

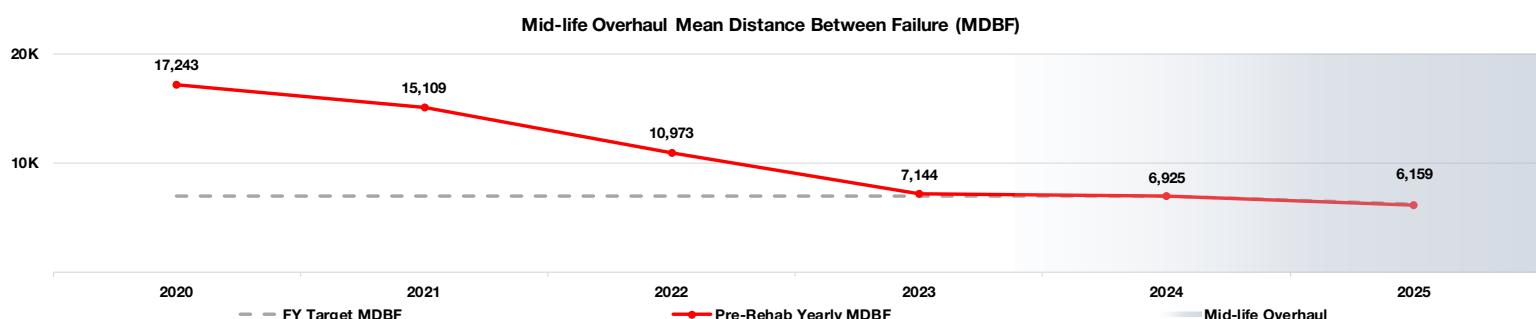
# FY25 Q2

## Mid-Life Performance Report: Pre Overhaul

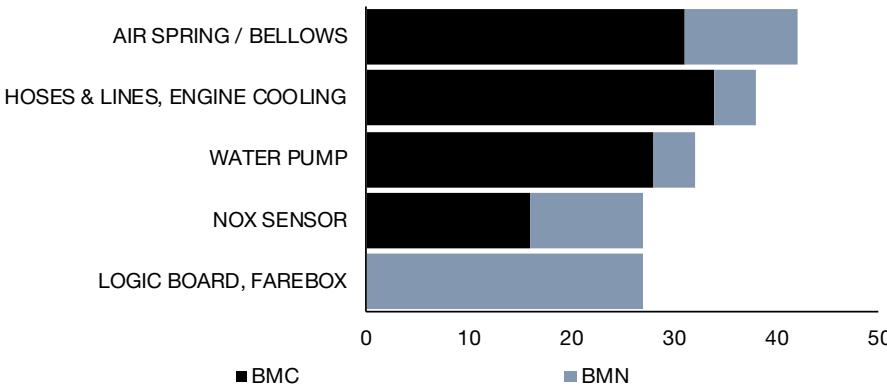
### Fleet 57: 2016 New Flyer Hybrid 42' Xcelsior | 7356-7409 | SR1976

#### Pre-Rehab Statistics/Reliability Performance (3 yrs.)

Average Yearly Mileage	1,852,912
Average Yearly Service Interruptions	209
Average Yearly MDBF * (Target 6,200)	8,887
Average Rate of Decline (miles per year)	2,217
Top Service Interruption	HOSES & LINES, ENGINE COOLING
Top Incident Failure	AIR SPRING / BELLOWS



#### Pre Rehab Top Incident Failures



#### Key Highlights:

Fleet 57 is the next fleet planned for rehabilitation. Bus 7398 entered the Rehabilitation program as the Build of Material (BOM) bus in March 2024.

From last quarter, Incident Failures decreased 9% and Service Interruptions decreased 20%.

Of the 115 Incident Failures this quarter, 16 resulted in no trouble found; of those, 63% were Service Interruptions.

Engine Cooling Hose & Line Incident Failures decreased 33% from last quarter; of those, 66% caused Service Interruptions.

Air Spring/Bellows are the leading cause of Incident Failures and Service Interruptions prior to Rehab. Failures decreased 75% from last quarter.

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## Mid-Life Performance Report: In Overhaul

Fleet 55: 2015 New Flyer CNG 42' Xcelsior | 2830-2859, 2860-2993 | SR1947

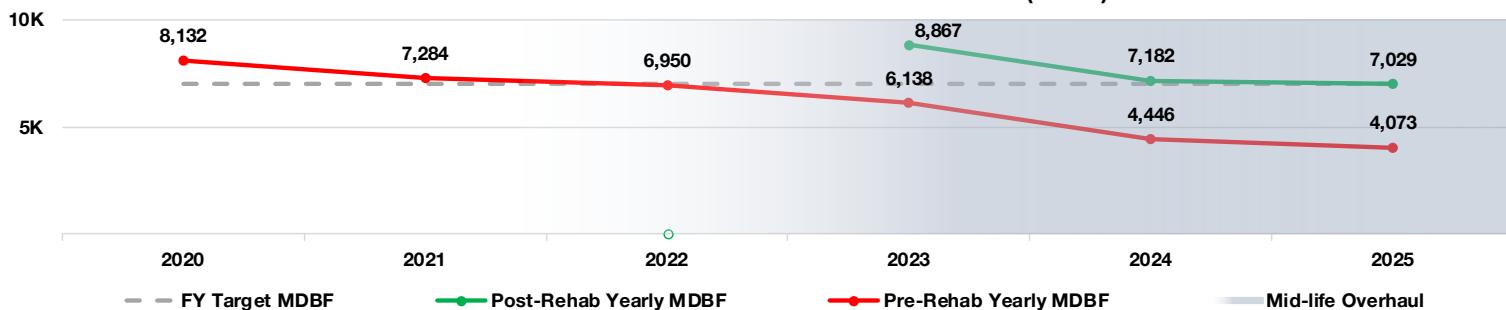
### Pre-Rehab Reliability Performance (3 yrs.)

Average Yearly Mileage	2,728,602
Average Yearly Service Interruptions	428
Average Yearly MDBF * (Target 7,000)	6,378
Average Rate of Decline (miles per year)	812
Top Incident Failure	IGNITION COIL

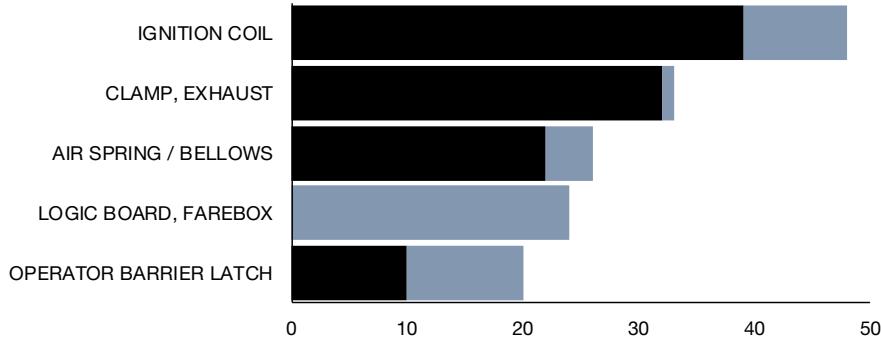
### In Rehab Statistics/Performance

In Rehab Bus Count (In Progress)	6
Post-Rehab Bus Count (Completed)	155
Average Yearly MDBF * (Target 7,000)	7,124
Average Rate of Decline (miles per year)	919
Top Incident Failure	ONBOARD DCC (TABLET)

### Mid-life Overhaul Mean Distance Between Failure (MDBF)



### Pre Rehab Top Incident Failures



### Key Highlights:

Fleet 55 is currently undergoing the Rehabilitation process.

Last quarter, post-rehab Incident Failures increased 66% and Service Interruptions increased 41%.

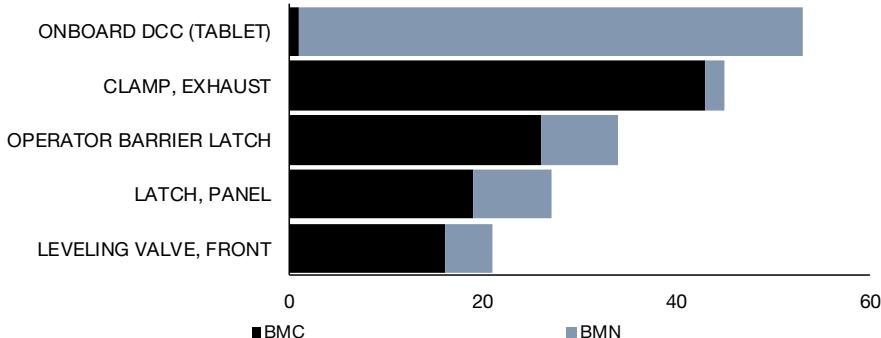
Last quarter, Exhaust Clamp Incident Failures decreased by 7%. On average, Post-Rehab Exhaust Clamp Incident Failures occur 14% more than pre-rehab.

Last quarter, Onboard DCC (Tablet) Post-Rehab Incident Failures decreased 41%.

On average, post-rehab Ignition Coil Incident Failures occur 40% less than pre-rehab. Ignition Coil Incident Failures remained the same from last quarter.

Air Spring/Bellow Incident Failures have decreased 57% from FY25 Q1.

### Post Rehab Top Incident Failures



# FY25 Q2

## Mid-Life Performance Report: Post Overhaul

**Fleet 46: 2011 New Flyer Hybrid 42' Xcelsior | 7001-7100, 7153-7263 | SR1513, SR1514, SR1585, SR1634, SR1680**

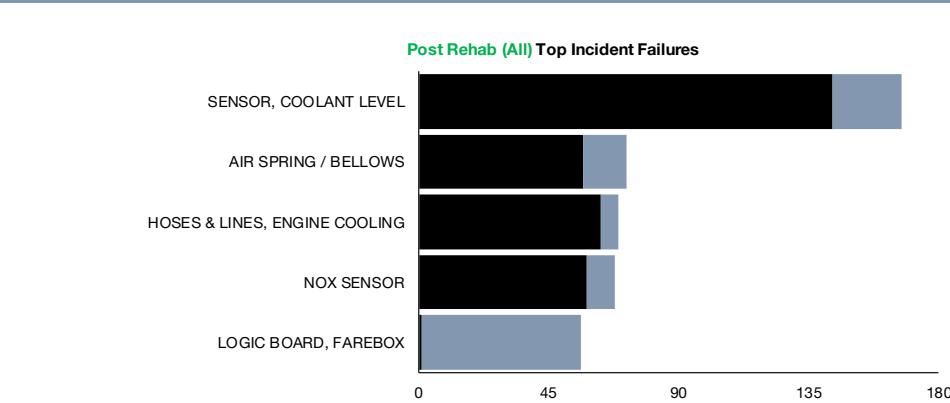
### Pre-Rehab Reliability Performance (3 yrs.)

Average Yearly Mileage	6,010,424
Average Yearly Service Interruptions	680
Average Yearly MDBF * (Target 7,000)	8,839
Average Rate of Decline (miles per year)	232
Top Incident Failure	SENSOR, COOLANT LEVEL

### Post-Rehab Reliability Performance (3 yrs.)

Average Yearly Mileage	5,673,840
Average Yearly Service Interruptions	565
Average Yearly MDBF * (Target 6,200)	10,045
Average Rate of Decline (miles per year)	2,206
Top Incident Failure	SENSOR, COOLANT LEVEL

Mid-life Overhaul Mean Distance Between Failure (MDBF)

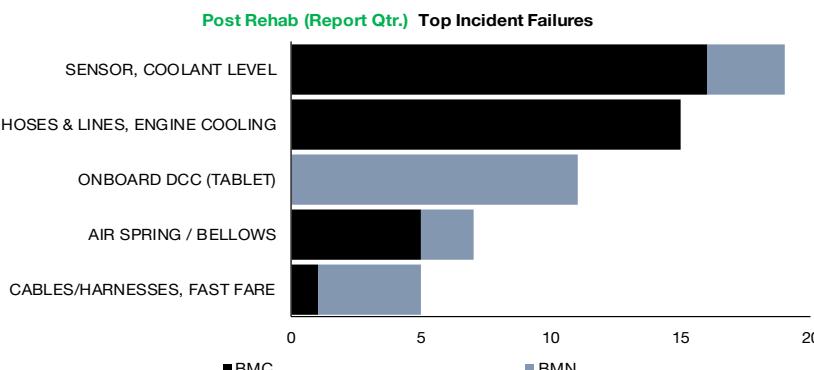


### Key Highlights:

The Mid-life Overhaul Program for Fleet 46 was completed in 2022.

Over the last quarter Service Interruptions remained largely the same, however, Incident Failures decreased by 8%.

There is a 2% increase in post-rehab bus average yearly MDBF when compared to the performance prior to being rehabilitated.



Last quarter, Cooling Level Sensor Incident Failures decreased 62% from last quarter; of those, 84% caused a Service Interruptions.

Last quarter, Air Spring/Bellow Incident Failures decreased 50% from last quarter; of those, 71% caused Service Interruptions.



FY25 Q2

### Pre-Rehab Fleet Performance

Fleet Information	Yearly MDBF: previous Qtr comparison	Rate of MDBF Incline/Decline (average rate per year)
Fleet 54: 2015 New Flyer Hybrid 60' Articulated   5460-5480   SR1913	▼ 2,701	1,090
Fleet 56: 2015 New Flyer Hybrid 42' Xcelsior   7300-7328, 7329 -7355   SR1946	▼ 5,723	443
Fleet 59: 2017 New Flyer CNG 42' Xcelsior   3100-3199   SR2107	▼ 5,652	3,663
Fleet 60: 2018 New Flyer Hybrid 60' Articulated   5481-5492   SR2243	▲ 4,570	522
Fleet 61: 2018 New Flyer CNG 42' Xcelsior   3200-3274   SR2307	▼ 3,837	2,847
Fleet 62: 2019 New Flyer Clean Diesel 42' Xcelsior   4450-4474   SR2308	▼ 11,421	3,092
Fleet 63: 2020 New Flyer Clean Diesel 42' Xcelsior   4475-4499   SR2405	▼ 4,473	1,025
Fleet 64: 2020 New Flyer CNG 42' Xcelsior   3275-3379   SR2406	▼ 6,651	1,352
Fleet 65: 2020 New Flyer Clean Diesel 60' Xcelsior   5500-5509   SR2407	▼ 4,127	873

### Post-Rehab Fleet Performance

Fleet Information	Yearly MDBF: previous Qtr comparison	Rate of MDBF Incline/Decline (average rate per year)
Fleet 47: 2011 New Flyer Hybrid 42' Xcelsior   7101-7147, 7148-7152   SR1554, SR1636	▲ 5,634	382
Fleet 50: 2013 New Flyer Hybrid 42' Xcelsior   7264-7272   SR1751	▼ 8,330	1,064

### Post Mid-life Overhaul MDBF Performance

