the original high floor. This bus will soon be transported back to the MTS facility in Roswell, NM. Once there, the project will be able to move into full swing. The bus will then be made "transit ready." Components and systems will be fitted and tested. The bus will then be transported back to Altoona, where it will complete validation testing.

The coach will have its current CAT C9 test engine replaced with an EPA 2010 compliant Cummins power plant. MTS staff is also researching the possibility of offering Detroit Diesel, and Ford power plants in the future.

We will immediately offer diesel and CNG fueled engines. MTS is currently working with Bluways USA Inc. (formerly ISE) to introduce their award winning hydrogen fuel cell hybrid technology on the RTS. This highly reliable, zero-emissions technology has now been proven in Canada, The United Kingdom, and the United States. MTS is evaluating the Bluways products, and looks to work with them to introduce the Bluways Hybrid systems fueled by diesel, CNG, and gasoline. In addition to offerings from Bluways, MTS plans to offer BAE, and GM-Allison based hybrid technology.

We are also working closely with Vapor Bus International and other door OEM's, to provide the best door options to meet our individual customer demands.



## Condensed Specifications & Options

### Body Structure

Stainless steel modules welded together to provide a unitized structure. Upper rear module is fiberglass reinforced acrylic.

### Understructure

All suspension framing is high strength steel. Rear suspension framing, front suspension and understructure are welded beams.

### Doors, Front

Two-section Plug-type door combining contemporary appearance. Optional Slide-Glide door available.

### Doors, Rear

The rear door can be specified in Pantograph Plug-type or Swing Out-type.

### Side Windows

¼" thick laminated glass, acrylic or lexan glazing available. Charcoal mist tint standard. Contoured to bus body.

### Emergency Exit/Roof Hatch

Dual Purpose Safety Vent Icombination roof ventilator/emergency exit that provides 5-position fresh air ventilation and a simple release handle that allows the hatch to hinge open for emergency exit.

### Interior Lighting

Choose from either the DINEX Lighting System, Hadley L20 Lighting System or Pretoria Interior LED Lighting System. Optional Pretoria Suburban Overhead Parcel Rack & Hadley Overhead Parcel Systems available.

### Engine

**Diesel:** Cummins EPA 10 ISL9 rated @ 280HP

**CNG:** Cummins Westport EPA 10 ISL G rated @ 280HP

### Transmission

**Standard:** Allison B-400R Gen IV 5-Speed Automatic

**Optional:** ZF ECOMAT-4 HP-594C 5-Speed Automatic

ZF ECOLIFE 6AP1200B 6-Speed Automatic

Voith DIWA D864.3E 4-Speed Automatic (Under Review)

### Alternative Power Options (Under Review)

**Diesel Hybrid:** BAE Systems HybriDrive  
Allison H 40 EP™ Hybrid Drive  
Bluways Diesel Hybrid System

**Gasoline Hybrid:** Bluways Series Gasoline Hybrid-Electric (GHE) Drive System

**CNG Hybrid:** Bluways Next-Generation CNG Hybrid System

**Fuel Cell:** Bluways GHE System

### Starter Motor

Delco Remy 42MT™ Heavy Duty Starter; 12 or 24 Volts, Rotatable drive housing, positive engagement, rubber shock absorber, Optional Jump Start Protection shield and solenoid cap available to meet SAE J1493 recommendations, Optional Over Crank Protection prevents over cranking thermal damage, circuit breaker automatically resets after cooling.

### Cooling System

High mount radiator, Charge Air System with Electric cooling fans.

### Axles

Arvin Meritor Standard. M\*A\*N & ZF Options Under Review

### All-Weather Climate Control

Thermo King ATHENIA™ 1100-Series Roof Mounted System. Optional MCC EcoTravel 32 Available. Suttrak Options are Under Review.

### The following items are customizable by customer:

Destination Signs, Floor Covering, Operator Seat, Passenger Seats, Mirrors, Stanchions & Grab Rails and Wheelchair Lifts & Ramps





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## **The Advanced RTS Validation Project (ARVP).**

Millennium Transit's strategy is to partner with a select few valued customers for the final testing and approval of the low floor design. Millennium Transit and the customers will agree to a pre-determined period of time to operate the vehicle on a test basis. The customer will be involved in the design review process during development of the vehicle as well as post-delivery reviews.

## **Financing and Advanced Warranty**

Ask your MTS representative for details.

## **Maintenance Repair & Overhaul**

Need parts, fleet support, or service? Ask us how we can fully support your Millennium RTS fleet right now! MTS has continued to support its customers over the last 5 years. The Legend Continues!

***All Subject To Change Without Notice***



***Feel Free to Contact Us***

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RAILROAD CROSSINGS



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