

# THE P SERIES

## P4 Side Entry

Patent Pending Ram Promaster Side Entry Conversion



- ✓ No additional driver licensing required
- ✓ Cost-effective alternative to heavy duty cutaway buses
- ✓ Fuel efficient, adaptable, and accessible
- ✓ Customize AutoFloor seating layouts in minutes to suit passenger needs
- ✓ Flexible vehicle solution for on-demand transit and microtransit fleets

Accommodate up to **10 passengers** with a combination of up to **8 ambulatory seats** or **3 wheelchairs**

### RAM PROMASTER CHASSIS

Ram Promaster High Roof, 159" Wheelbase Model

Driver-friendly interface  
Front Wheel Drive

3.6L V6 gasoline engine  
UConnect with 7" display

Adjustable driver's seat  
Cruise control and backup camera



## DUAL OPENING BUS DOORS

The patent-pending door and ramp design enhances your riders' dignity by allowing all passengers to use the same entrance, no matter their mobility needs.

- Dual transit bus-style glass doors provide drivers an excellent line of sight to the curb
- Electric side opening doors
- Assist handles on each door for passenger support
- Doors and ramp controlled from driver dash
- Exterior switch option allows users to operate doors from curbside
- Door and ramp interlock prevents operation while vehicle is in use

## POWERED SIDE ENTRY RAMP

The durable, transit grade ramp offers a barrier-free passenger boarding experience, meaning there are no steps that typically limit mobility passengers' entry to the van.

- Heavy duty 1,000 lb powered ramp
- Low power consumption
- Smooth, quiet operation
- Manual ramp option available; 600 lb capacity
- Integrated ramp handles for quick manual deployment
- Accommodates large mobility devices
- Does not block entrance when stowed
- Easy access to curbs and drop-off areas
- Manual backup system for powered ramp
- CMVSS & D409 Certified



Optional INQLINE ASSIST to help load heavier wheelchairs instead of manually pushing



Optional exterior switches allow users to operate doors from curbside.



Optional powered sliding step for ambulatory passenger entrance without deploying ramp.

With **no lowered floor, minimal frame modifications, and OEM ride quality**, the P4 is a popular option for accessible transportation providers downsizing from large cutaway buses.

|                                  |            |
|----------------------------------|------------|
| Side entry door width            | 41"        |
| Side entry door height           | 69.5"      |
| Interior floor to ceiling height | 72"-74.25" |
| Interior floor length            | 142"       |
| Interior floor width             | 72"        |
| Ramp width                       | 34"        |

\*Dimensions are approximate and may vary due to manufacturing intolerances.

## FLEXIBLE SEATING CONFIGURATIONS WITH AUTOFLOOR

Save time and money with AutoFloor, the flexible floor system that allows you to configure seat and wheelchair layouts as you need.

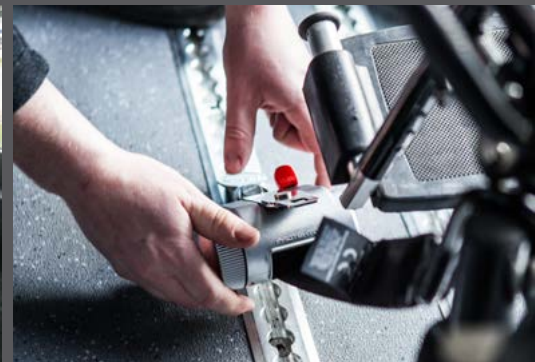
- Add, remove, and rearrange seats in seconds
- Lightweight, front facing SmartSeats on wheels
- Wipe-clean transit grade leatherette
- 17" wide
- Remove seats by simply lifting a lever and wheel to another location
- No seat lifting required; wheel seats in and out of the vehicle using the ramp
- Integrated 3-point seat belt
- Built-in social distancing capabilities
- Flip & Fold seating option available (fixed and mounted)
- Optional luggage compartment or farebox mount available to replace front passenger seat.



Space for seating and securing wheelchairs and mobility devices.



Customizable seat and wheelchair layouts give you full flexibility to adapt the van to your riders' needs.



4-point wheelchair restraint system with adjustable shoulder belts and wall-mounted storage.



## THE P SERIES CONCEPT

The P Series was designed to meet demands for a side and/or rear entry ramp on a full size van chassis.

- On-demand transit providers choose the P Series due to its easy access to curbs and drop-off areas
- Barrier-free entry allows all passengers to enter and exit through the same doors, saving drivers time and reducing risk of injury
- Lower acquisition, maintenance, and operating costs provide a feasible option for transit providers transitioning away from heavily modified buses
- Passengers with mobility challenges experience an increased sense of dignity and independence