Michigan School Business Officials (MSBO)
Invitation to Bid
2025-2026 MSBO Bus Purchasing Program
February 13, 2026

THE ACHIEVER™ THE CREATOR™ THE DREAMER™

TYPE A TYPE C TYPE D

RIDE™

RIDE Mobility LLC
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Pasadena, CA 91107
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www.ride.co

TABLE OF CONTENTS

Real Innovation Delivered with Excellence
3465 East Foothill Blvd., Suite 200, Pasadena, CA. 91107 | 626-770-4678 | www.RIDE.co

INTRODUCTION LETTER

February 13th, 2026

Michigan School Business Officials (MSBO)

RE: 2025-2026 Phase 2 MSBO Bus Purchasing Program

Dear Mr. Peraino,

RIDE Mobility LLC (RIDE) is pleased to submit information of our Type A, C and D battery-electric school buses to the Michigan School Business Officials (MSBO). We commend your commitment to a cleaner future and are confident RIDE is the best suited partner to manufacture and deliver state-of-the-art battery-electric school buses to the MSBO purchasing program.

Formerly known as BYD, we recently rebranded our business and manufacturing operations in the United States to better serve the North American marketplace. Officially known as RIDE Group, RIDE is now the name of BYD's U.S. spinoff. Although the name is new, the groundbreaking technology that powers our electric buses remains unchanged.

As the world's leading electric bus manufacturer, RIDE is a driving force behind the technological innovations that are reshaping public transportation and inspiring electromobility on a global level. We put the same ingenuity into our electric school bus as we did for our transit buses. We did not just build an electric school bus - we revolutionized it! Below are just some of the features that separate our electric school buses from the competition.

- **Unparalleled Electric Bus Expertise.**

To date, RIDE has delivered nearly 85,000 battery electric buses around the globe and approximately 1,000+ units throughout the United States – more than any other competing OEM.

- **Unmatched Battery Technology**

RIDE's electric buses are powered by a proprietary Lithium Iron Phosphate chemistry (LFP) - the safest, longest life and most reliable battery in the EV market.

- **Vehicle-To-Grid (V2G) Capability**

Our electric school buses incorporate cutting-edge vehicle-to-grid technology, allowing the vehicle to serve as a power storage resource when it is not transporting students.

- **Built-In, State-of-the-Art Safety Features**

Features include electronic stability control to aid handling, a collision avoidance system, and a 360-degree monitoring system to detect pedestrians when the bus is operating at slow speeds.

We are confident our electric school buses will exceed MSBO's expectations.

Should you have any questions, please feel free to contact the following RIDE personnel:

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Proposal Analyst
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COMPANY OVERVIEW

Established in 1995 under the name BYD Corporation, our organization has dedicated the last 30 years to advancing battery technology through continuous investment in research and development. Today, we are the largest battery manufacturer in the world and continue to raise the bar for safety, durability, and performance.

Leveraging our expertise in battery technology, we produced our first pure electric bus in 2010 and have since become the largest electric bus manufacturer in the world. With over 85,000 electric buses delivered across the globe, the company is modernizing public transit for the 21st century in 2013, we opened manufacturing operations in Los Angeles County and quickly emerged as one of the largest battery electric bus maker in the United States. Today, the 550,000 sq ft plant is staffed by hundreds of union employees in addition to nearly 200 administrative employees working at the company's North American headquarters in Pasadena, California.

In 2023, we rebranded business and manufacturing operations in the United States to better serve the North American marketplace. Officially known as **RIDE Mobility LLC**, RIDE is the name of BYD's U.S. spinoff. Although the name is new, the groundbreaking technology that powers our electric buses remains unchanged.

Benefits of RIDE

Global Strength

RIDE is the world leader in new energy vehicles, having earned more than $80 billion in total revenue in 2023 - an increase of 70% compared to the previous year.

Industry Leader

RIDE is the world's largest producer of rechargeable batteries and is credited for empowering the transition to electrified transportation on a global level.

American Manufacturer

RIDE can produce 1,500 electric buses per year from our 550,000 square-foot state-of-the-art manufacturing facility in Lancaster, California.

Revolutionary Electric School Buses

RIDE entered the electric school bus market in 2021 with the intent of developing a zero-emission option that raises the bar for design, innovation, range, and quality. We offer school buses loaded with top-notch safety features, showcasing an innovative design, and boasting a strong and reliable performance.

Vehicle-To-Grid (V2G) Capability

RIDE's battery-electric school buses incorporate cutting-edge vehicle-to-grid technology, allowing the vehicle to serve as a power storage resource when it is not transporting students.

Innovation Choice Award Winner for Best Green Technology

RIDE's Achiever Type A school bus earned honors as the "Best Green Bus Technology" at the STN EXPO in 2023, the largest school transportation conference in North America. RIDE's Creator Type C school bus earned the same award the following year.

Safest Battery in the Industry

RIDE's electric school buses are equipped with the safest and most innovative battery technology in the industry to ensure secure transportation for students.

Unmatched Battery Technology

RIDE has been advancing battery technology for nearly 30 years and is the only electric vehicle manufacturer in the world to produce its own batteries.

- **Industry's Safest Battery Chemistry**
  RIDE's batteries exceed safety standards for the EV industry and are proven to withstand fire, penetration, crushing, and other safety impacts.

- **Longest Lifecycle**
  RIDE's batteries are under warranty for 12 years – the full-service life of the bus – and are projected to hold over 70% charge for that lifetime.

- **Full Life-Cycle Sustainability**
  RIDE's batteries are 100% recyclable and completely non-toxic. Unlike other electric bus manufacturers, the batteries in our buses do not contaminate soil and groundwater.

Manufacturing Capabilities

Every RIDE bus is manufactured at our facility in Lancaster, CA.

RIDE has a state-of-the-art bus manufacturing facility in Lancaster, California. Built in 2013, the 550,000 square-foot manufacturing facility—is staffed with hundreds of highly trained production team members capable of producing over 1,500 electric buses annually. This is a testament to our continued foresight into where the market is headed as well as the ability to bring down costs and ramp up production.

RIDE's manufacturing facility is fully permitted to build electric buses from bare frame assembly to finished product, with full capabilities of welding, painting, chassis and electrical installation, final assembly, and testing.

Unionized Workforce

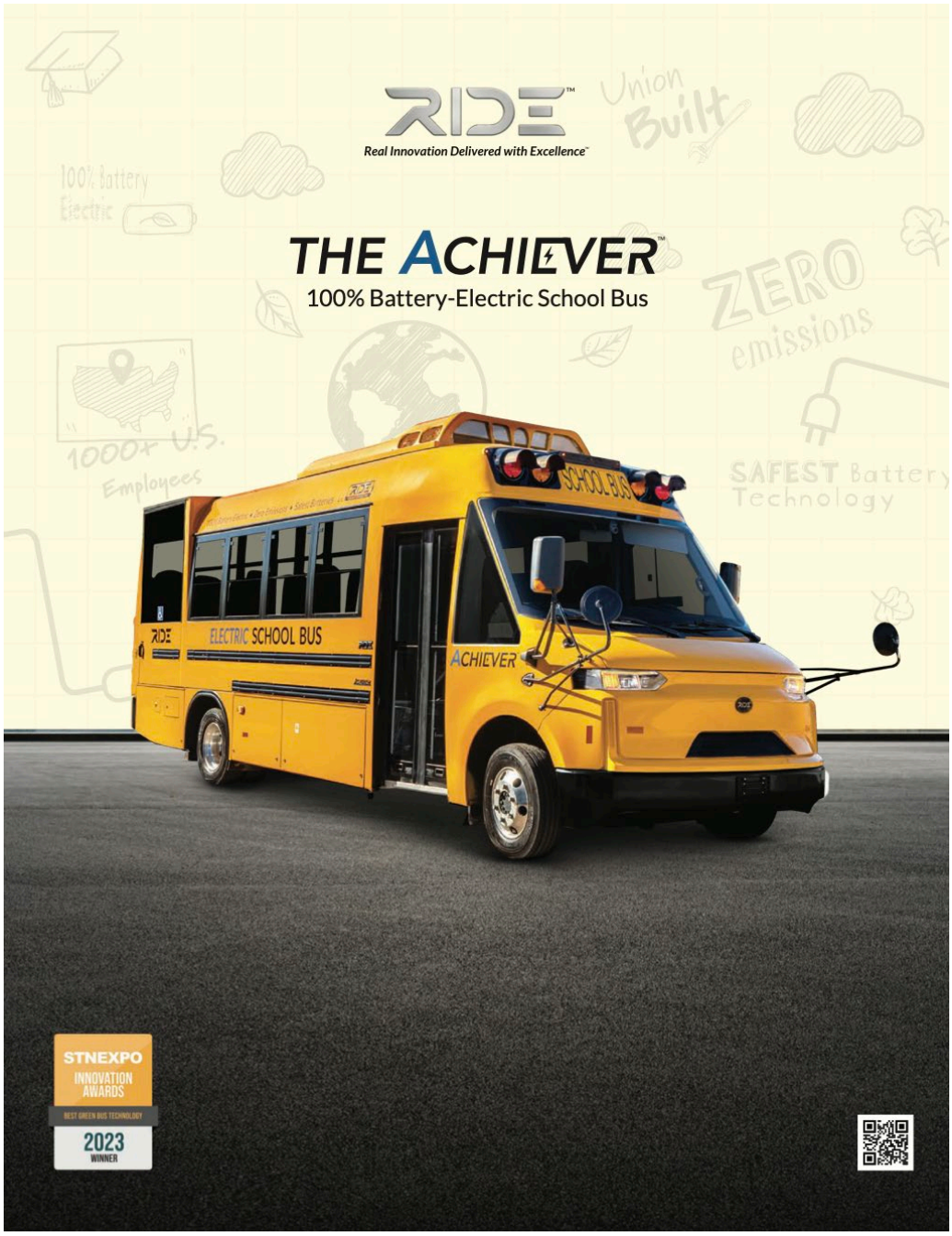
RIDE has a collective bargaining agreement with the International Association of Sheet Metal, Air, Rail and Transportation Workers Union (SMART) Local 105, the first such agreement in the electric bus industry. RIDE has partnered with SMART Local 105 on workforce issues, including the creation of an apprenticeship program, and on community outreach, including collecting toys every holiday season for foster children.

There are over 2,000 electric transit buses currently in service throughout the United States and RIDE has successfully delivered over 850 of them.

SCHOOL BUS TECHNICAL SPECIFICATIONS

The following pages are our RIDE Battery-Electric School Bus type A, C and D technical specifications.

TYPE A – The Achiever



EMPOWERING EDUCATION

THE ACHIEVER includes the latest innovations that enhance air quality, reduce emissions, and provide a healthier environment for our communities.

DIMENSIONS

Length	26.7 ft.
Width	96 in.
Height	128 in.
Wheelbase	185 in.
GVWR	21,500 lbs.
Passenger Seats	Up to 30
Wheelchair Area	Optional

PERFORMANCE

Top Speed	65 mph
Max Gradeability	28%
Range[1]	120 miles
Approach / Departure Angle	20° / 10°

CHASSIS

Front Axle	Beam Axle
Rear Axle	Single Motor Directly Drive Axle
Suspension	Leaf Spring Suspension
Brakes	F+R Air Disc Brakes, EBS+ESC
Tires	215/75 R17.5

POWERTRAIN

Motor Type	AC Synchronous
Max Power	200 kW
Max Torque	2,800 N*m
Transmission	Direct Drive
Battery Type	LFP Battery
Battery Capacity[2]	156 kWh
Charging Type[3]	CCS Combo DC / J1772 AC Charging Capability, Bi-Directional (V2G) Level 2 - Up to 19.2 kW AC - 8-9 hrs. Level 3 - Up to 110 kW DC - 1-2 hrs.

120 miles — Range[1]

156 kWh — Battery Capacity[2]

12 year — Battery Warranty

All information based on the latest data available at the time of printing.
Final specs subject to change at production.

1. Variables affecting range include air temperature, weather, grade, speed, driver habits, and use of air conditioning and heating.
2. Initial battery capacity shown. May decrease with time and use.
3. Battery age and outside ambient temperature affect charging times.

Rev 4.3-25

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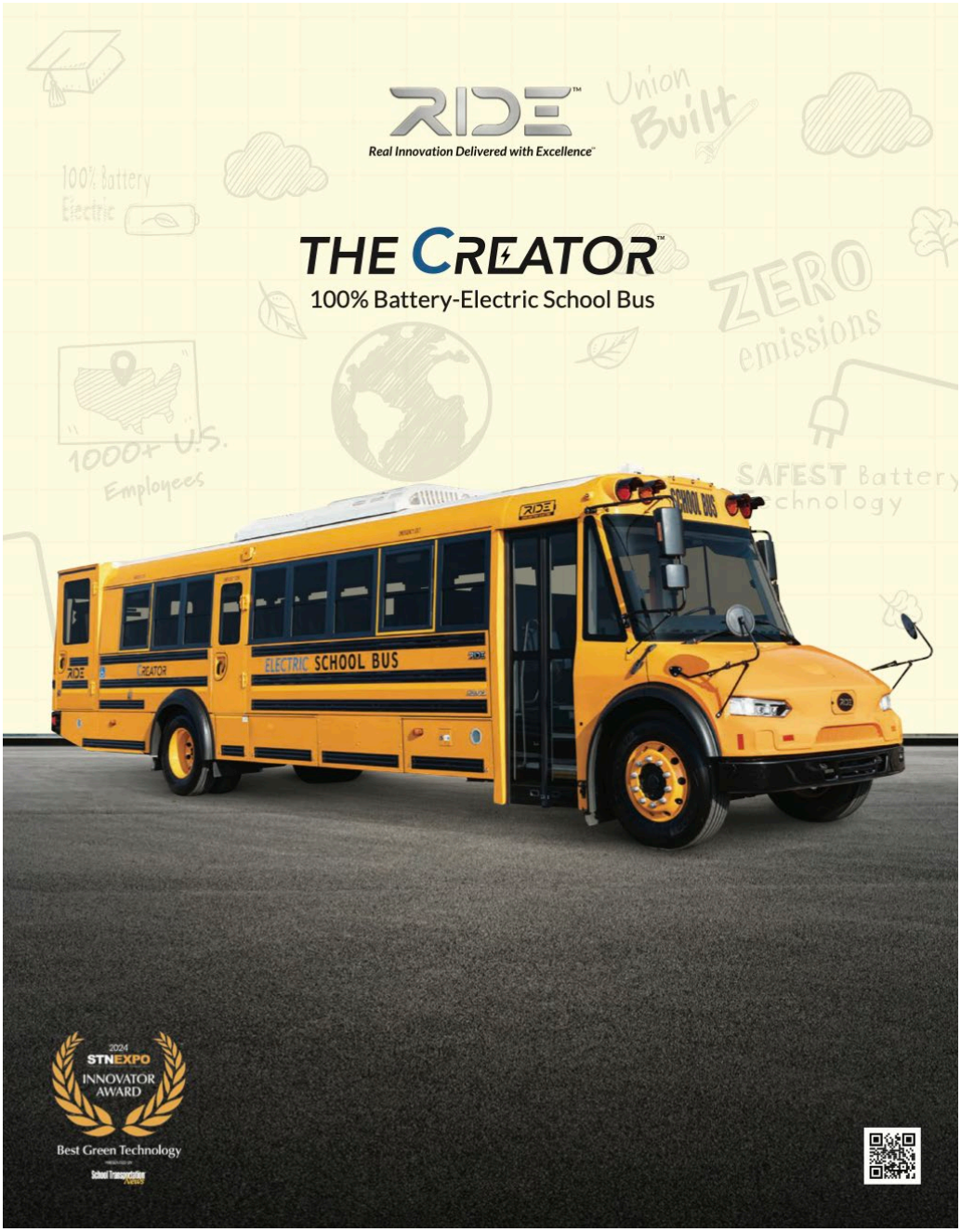
Type C – The Creator



EMPOWERING EDUCATION

THE CREATOR includes the latest innovations that enhance air quality, reduce emissions, and provide a healthier environment for our communities.

170 miles — Range[1]
282 kWh — Battery Capacity[2]
12 year — Battery Warranty

DIMENSIONS

Length	36.58 ft. / 39.32 ft.
Width	96 in.
Height	133 in.
Wheelbase	260 in. / 280 in.
GVWR	36,000 lbs. / 37,500 lbs.
Passenger Seats	Up to 66 / Up To 77
Wheelchair Area	Optional

PERFORMANCE

Top Speed	65 mph
Max Gradeability	21%
Range[1]	115 miles / 170 miles
Approach / Departure Angle	23° / 10°

CHASSIS

Front Axle	Beam Axle
Rear Axle	Integrated E-Axle
Suspension	F: Leaf Spring R: Air-leaf composite suspension
Brakes	F+R Disc Brakes, EBS+ESC
Tires	11R 22.5

POWERTRAIN

Motor Type	AC Synchronous
Max Power	260 kW
Max Torque	750 N*m
Transmission	2 Speed Transmission
Battery Type	LFP Battery
Battery Capacity[2]	188 kWh / 282 kWh
Charging[3]	CCS Combo DC / J1772 AC Charging Capability, Bi-Directional (V2G) Small Battery: 1.5 hr for DC / 9 hr for AC Large Battery: 2.5 hr for DC / 15 hr for AC

All information based on the latest data available at the time of printing.
Final specs subject to change at production.

1. Variables affecting range include air temperature, weather, grade, speed, driver habits, and use of air conditioning and heating.
2. Initial battery capacity shown. May decrease with time and use.
3. Battery age and outside ambient temperature affect charging times.

Rev 6-25

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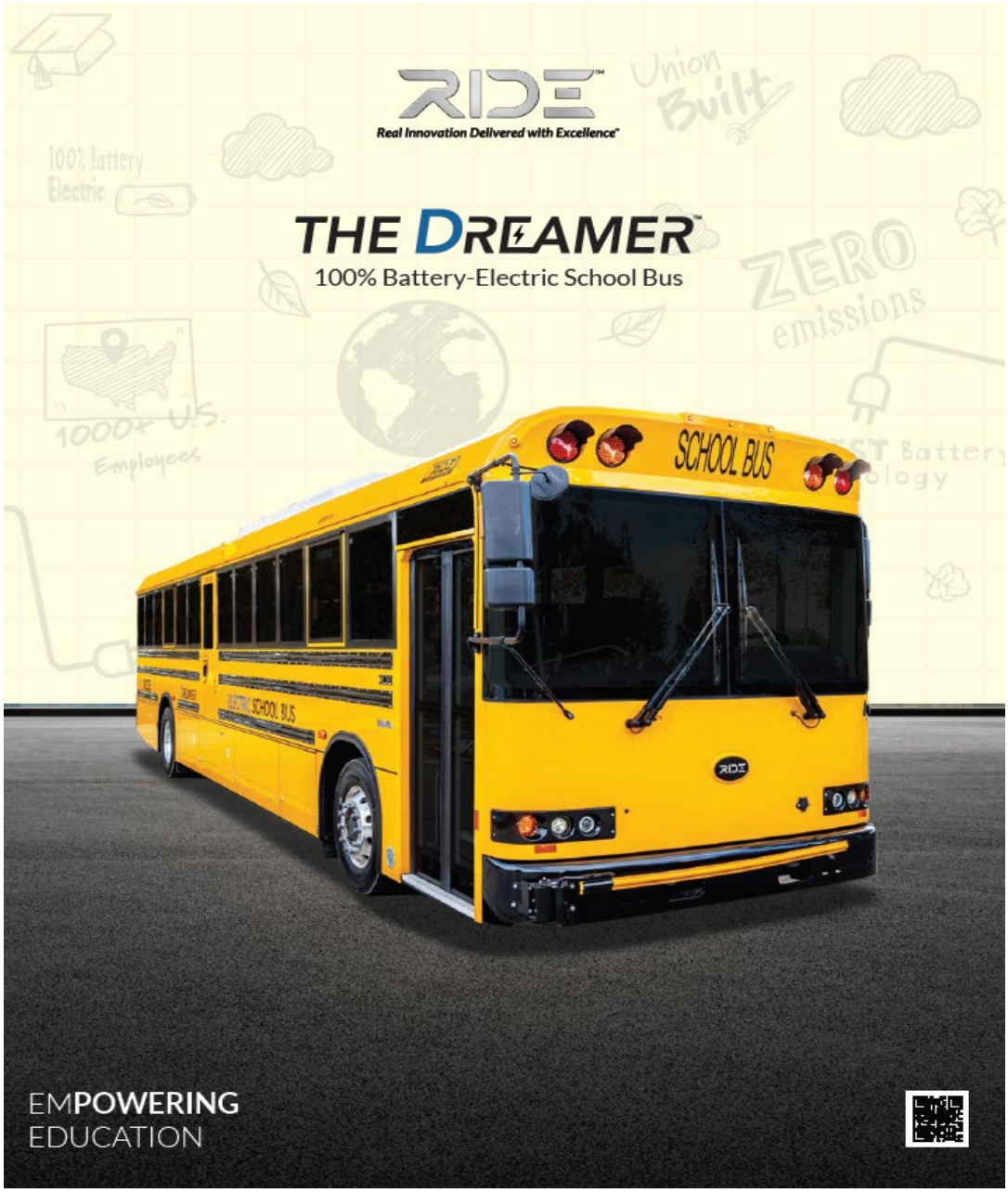
Type D – The Dreamer



EMPOWERING EDUCATION

THE DREAMER includes the latest innovations that enhance air quality, reduce emissions, and provide a healthier environment for our communities.

155 miles — Range[1]
255 kWh — Battery Capacity[2]
12 year — Battery Warranty

DIMENSIONS

Length	40 ft.
Width	102 in.
Height	134 in.
Wheelbase	274 in.
GVWR	39,680 lbs.
Passenger Seats	Up to 81
Wheelchair Area	Optional

PERFORMANCE

Top Speed	65 mph
Max Gradeability	20%
Range[1]	155 miles
Approach / Departure Angle	8.3° / 9°

CHASSIS

Front Axle	Beam Axle
Rear Axle	In-Wheel Drive Axle
Suspension	Air Suspension
Brakes	F+R Air Disc Brakes, EBS+ESC
Tires	305/70 R22.5

POWERTRAIN

Motor Type	AC Synchronous
Max Power	150 kW x 2
Max Torque	1100 N*m
Transmission	Direct Drive
Battery Type	LFP Battery
Battery Capacity[2]	255 kWh
Charging Type[3]	CCS Combo DC / J1772 AC Charging Capability, Bi-Directional (V2G) Level 2 - Up to 19.2 kW AC - 14.5-15 hrs. Level 3 - Up to 110 kW DC - 2.5-3 hrs.

All information based on the latest data available at the time of printing.
Final specs subject to change at production.

1. Variables affecting range include air temperature, weather, grade, speed, driver habits, and use of air conditioning and heating.
2. Initial battery capacity shown. May decrease with time and use.
3. Battery age and outside ambient temperature affect charging times.

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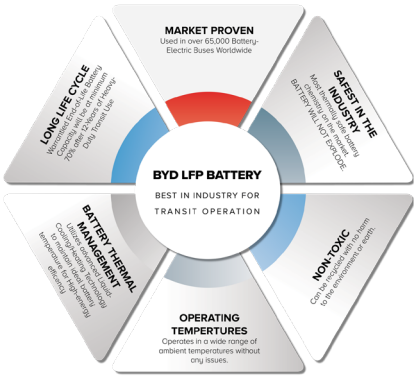
OPERATION CAPABILITY

Energy Storage System

The Energy Storage System (ESS) is the lifeline of RIDE's battery-electric bus. The ESS in totality consists of the following major systems: high-voltage batteries and the battery management system.

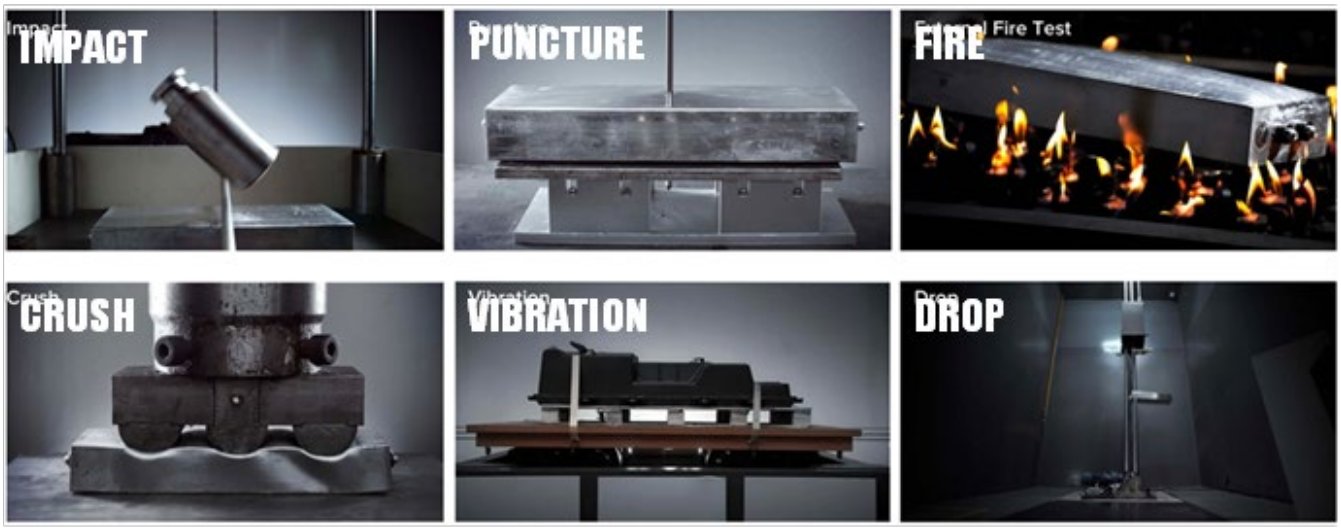


Battery Chemistry

The high-voltage batteries utilize RIDE's patented Lithium Iron Phosphate (LFP) cell chemistry, which is a culmination of over 25 years of testing and research that RIDE has done. As a battery manufacturer, RIDE utilized its supreme understanding of battery technology to develop its LFP chemistry specifically for heavy-duty transit operations because it offers an extended life cycle, overall energy density, and safety attributes.

Battery Safety

RIDE's 25 years of battery research, design, and manufacturing have provided the knowledge required to build the safest battery for heavy-duty transit operations. The RIDE LFP batteries have undergone the following safety tests shown in the figure below.



Battery Certifications

RIDE's LFP battery chemistry meets the following battery certifications:

Certification Code	Description of Battery Certifications
UL – 2580	Batteries for Use in Electric Vehicles
UL – 1642	Standard for Lithium Batteries
UN 38.3	Lithium Metal and Lithium-Ion Batteries
UN ECE R100	Battery Standards for Electric Vehicles

Propulsion System

RIDE's Propulsion System was designed, engineered, and manufactured by RIDE purposely for heavy-duty transportation operations. Our propulsion system consists of RIDE's Rear Axle and Integrated High-Voltage Controller.

The advantages of RIDE's propulsion system design are:

- ✓ **One Manufacturer, One Supplier:** Reduces system communication and integration issues.
- ✓ **Enhanced Maintainability:** The system is serviced by one company.
- ✓ **Better Drivability:** Smoother drivetrain.

As an industry leader in the production of battery- electric buses and technology, RIDE's propulsion system has been used in more than 85,000 BEB's with over 28,000,000,000 miles driven in daily transit operations. The RIDE Propulsion System has been transit industry tested and proven to be extremely efficient, reliable, and durable.

Rear Axle

Dana's S17-140 rear axle consists of an axle, Bosch disc brakes, Bosch parking brakes, and a Webbwheel Hub. Dana rear axles are already widely used in the U.S. market.

Benefits of Dana's Rear Axle

Dana's rear axle offers the following advantages:

- ✓ **Extended Brake Friction Life:** Due to the reduction of dependency on mechanical parts.
- ✓ **Lower Weight-to-Power Ratio**
- ✓ **Maximum Energy Efficiency**
- ✓ **Greater Power and Torque:** Generated from using two in-wheel motors
- ✓ **Smoother Ride**

TRACTION MOTOR SPECIFICATIONS	
OEM	RIDE
Type	Permanent magnet synchronous motor
Max Power	200 kW
Max Torque	2800 Nm
Max RPM	3000 rpm

Cold Weather Preparation & Performance

Introduction

RIDE's electric school buses are designed to perform in all types of weather, including areas with colder climates. We have taken the following measures to ensure the bus provides a safe, reliable, and efficient transit service even when temperatures drop.

Anti-Corrosion Protection

RIDE's electric school buses protect against degradation from corrosion through intelligent engineering of material choices, body part shape, and construction methods. Specifically, the aluminum used for the body is naturally corrosion resistant. As soon as it comes into contact with water or air, an oxide film barrier forms directly onto the surface to keep moisture away. Additionally, our engineers have added moisture and corrosion protection measures into each step of the bus build with durable, corrosion resistant coatings applied to the entire body and chassis frame.

Battery Thermal Management System

RIDE's LFP high-voltage battery modules are built to withstand the daily transit duty cycle. The battery pack is composed of RIDE's patent LFP battery cells and proprietary Battery and Thermal Management System technology which has been designed to maintain a high level of battery capacity performance from the beginning to the end-of-life of the bus.

Duty Cycle Analysis and Opportunity Charging Solutions

RIDE has partnered with various transit agencies to assess potential routes and identify those that align best with the operational parameters of electric buses, considering factors such as driving range, duty cycle, and charging opportunities. Opportunity charging, also known as "on-route charging," involves intermittently charging an electric vehicle throughout the day instead of fully charging it all at once. Essentially, the battery is charged whenever there is an opportunity to do so. Wireless inductive charging emerged as a preferred solution for some of our customers, especially when implemented as an on-route charging system. Our team is available to delve deeper into these options if Boston Public Schools is interested in exploring them further.

Pre-Heating Function

The heating system in RIDE's school buses is designed to warm the passenger cabin even before the daily routes commence. This is achieved by allowing the heater to draw energy from the power battery when the SOC is above a set percentage. The cabin preheat feature is also under development to work while connected to the grid. The update is thought to prevent power consumption of the vehicle and make sure it is ready to use at full charge before route. Utilizing the PTC/HVAC system, the pre-heating function efficiently raises the cabin's temperature. This process can be programmed to start automatically at predetermined times, eliminating any delay between engaging the pre-heat system and the bus being adequately warmed and ready for departure.

Cooling System

RIDE also provides two separate cooling systems for electric buses - one is for electric motor cooling, and another is for battery cooling.

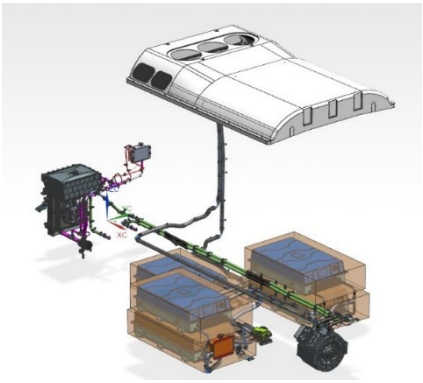
Motor Cooling

RIDE has designed and manufactured our own radiator cooling system components in-house. The cooling components have been designed to maintain the traction motors and high-voltage electronic components at safe and continuous operating temperatures during the most severe operating conditions with the bus loaded to GVWR and a 10% reserve capacity.

Based on RIDE's motor cooling system capabilities, a maximum heat rejection requirement of 25.64 kW can be achieved via RIDE's motor cooling system. The cooling system configuration consists of:

- → Radiator C6B-1315010 with a heat dissipation area of 11.1 m^2 (which is larger than the required 7.77 m^2)
- → Water Pump C7A-1315010 that generates a coolant flow rate of greater than 116 L/min with a 40 kPa inlet/outlet pressure difference (which is larger than required 85.5 L/min)
- → Electric Fan VA113-BBL506P/N-94A from SPAL with a maximum air flow rate of 3700 m^3/h (which is larger than required 3233 m^3/h)

RIDE has purposefully designed the cooling system with components that exceed typical requirements to provide the best cooling performance possible for its customers.



Due to the high energy conversion efficiency of electrical motors in RIDE's electrical bus, less than 10% of energy is lost due to heat while the coolant operation temperature is maintained between 80°F to 126°F. The driving motor and controllers are the main heat source and the coolant temperature will never exceed more than 180°F in the worst conditions.

The electric Modine radiator with the cooler fan is easy to clean and release. Two rubber hoses are used as breathers to prevent air recirculation; one is located on the top of the radiator and another is located on top of the entire cooling system.

The cooling system fan controls sense the temperatures of the operating fluids and the intake air to determine whether the cooling fan shall be engaged to provide safe operating conditions. The fan control system is designed with a fail-safe mode of "FAN ON." Coolant is filtered through an inhibitor-free, spin-on replaceable filter, further serviced by two quarter-turn shut-off valves for ease of replacement.

The standard coolant/antifreeze used on RIDE buses is Valvoline-Dexcool which is a patented carboxylate formulation with a service life of up to five years or 150,000 miles. RIDE is also able to work with the agency to develop a recommended coolant once RIDE has been awarded the bid.

Battery Cooling & Heating

Maintaining the battery temperature on the vehicle is vital to maintaining a safe, reliable, and efficient transit service. To protect our batteries for the life of the vehicle, RIDE took extensive measures and designed our battery packs with the following protections:

1. **Built-In Battery Thermal Management:**
   Battery Thermal Management is an integral part of RIDE's BMS. Our design utilizes the same sensors and system as our BMS to:
   - Monitor battery temperature
   - Provide automatic shut-off for any cell that overheats
2. **Piped-Liquid Cooling/Heating Control:**
   RIDE's battery modules have a built-in piped liquid cooling system. The figure below shows the design of the piped-liquid cooling/heating system in the module. It keeps the battery cell at an ideal temperature during the winter and summer months.

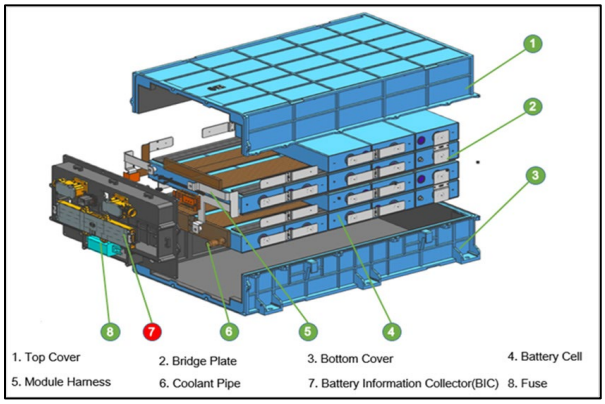
   Benefits of RIDE's Liquid Cooling/Heating System
   - **Saves ESS Energy:** Maintains battery temperature,maximizing the ESS discharge ability
   - **Ensures Longer Battery Life-Cycle:** The cooling system keeps batteries at ideal temperatures to reduce fluctuations in ESS energy used to power the vehicle.
   - **Automatically Cools or Heats When Needed**

High Voltage Battery Module

Each of RIDE's LFP high-voltage battery modules was built and designed to withstand the daily transit duty cycle.

The battery modules are rated to IP68 water and dust resistance.

The battery pack is composed of RIDE's patent LFP battery cells and proprietary Battery and Thermal Management System technology which has been designed to maintain a high level of battery capacity performance from the beginning to the end-of-life of the bus to provide consistent service. The battery module can be seen in the figure to the right.



RIDE Battery Cell Design

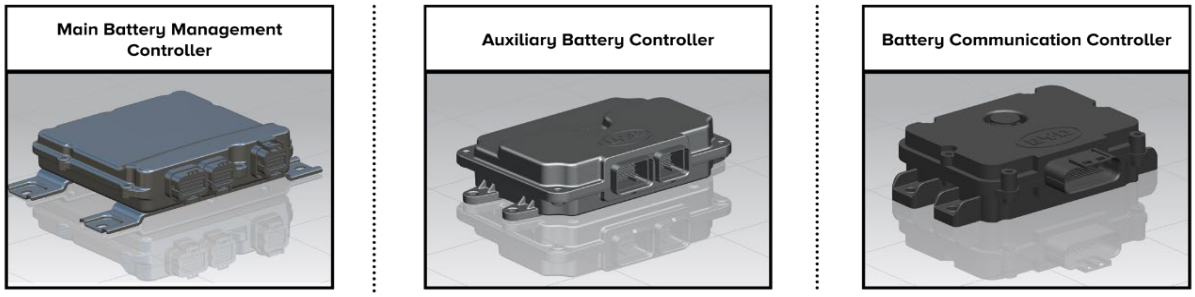
Proper design of the cell, battery, and battery compartment are important to ensure optimum, reliable, and safe operation. Many problems that are normally attributed to the battery can often be prevented with proper precautions taken during the design process of the cells and battery packs.

Benefits of RIDE Battery Cell Design

- The Standardized Design of Cells: Each cell is easily interchangeable to provide ease of service
- High Energy Density: Each cell can maintain its energy density.
- Planned Redundancy: If one cell has an issue or fault, it does not shut down the whole system.

Battery Management System

The RIDE Battery Management System (BMS) was designed, developed, and manufactured by RIDE. Our BMS system has built-in Smart Technology to manage, monitor, and calculate critical system information for the entire ESS. The BMS consists of a Main Battery Management Controller (BMC) per bus, Auxiliary BMC per battery pack, and Battery Communication Controller (BCC). The battery management system sub-controllers can be seen in the figure below.



Since RIDE's BMS is part of our vertical manufacturing process, it seamlessly integrates into our "one bus" vehicle design. The BMS utilizes Controller Area Network (CAN) communication to transfer information from the individual cell level to the overall battery packs to generate real-time vehicle monitoring. The BMS offers the following distinct advantages:

- ✓ **Smart Charging System:** The Smart Charging system enables the High-Voltage Batteries to charge the Low-Voltage Batteries, which supply a consistent vehicle ignition power resource.
- ✓ **Battery Thermal Management:** The Battery Thermal Management monitors and reports the temperature of each pack, module, and cell on the vehicle to provide a safer vehicle.
- ✓ **Cell Balancing:** Cell balancing monitors and calculates the voltage levels of the battery cells to maintain consistent battery function throughout the cells.
- ✓ **State of Charger (SOC) Calculations:** The BMS calculates the overall vehicle SOC for a more energy-efficient use of power.

➢ Benefits of RIDE BMS

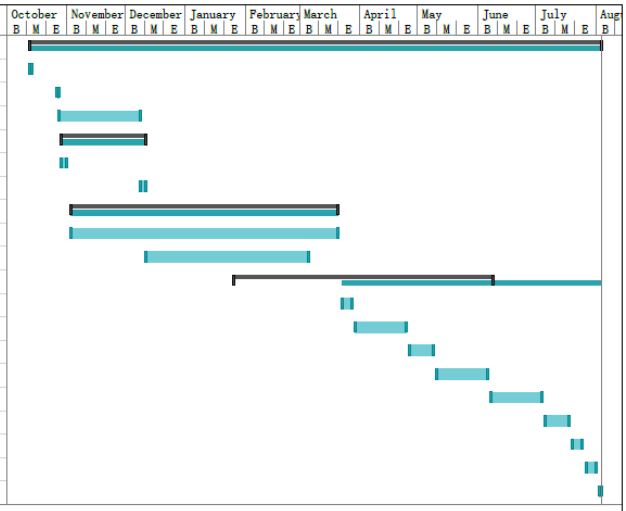
- Dynamic Battery Balancing Management
- Insulation Detection
- Event recording and storage functions
- Protection alarms
- Data Communication

RIDE's BMS OFFERS MILLISECOND LEVEL REAL- TIME MONITORING AND PROTECTION FROM CELLTO PACK.

SCHOOL BUS STANDARD DELIVERY SCHEDULE

The following page includes our school bus standard delivery schedule.

ID	Task Name	Duration	Start	Finish
1	**Standard School Bus Schedule**	**211 days**	**Mon 10/13/25**	**Mon 8/3/26**
2	RFP Awarded	1 day	Mon 10/13/25	Mon 10/13/25
3	PO/SPO Signed Off	1 day	Mon 10/27/25	Mon 10/27/25
4	Design	30 days	Tue 10/28/25	Mon 12/8/25
5	**BOM Release**	**32 days**	**Wed 10/29/25**	**Thu 12/11/25**
6	Initial BOM release	3 days	Wed 10/29/25	Fri 10/31/25
7	Final BOM Release	3 days	Tue 12/9/25	Thu 12/11/25
8	**Procurement**	**100 days**	**Mon 11/3/25**	**Fri 3/20/26**
9	Long Lead Time Material	100 days	Mon 11/3/25	Fri 3/20/26
10	Other Material	60 days	Fri 12/12/25	Thu 3/5/26
11	**Bus #1**	**96 days**	**Mon 1/26/26**	**Mon 6/8/26**
12	Bus on Production Line	5 days	Mon 3/23/26	Fri 3/27/26
13	Welding	20 days	Mon 3/30/26	Fri 4/24/26
14	Painting	10 days	Mon 4/27/26	Fri 5/8/26
15	Chassis	20 days	Mon 5/11/26	Fri 6/5/26
16	Final Assembly	20 days	Mon 6/8/26	Fri 7/3/26
17	System Validation	10 days	Mon 7/6/26	Fri 7/17/26
18	Rework as Needed	5 days	Mon 7/20/26	Fri 7/24/26
19	In Stock	5 days	Mon 7/27/26	Fri 7/31/26
20	Ready to Ship Out	1 day	Mon 8/3/26	Mon 8/3/26



Project: RIDE Schoolbus 6 m
Date: Wed 10/1/25

Task
Split
Milestone
Summary
Project Summary
Inactive Task
Inactive Milestone
Inactive Summary
Manual Task
Duration-only
Manual Summary Rollup
Manual Summary
Start-only
Finish-only
External Tasks
External Milestone
Deadline
Progress
Manual Progress

Page 1

RIDE SERVICE CENTERS

Location of nearest Technical Service Representative:

Name: Jason Curry
Address: 1211 Roosevelt Ave, Indianapolis, IN 46202
Email: Jason.curry@ride.co

Describe technical services readily available from said representative:

- Assigned technician working hours 7:00 AM to 3:30 PM weekdays EDT.
- Ride Coach & Bus Customer Service and Engineering Team working hours 7 :00 AM to 3:30 PM weekdays PST.

Location of nearest Parts Distribution Center:

Name: Ride Mid-west Service Center
Address: 1211 Roosevelt Ave, Indianapolis, IN 46202
Telephone: (317)426-3372

Parts available at our Service Center

- Maintenance parts: including air filter, oil filter, wiper blade etc.
- Frequently used parts: including mirror, lamps, brake pads, fuse, contactor/relay etc.
- Critical parts: including inverter/converter, DC-DC, charging port, charging gun, breaker, reducer, motor etc.
- Tools: diagnostic tools, repair/maintenance tools.
- Other parts: doors, bumpers, glass/window, switches, panel charger device parts and other basic parts.

Policy for delivery of parts and components to be purchased for service and maintenance:

Regular method of shipment: Ground deliver service provided by UPS or FedEx.
Cost to Agency: Parts sale price + Delivery fee.

RIDE BASE SPEC CLARIFICATIONS

The following refer to specific options:

EV A-II

Category Name: EV AII - 29/30 Passenger	Conditions
Bumper, Front	Not meet but bus can be lifted by using the beam after the bumper
Doghouse	No front engine but has front hood insolation
Headlights	LED
Horns	105-118db in 2 meters scope
Ignition Switch	Ignition switch no “ACCESSORY” positions
Line-set Ticket	Not meet description, FMVSS Plate
Transmission, Automatic	No Transmission
Transmission Oil	No Transmission
Transmission, Warranty	No Transmission
Body Mounting	NA, mounting bracket interval exceed 30”
Fuel Filler Door	Not fuel filler; EV
Fuel Filler Opening	No fuel tank; EV
Heater/Defrosters	defrost heater with 2-speed under the dash, capacity 17072BTU
Heater, Shut-Off Valve	NO, water heater system Electrical control switch in driver’s compartment, actual Shut-Off Valve is under chassis

EV CONV

Category Name: EV Conventional - 77 Passenger	Type C
Air Dryer	AD-IS (Auto drain valve is STD and unremovable)
Batteries	1150 CCA each
Cruise Control	NA
Driveshaft Guards & Shields	No driveshaft, direct power transmission
Ignition Switch	Ignition switch no “ACCESSORY” positions
Suspension, Axle Rear	Air-Leaf Spring Combine suspension
Tilt Hood	material DCPD
Winter Warmup Equipment	Pre-Heating function is standard
Body Mounting	NA; Mounting bracket interval exceed 30”
Electrical Equipment and Wiring	No “ACCESSORY” positions, no second 100-amp solenoid mounted in electrical compartment for aftermarket components after body and chassis

	assembly, demand out of scope, 30A should be enough
Fuel Filler Door	NA; EV
Fuel Filler Opening	NA; EV
Heater/Defrosters	Defrost heater with 2 speed under the dash, capacity 78,522 BTU
Lights, Interior	OPT (STD is 4 lights for passenger 2 for driver)
Metal Body	2.5mm (12 gauge)

EV Transit

Category Name: EV Transit - 78 Passenger	Type-D
Batteries	1150 CCA each
Cruise Control	NA
Driveshaft Guards & Shields	No driveshaft, wheel side motor power transmission
Frame Side Members	NA because Type D is unibody
Headlights	LED
Horns	105-118db in 2 meters scope
Ignition Switch	Ignition switch no “ACCESSORY” positions
Paint ; Finish, Exterior	Polyurethane paint and 3-year warranty
Tires	OP-305/70 R22.5
Transmission, Automatic	Direct drive, no transmission
Transmission Oil	Direct drive, no transmission
Transmission, Warranty	No transmission
Winter Warmup Equipment	Pre-Heating function is standard
Body Mounting	Unibody
Buzzers	with Emergency doors and window buzzers, no lift door buzzer
Electrical Equipment and Wiring	No “ACCESSORY” positions, no Second 100-amp solenoid mounted in electrical compartment for aftermarket components after body and chassis assembly, Demand out of scope,30A should be enough
Fuel Filler Door	NA; EV
Fuel Filler Opening	NA; EV
Heater/Defrosters	Defrost heater with 2 speed under the dash, capacity 17072BTU
Heater, Shut-Off Valve	water heater system Electrical control switch in driver’s compartment, actual Shut-Off Valve is under chassis
Metal Body	2.5mm (12 gauge)

Roof Vent, Static	DPT
Storage Compartment Location	Midship

RIDE OPTIONAL SPARE PART LIST

Below is the list of Optional Spare Parts that RIDE is currently offering (covered under RIDE Standard Warranty):

RIDE Special Tools List						
#	SAP	Description	Quantity	Function	Unit Price (USD)	Extended Price (USD)
3	12341589-00	VDS2100	1	1. Vehicle diagnosis 2. Software update 3. Data collection	$15,746.27	$15,746.27
					Total	$15,746.27

Seller reserves the right to adjust the Purchase Price, and to charge Buyer accordingly, to reflect all or any portion of existing or future import duties, tariffs, fees, assessments, charges, or any other taxes, however designated, applicable to the manufacturing supply chain.


RIDE