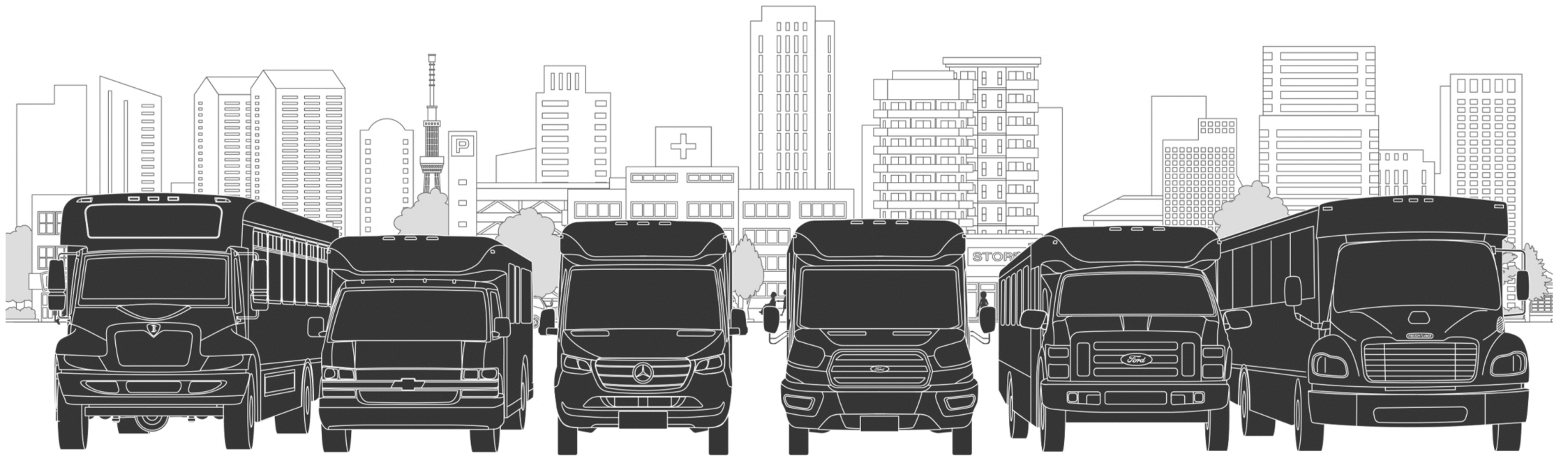


FOREST RIVER
BUS & VAN



2024 Forest River Bus MPTA Conference
Minnesota

AGENDA

1. **Forest River Bus Current History**
2. **Facilities Overview**
3. **Ford pool**
4. **Chassis update**
5. **EV**
6. **Parts**
7. **Q&A**

2006



FTA Altoona testing bar set

Forest River's Allstar became the only bus to go through Altoona Testing's 7 year/200K mile test with zero failures.

2010



Obsession with safety

Became the first bus manufacturer to make seatbelts standard on all their buses.

2017



Backup Cameras Standard

Became the first bus manufacturer to make backup cameras standard on all their buses.

2020



Forest River Purchases Bus Divisions from REV Group

Forest River Purchased the Bus divisions of REV group, including the brands Champion Bus, Federal Coach, World Trans, Krystal Coach, ElDorado and Goshen Coach.



2023



**Acquisition of
MobilityTRANS**

A paratransit and passenger van manufacturer specializing in ADA-accessible vans, prison transport and shuttles produced in Livonia, Mich

2024



**Acquisition of Collins
Bus**

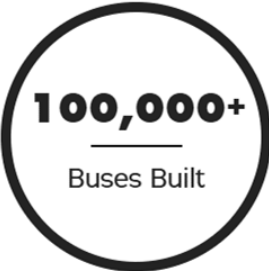
One of America's oldest and most successful school bus builders, the pioneer in the development of the Type A school bus produced in Hutchinson, Kansas.

2024



**Acquisition of Trans
Tech Bus**

One of the industry's leading type-A school bus manufacturers and all-electric school bus pioneer. Trans Tech buses are tough and designed for safety with pan-formed floors and bolted safety-cages.



SECTION 2

FACILITIES OVERVIEW

US MANUFACTURING LOCATIONS

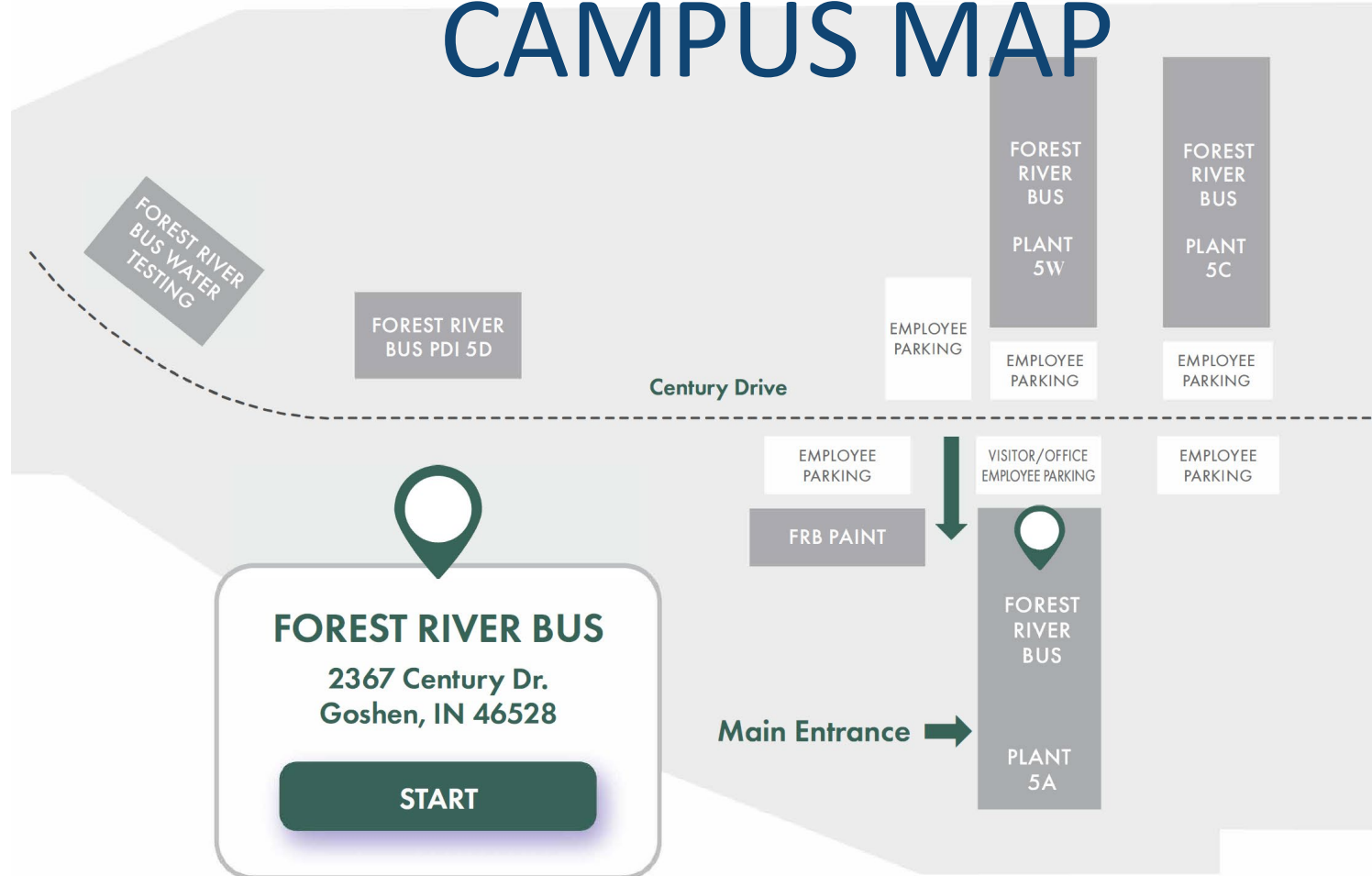


GOSHEN CAMPUS

Operating a 325,000 sq. ft. primary manufacturing facility along with a 25,000 sq. ft. PDI facility and 25,000 sq. ft. paint facility, it's easy to see how Forest River has risen to prominence in the bus industry as the most relied upon manufacturer of commercial buses, with the ability to produce 15,000 units per year at full production.



GOSHEN CAMPUS MAP



3RD PARTY INSPECTION AREA

FTA-Funded Transit Contracts:

- Third-party independent inspections are generally required, ensuring compliance with transit contract standards.
- Clean, well-lit desk space with internet access, phones, printers, and copiers.
- Dedicated crew collaborates with independent inspectors to resolve issues promptly.



SECTION 3
Ford Pool

STOCK POOL CHASSIS

“Chassis Pools”, are inventory of unassigned chassis on consignment at our facility from an original equipment manufacturer (OEM).

This pool is a significant resource for our dealers, allowing the upfit of pre-configured chassis, reducing the time it takes to get the units to market.

- Forest River holds pool accounts for Cutaway (Bus), Passenger wagon, Commercial
- Pool accounts offer “Delayed warranty start dates” for the final user of the vehicle.
- Fleet and Retail Ford purchasing incentives available.

2024 Transit Cutaway - 138" Wheelbase - Single Door - 11,000

2024 Transit Cutaway - 156" Wheelbase - Single Door - 11,000

2025 E-350 Cutaway - 158" Wheelbase - Single Door - 12,500 *Limited Qty

2025 E-450 Cutaway - 158" Wheelbase - Single Door - 14,500

2025 E-450 Cutaway - 158" Wheelbase - Single Door - 14,500 W/981

2024 G-3500 Cutaway - 159" Wheelbase - Single Door - 12,300 *Limited Qty

2024 G-4500 Cutaway - 159" Wheelbase - Single Door - 14,200 *Limited Qty

2024 F-550 Cutaway - 205" Wheelbase - Single Door - 19,500 - Gas

2024 F-550 Cutaway - 205" Wheelbase - Single Door - 19,500 – Diesel *Limited Qty

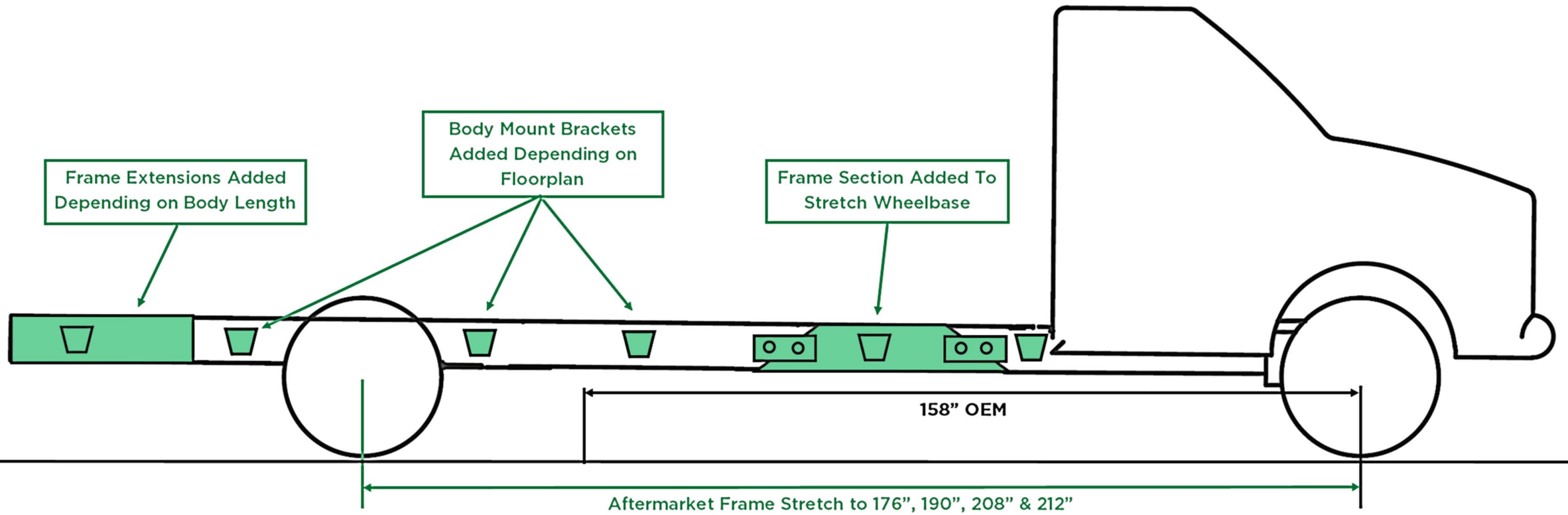
FORD PRO UPFITTER PROGRAM

Upfitters undergo a rigorous auditing process, demonstrating excellence in compliance, quality, manufacturing and customer service, and must meet specified business and volume requirements set by Ford.

FORD PRO UPFITTER ADVISORY BOARD

Forest River Bus and Van is a member of the Upfitter Advisory Board (UAB). The advisory board meets regularly with the Ford Pro leadership, engineering and marketing teams to provide critical feedback that impacts future product concepts and vehicle platforms.





Chassis Wheelbase Stretch

A wheelbase stretch involves lengthening the distance between the axles to accommodate specific floorplans or to optimize the weight distribution of larger models. Forest River Bus uses four local chassis modifiers to supplement bus body production.

SECTION 4

Chassis Update

CHASSIS PRODUCTION

- E-Series production levels are down from previous years, with additional focus on super duty production creating a certain restraints on deliveries E series chassis.
 - With the E-series production reduced, this creates a limited resource for other manufactures.
 - Ambulance (2 year backlog), box trucks and bus.
- Transits chassis production levels are up.
 - The transit chassis, increase directly correlates to delivery vehicles and small business, not bus.
- When ordering a vehicle with pool chassis expected delivery is 180 days after FRB receives PO from dealer.
- A special-order chassis, is slightly longer with delivery between 220 and 270 days after PO from dealer

Chassis purchasing

- We have the largest pool account with ford and for the most part we receive the chassis we need when; it comes to pool chassis.
- We have struggled in the past with Special order chassis due to:
 - Ordered to late in the year, near close of order bank
 - Special build requests
 - Dependent on other variables (supply chains)



Order cut off dates

- Ford
 - 2024 Transits: Orders must be in Ford's system by September 24, 2024.
 - 2024 Super Duty: Orders must be in Ford's system by September 10, 2024.
 - 2025 E-Series: Orders must be in Ford's system by September 24, 2024.
 - 2025 Medium Duty: Orders must be in Ford's system by September 17, 2024.
- Freightliner
 - Last day to order October, dependent to availability of open production slots



Chassis option update

- Ford
 - Discontinued OEM power seat base.
 - If you need a power seat base you will need to order a ADNIK after market seat base, with an aftermarket driver seat.



SECTION 5

EV

Our current position

- We will wait for Ford or Gm to come out with a viable solution
- We have been in communications with both manufactures and tentatively the earliest we may see an OEM electrified chassis would be 2028.
- The benefits of waiting:
 - A refined product
 - Battery technology is improving
 - Long term customer support

EV

- We currently do not offer any electrified vehicles
 - This is primarily due to the influx of EV start ups that produced a product and then went bankrupt or discontinue the product.
 - No long-term serviceability of the vehicles
 - We choose not to build a product that does not have a strong customer support system.
 - Current battery technology/price
 - Insufficient range for most agencies
 - Cost is double if not triple of ICE vehicles

Side Note, School bus

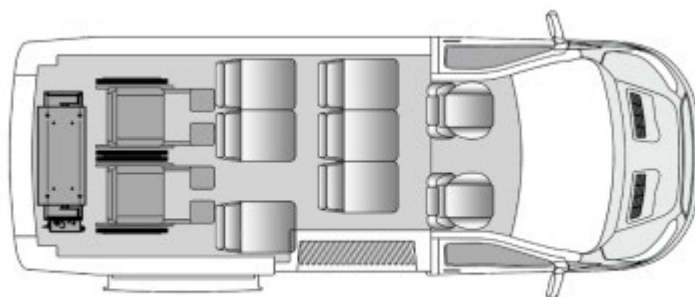
- It makes perfect sense in the school bus industry
 - Morning and afternoon routes
 - Able to recharge midday
 - Most routes fit the vehicles range



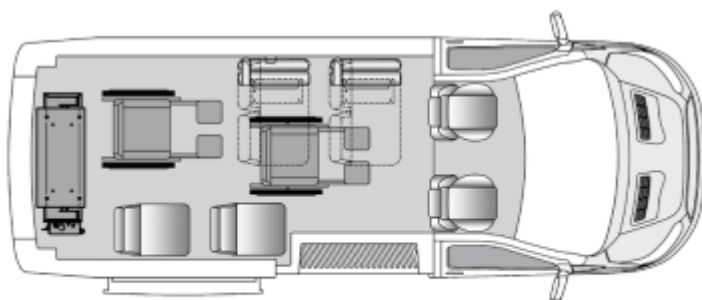
What we can offer

- Fully electric ford transit
 - Peak Power [kW/HP]* 198 kW / 266 HP
 - Peak Torque* 317 lb.-ft.
 - Average range is 110 miles

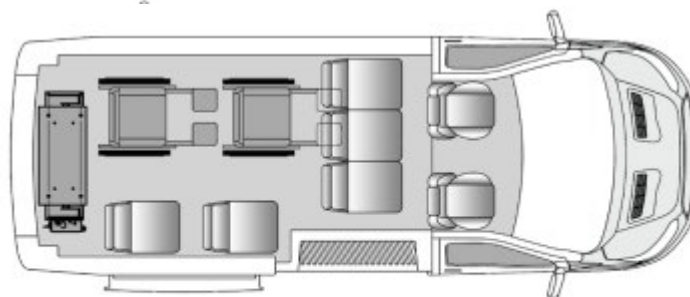
Multiple floor plans to choose from to fit your needs



Rear Lift 7 Passenger Plus Two Wheelchair



Rear Lift 3 Passenger Plus Two Wheelchair and Two Double Foldaways



Rear Lift 6 Passenger Plus Two Wheelchair



Relevant news articles

NEWS > LOCAL NEWS



Ford plans to start production of all-electric commercial van at Lorain County plant in 2026

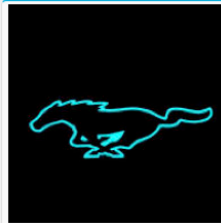


By: John Kosich

Posted 6:15 PM, Aug 21, 2024 and last updated 6:57 PM, Aug 21, 2024

AVON LAKE, Ohio — The Ford Motor Company announced Wednesday that it's taking a new approach to its electric vehicle future in response to changes in the market and is scrapping plans for a three-row all-electric SUV.

In its announcement, Ford doubled down on its commitment to its Ohio Assembly Plant that it announced in 2022 with a \$1.5 billion investment in the 419-acre Lorain County plant — the automaker revealed that production of an all-electric commercial van will begin there in 2026.



Administrator

Staff member

Joined: Aug 29, 2019

Threads: 318

Messages: 624

Reaction score: 2,811

Vehicles: Mach-E



<https://www.macheforum.com/site/>

Aug 21, 2024

Thread starter #1

Ford Broadens Electrification Strategy to Reach More Customers, Improve Profitability, Continue to Reduce CO2

Aug 21, 2024 | Dearborn

- Ford broadens electrification choices for customers and adjusts its rollout of pure electric vehicles to deliver a capital-efficient, profitable electric vehicle business, while continuing to significantly reduce carbon emissions over time
- Ford focuses its next generation of electrified and digitally advanced vehicles where it has competitive advantages – commercial vans, mid-size and large pickup trucks, and long-range SUVs – and will offer a range of electrification options designed to speed customer adoption, including lower prices and longer ranges
- In its fully electric portfolio, Ford plans to introduce an all-new commercial van that will begin production in 2026 in Ohio, closely followed in 2027 by two new pickup trucks – a medium-sized pickup based on the platform designed by Ford's California skunkworks team and a next-generation truck to be assembled in Tennessee
- Ford's new affordable electric vehicle platform marks a major step forward in the company's strategy to lead the next wave of electric vehicles, allowing the company to introduce multiple

LORAIN COUNTY

Ford reveals plans to produce new electric commercial van in Northeast Ohio starting in 2026

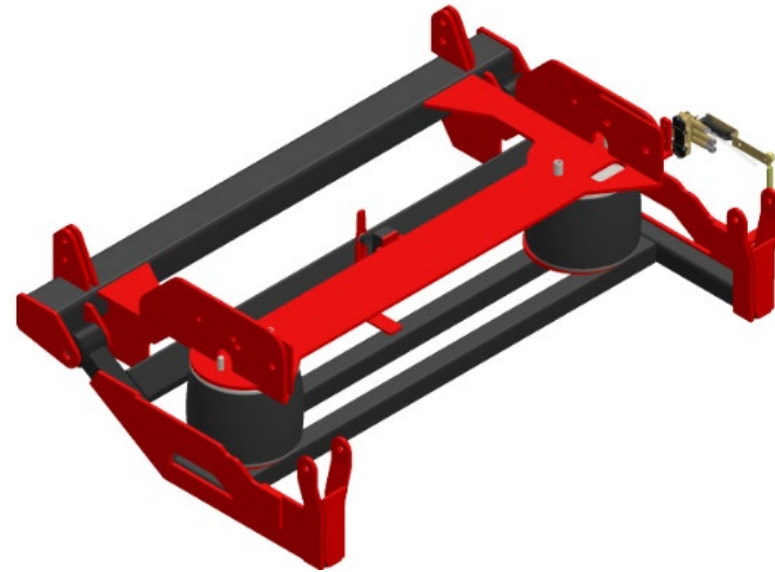
'We are committed to innovating in America, creating jobs and delivering incredible new electric and hybrid vehicles that make a real difference in CO2 reduction.'

SECTION 6

Parts Update

Long lead time items

- 8 weeks
 - Suspension systems
 - Camera systems
 - Destination signs
 - Amerex (fire suppression)
 - Bike racks
- 10 weeks
 - Specialty seats
- 20 weeks
 - Fire suppression systems other than Amerex



Supply chain

- Lead times have been stable with the exception to the occasional delay due to National / Global disruptions.
- Nothing like we experienced in the past

Should you be concerned

- When processing the new vehicle order we look for the long lead time items.
- When found we notify the purchasing department immediately to ensure delivery at the time of production .
- With the identification of the long lead time items, we have seen a reduction of units sitting waiting for parts



FREEDMAN

- Discontinued items
 - Moisture barriers
 - Yellow armrests

Material standardization

- Egress windows
 - We had 3 types of egress window latch locations.
 - Standardized all egress windows to have side mount latches



SECTION 7

Q&A

END

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