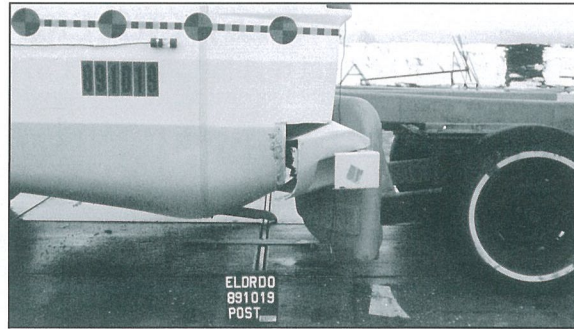


**BEING  
A LEADER  
CARRIES A LOT OF  
RESPONSIBILITY.**

**SO WE CRASHED  
OUR BUS...  
TWICE.**

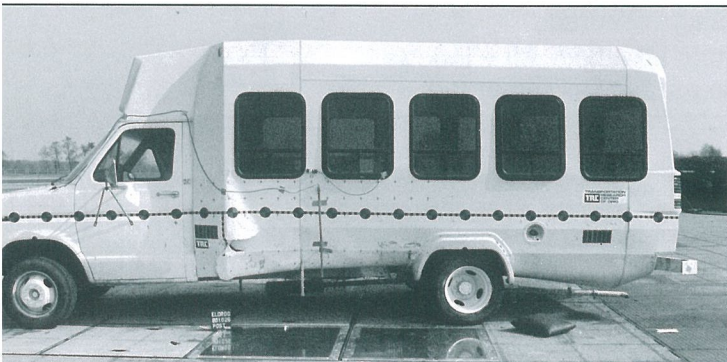
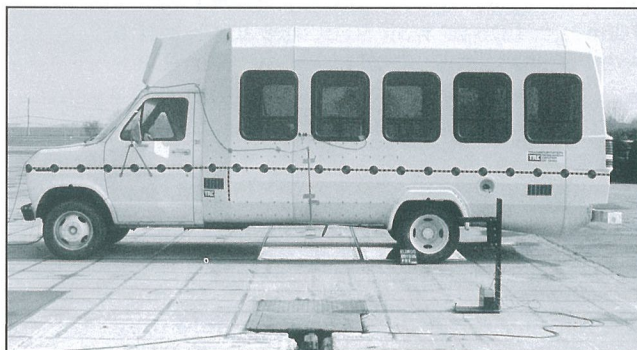


**30 MPH  
REAR  
IMPACT  
BY 4000 LB.  
MOVING  
BARRIER**



**PROVEN SAFETY  
AND DURABILITY.**

**30 MPH  
SIDE  
IMPACT  
BY 4000 LB.  
MOVING  
BARRIER**



**SEE BACK FOR CRASH RESULTS**

**“EVERYTHING YOU EXPECT  
FROM THE LEADER”**

**ElDorado**   
**National**  
a **THOR** company

# GENERAL DATA

## TEST SITE

Trans. Research Center of Ohio

## MODEL

ElDorado National Aerotech 240

## TEST CRITERIA

Title 49, Code of Federal regulations – Part 571.301 fuel system integrity.

## POST IMPACT GENERAL INFORMATION

### Rear impact-

- Body structure- Attachment of rear wall and floor remained intact. Body structure sustained 5" permanent deflection while rear bumper sustained 11.1" permanent deflection. Rear window unaffected. Outer skin sustained cracks approx. 2" long at top, inside point of both taillight housings.
- Understructure-Chassis frame extensions at rear of vehicle where rear bumper attached, collapsed and shifted to the traffic side of vehicle. All welds and bolt fasteners remained intact. Fuel tank and associated assemblies were unaffected and no fuel spillage occurred. Floor structure remained attached to frame understructure.
- Interior- Floor and rear body seam remained attached. While all seats remained attached to mount assembly, backrests of two seats were bent slightly back. This was a result of 300lb. sandbags loaded in each seat to simulate passenger load. All egress windows and door remained fully functional.

### Side Impact-

- Body Structure- All body panel seams and wall to floor attachment remained intact. Wall sustained 4" permanent deflection. All windows remained intact with no breakage. Lower wall structure and skirt at forward most point of sidewall sustained majority of damage; e.g., exterior composite panel was cracked vertically up to bottom of forward side window. Skirt below floor line was broken away; approx. section 10" x 12".
- Understructure- Crossmembers moved approximately 10" with force of the impact; returned to approximately 6" of permanent deflection but remained fully attached to chassis frame. Driver's side chassis frame rail sustained approximately 1½" permanent deflection. All welds and bolt fasteners remained intact. Plywood floor sections all remained attached to floor seating rail and to crossmembers. Fuel tank and associated assemblies were unaffected and no fuel spillage occurred.
- Interior- Wall to floor marriage remained fully attached. All windows remained in place and fully functional. Side seating rail remained attached to wall and all seats remained fully attached to both wall and floor rail.

