

ROUSH[®]
CLEANTECH



PROPANE AUTOGAS

FOR TRANSIT AGENCIES

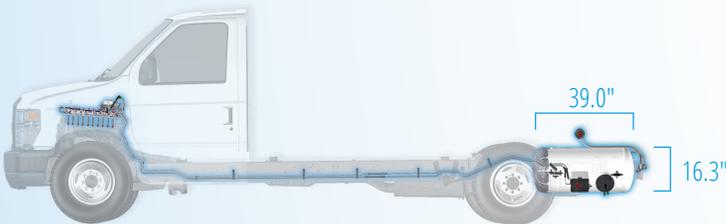
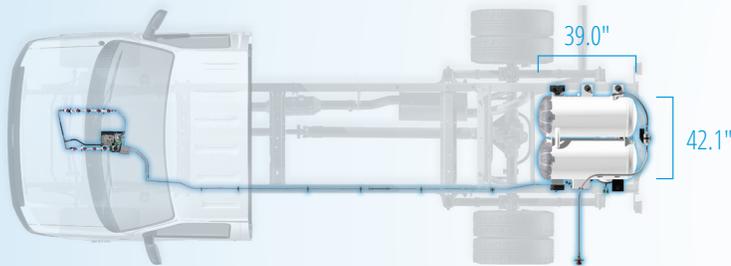


REDUCES

- ✓ Fuel Costs
- ✓ Emissions
- ✓ Maintenance Costs
- ✓ Total Operating Costs

Ford E-450

7.3L V8



ENGINE SPECS

Horsepower	335 hp at 3,900 rpm
Torque	468 lb-ft at 3,900 rpm
Transmission	TorqShift® 6-speed transmission
Wheelbase	158" / 176" / 186" / 190" / 208"
GVWR	E-450 DRW – 14,500 lbs

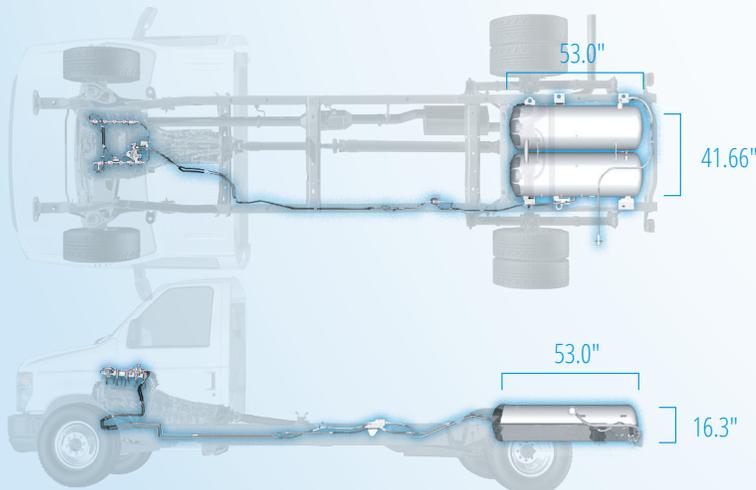
TANK SPECS

Aft-Axle Fuel Tank

Capacity	41 usable gallons
Length	39.0"
Width	42.1" (16" diameter tank)
Height	16.3"
Number of Tanks	1 (dual manifold)
Tank Location	Aft-Axle (rear)
Assembled Weight	138 lbs [†]

Extended Range Fuel Tank (E-450 DRW only)

Capacity	64 usable gallons
Length	53.0"
Width	41.66"
Height	16.3"
Number of Tanks	1 (dual manifold)
Tank Location	Aft-Axle (rear)
Assembled Weight	398 lbs [†]



[†]The Assembled Weight is the delta between a full propane tank versus a full gasoline tank.



Ford F-650 / F-750

7.3L V8

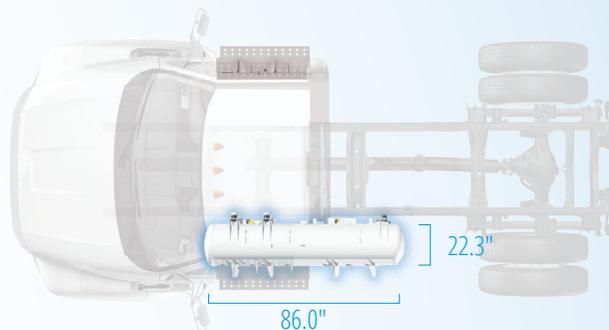
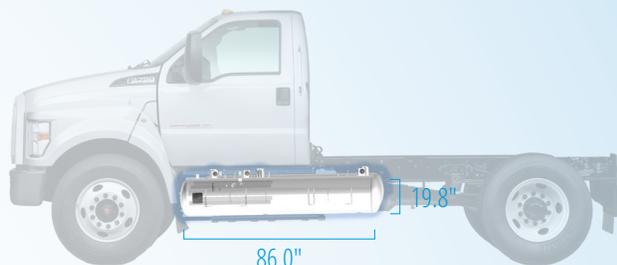
ENGINE SPECS

Horsepower	335 hp at 3,900 rpm
Torque	468 lb-ft at 3,900 rpm
Transmission	TorqShift® 6-speed automatic
Gaseous Prep Engine Code	98G
GVWR	Up to 33,000 lbs

TANK SPECS

Driver's Side Fuel Tank

Capacity	50 usable gallons
Length	86.0"
Width	22.3"
Height	19.8"
Number of Tanks	1
Tank Location	Driver side
Assembled Weight	367 lbs [‡]



For those looking for more range, additional options are available: dual short tanks (54 usable gallons), dual long tanks (83 usable gallons).



“With a propane fueling infrastructure, propane is the most cost-effective alt fuel system. Our total net cost by switching to propane away from gasoline is about \$8.2 million over the last five years, and that doesn’t include additional Florida incentives we received.”

— Paul Strobis, Director of Paratransit, Broward County Transit

“Our first five propane-fueled buses collectively traveled 450,000 miles with no fuel system-related failures, and saved \$15,000 in fuel costs alone. That, combined with the reduction in greenhouse gas emissions, made it an easy decision to expand the propane program with our new private fuel stations and propane fleet.”

— John T. Sisson, CEO, Delaware Area Regional Transit



FRPCM

The fuel rail pressure control module improves vehicle start-up times, lowers start-up emissions and provides consistent power.

FUEL TANK

The fuel tank meets ASME certification standards. It's built 20 times more puncture-resistant than gasoline tanks and is made in the U.S.

FUEL RAIL

Signature anodized aluminum fuel rails operate under the varying temperatures of liquid propane autogas.

FUEL FILL

The design of the industry-standard valve allows for safe passage of liquid propane autogas into the vehicle. It also includes a check valve to prevent fuel leaks.

FUEL INJECTORS

Special fuel injectors inject liquid propane autogas into the engine for ignition.

RECALIBRATED PCM

Reprogrammed Ford on-board computer controls the engine to allow the vehicle to operate properly on propane autogas.

FUEL LINES

The fuel lines, made of high-durability stainless steel to handle varying temperatures and pressures, are designed to route through the factory line locations.

CERTIFICATION & COMPLIANCE



EPA



CARB



FMVSS



NHTSA



NFPA-83

The ROUSH CleanTech propane autogas Ford E-450 has passed through the **Altoona Bus Testing Program** to give you options on how to pay for the capital expense. For transit agencies, that means you can use FTA and state capital funds to purchase your propane autogas equipped vehicles, freeing up your operating budget for what it was meant for — operations.

