



DANGERZONE DEFLECTOR

IMPORTANT INSTALLATION INSTRUCTIONS

Produced with
high-performance BASF urethane



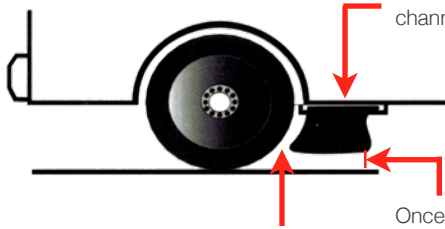
LIMITED PRODUCT WARRANTY

IMPORTANT INSTALLATION INSTRUCTIONS

S-1 GARD must be installed properly as described below

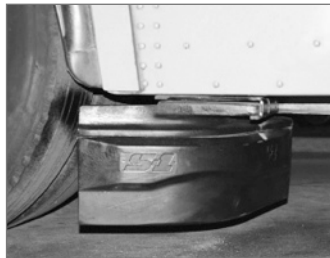
Warranty is void if installed incorrectly

Receiver must be mounted as high as possible to rocker panel, but leaving enough clearance for GARD to slide in channel.



Gap between radius of tire and edge of GARD should be 2 to 4 inches, unless more space is needed for bus lift apparatus.

Once GARD is installed, gap from bottom of the GARD to road surface should be 4 inches (+/- 1") with bus engine running, air in system, and on a level surface.



When the bus is loading or off-loading passengers at the curb of a crowned road, the sway of the bus to the right should then close the gap to 3-4 inches, affording maximum protection in front of the rear wheels during and immediately after the loading/off-loading process.

IMPORTANT

If GARD does not fit as instructed, contact Public Transportation Safety Int'l for support.

DIAGRAM OF PLACEMENT FOR RECEIVER MOUNTING



Install receiver mount so that outside face of GARD is 1.5 inches (+/- 1/2") in from the outside edge of the tire tread, not sidewall of tire.



Keep receiver clear from air bags, suspension, fuel tanks, and other moving parts.

The S-1 GARD allows for easy access to undercarriage bus components and subcomponents when performing routine maintenance or repair work.



Public Transportation Safety International Corp.

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IMPORTANT WARRANTY DISCLAIMER

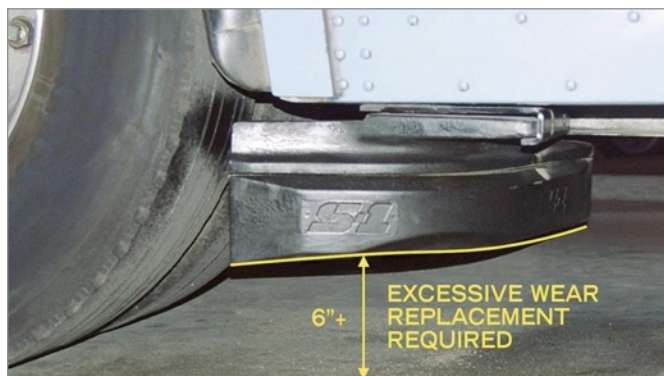
After installation at the proper GARD height specified in this warranty's installation instructions, it is the user's responsibility to maintain the proper GARD height as described below.



New S-1 GARD



S-1 GARD Normal Wear



S-1 Gard Excessive Wear - Replacement Required



S-1 GARD PRODUCT DISCLAIMER

Like most safety-related vehicle products, such as automobile seat belts and airbags, the **S-1 GARD** is designed to reduce, but not eliminate, the likelihood and severity of serious injuries and the incidence of fatalities resulting from accidents involving pedestrians and bicyclists impacting the right rear wheels of transit buses. In virtually all impacts between persons and buses, some weighing 20 or more tons, bodily injury of varying degrees will likely result. Even a properly installed and functioning **S-1 GARD** may inflict injuries, some serious, when performing its task of preventing contact with the rear wheels, which would inflict more severe injuries or death.

The **S-1 GARD** makes no warranty representation, express or implied, that the device will eliminate injuries of any degree. In fact, in some rare incidences, serious injuries may result from a “rolling” effect, which may occur should a person be so far under the bus that the articulated portion of the **S-1 GARD** is unable to deflect them from under the vehicle. The **S-1 GARD** is designed to minimize injuries to persons going under the vehicle in front of the **S-1 GARD**. Pedestrians as well as joggers, persons riding coaster devices, bicyclists and motorcyclists, traveling at any speed which collide directly with the side of the **S-1 GARD** or tire while the bus is turning or traveling straight may be injured or killed because the outer edge of the tire is not protected by the **S-1 GARD** and in the case of a moving bus, the tire may, in fact, draw the person under the weight of the bus, behind the **S-1 GARD** protection zone.

IMPORTANT SAFETY NOTICE

to users of the S-1 GARD

Safe operation of the bus is critical to the proper functioning of the S-1 GARD as an effective danger zone barrier in front of the rear wheels.

Unwarranted acceleration into right turns, such as those that penetrate pedestrian cross walks, may cause the chassis of the bus to lift from the ground on the right side of bus, increasing the gap between the bottom of the S-1 GARD and the ground. This increases the likelihood of a person or body part going under the S-1 GARD and impacting the rear wheels.

ABOUT PTS

Public Safety Transportation Safety International, founded in 1993, designs and engineers S-1 GARD parts and kits, makes all modifications therein, and owns all patents and patents pending worldwide.

ABOUT PMF

Pacific Metal Fab, founded in 1979 as A&K Development, is the sole manufacturer of S-1 GARD parts and kits, as specified by PTS.



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LIMITED PRODUCT WARRANTY

- **LIFETIME WARRANTY**

Public Transportation Safety Int'l (PTS) hereby warrants its unique and patented S-1 GARD® ("Product") to the original purchaser ("Purchaser") when properly installed as described in the written instructions provided by either PTS or Pacific Metal Fab (PMF) at time of purchase, worldwide.

WARRANTY OFFERED HEREIN APPLIES ONLY TO DEFECTS IN MATERIALS AND WORKMANSHIP, with the decision to repair or replace parts covered herein to be at the sole discretion of PTS.

- **WARRANTY PERIOD**

The urethane (boot) portions of the product are warranted for the lifespan of the bus in the fleet. The metal receiver of the product is warranted for the life of the bus as long as it remains part of the purchasing fleet. This warranty will be void if one out of ten buses (scaled per fleet) have extensive damage to the bus undercarriage, rocker panel, wheel trim, rim and tire, etc., demonstrating risk from operator's negligence. This warranty is without limitation to either vehicle mileage or hours of bus operation with the product.

- **WARRANTY COVERAGE**

This warranty specifically covers the major components of the product either manufactured by, or under the direction of, PMF. Any item repaired or replaced under warranty will remain under warranty for the duration of the bus as described in item 2 (above).

- **ITEMS NOT COVERED BY WARRANTY**

Excluded from warranty are products improperly installed, disassembled, tampered with, or modified in any way without prior written approval from PTS. Products damaged by collision, accident, chemical corrosion, fire, explosion, suspension or air system failure, or theft and vandalism are not covered; any cost incurred by either the purchaser or product owner including damage to or loss of vehicle or other property, or any part thereof, or for transporting a vehicle to a service facility is not covered. Product failures as the result of an "Act of God" are not covered. Neither PTS nor PMF has no obligation to "upgrade" the product purchased to any new or improved specification standard.

- **CONSEQUENTIAL or SPECIAL DAMAGES**

Neither PTS nor PMF shall not and will not be responsible or liable for collateral consequential, incidental or special damages or losses beyond the repair or replacement or defective products under the terms of this warranty. Such damages or losses include, but are not limited to, damage to or loss of a vehicle or any portion thereof, due to operator's negligence (example: damage incurred to undercarriage, rocker panel, tires, rims,

etc. from driver negligence), labor expenses or lost profits arising out of inability to use the vehicle or equipment towing or other types of transport costs, lodging, meals, or any other type of related downtime expenses.

Special Note: Some states and Canadian provinces may not allow the limitation of collateral, consequential, or special type damages. Purchasers are hereby advised that they may have additional rights provided under various state and provincial laws.

- **INDEMNIFICATION**

The contractor shall indemnify, keep and hold harmless Public Transportation Safety Int'l, its officers, employees and agents against all injuries, deaths, losses, damages, claims, suits, liabilities, judgments, costs and expenses, of whatever kind, including but not limited to attorney's fees, which may accrue against PTS, its officers, employees and agents arising out of, as a result of, or in consequence of the acts or omissions of the Contractor in furtherance of the contract, including acts or omissions of the Contractor's servants, employees, subcontractors, agents, or officers, in the performance of the work covered by the contract.

- **OBTAINING WARRANTY SERVICE**

To obtain warranty service for the products covered herein, the product must be returned to PMF. New warranty claims shall be within the stated lifetime warranty period. Person applying for warranty service shall provide proper documentation that it is the original owner and evidence of date warranty commenced.

- **COMPLETE WARRANTY**

THE WARRANTY OFFERED AND DESCRIBED HEREIN IS THE COMPLETE WARRANTY FOR THE PRODUCT AND IS IN LIEU OF ALL OTHER WARRANTIES, EITHER EXPRESSED OR LIMITED, INCLUDING WITHOUT LIMITATION ANY IMPLIED WARRANTY OF MERCHANTABILITY OF FITNESS OR ABILITY TO SUCCESSFULLY PERFORM A SPECIFIC PURPOSE OR JOB APPLICATION; AND PMF HEREBY DISCLAIMS AND BUYER (OEM, DEALER, OR END USER) HEREBY WAIVES ANY OBLIGATION, LIABILITY, RIGHT, CLAIM, OR DEMAND IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, PATENT INFRINGEMENT, OR OTHERWISE WITH RESPECT TO THE PMF PRODUCT FURNISHED.

- **AUTHORITY TO CHANGE OR MODIFY**

The warranty described and defined herein can only be changed or modified by PMF or PTS personnel. Should PMF offer a different warranty in the future, this warranty offering shall not be transferable or subject to upgrading in any way or manner.