


-  7. **CAUTION:** The fuel tank strap shields are marked for right and left sides of the vehicle. Be sure to install them in the correct location and so that they are oriented from the outside toward the center of the vehicle.

NOTE: Spray the area around the fuel tank and strap brackets with silicone lubricant to assist with shield installation. Use a rubber mallet to lightly tap the shields into position only if necessary.

Install the left and right fuel tank strap shields as follows. See Figure 6.

- a) Insert the shield between the fuel tank and the strap from the outside, pushing it in toward the center of the vehicle.
- b) Position the long tab up into the strap bracket.
- c) Secure the push-pin retainers into the mating holes in the strap bracket to secure the shield.
- d) Visually check to make sure the shield is correctly positioned. Peel the backing off the adhesive strip and, while holding the upper portion against the fuel tank flange, secure the two halves firmly together.

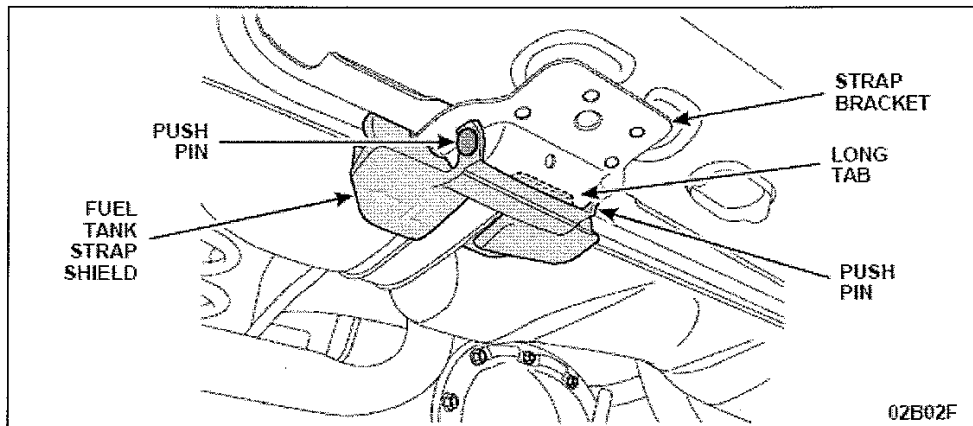


FIGURE 6

NOTE

- For 1992 to 1997 model year vehicles, the service procedure is complete. Lower the vehicle.
- For 1998 to 2003 model year vehicles, continue with this procedure.

8. Remove the two (2) evaporative emissions canister retainer bolts from the front edge along the Z-bracket.

Ford Motor Company

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DEARBORN, MICHIGAN 48121
01/02

9. Using a straightedge, draw a line indicating the centerline connecting the (2) two bolt holes. Then, measuring from the edge of either of the two bolt holes, mark the centerline at 50 mm (2-in), 101 mm (4-in) and at 152 mm (6-in). See Figure 7.

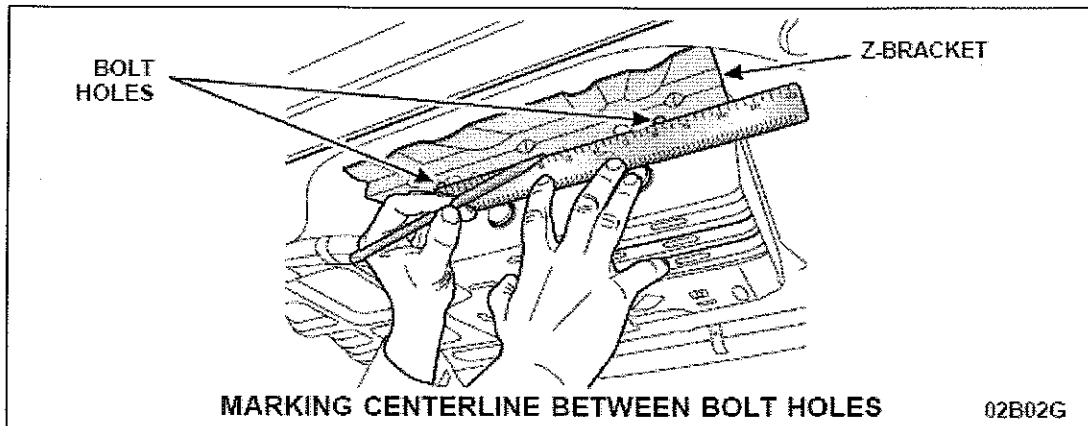


FIGURE 7

10. **CAUTION: DO NOT** drill through the trunk floor when drilling the rivet holes. Place a drill stop or an abundance of tape 12 mm (1/2-inch) from the tip of the drill bit. Reinstall one of the removed bolts to hold the canister securely, then drill the three, 5 mm (13/64-inch) rivet holes through the Z-bracket and the evaporative emissions canister mounting flange. See Figure 8.

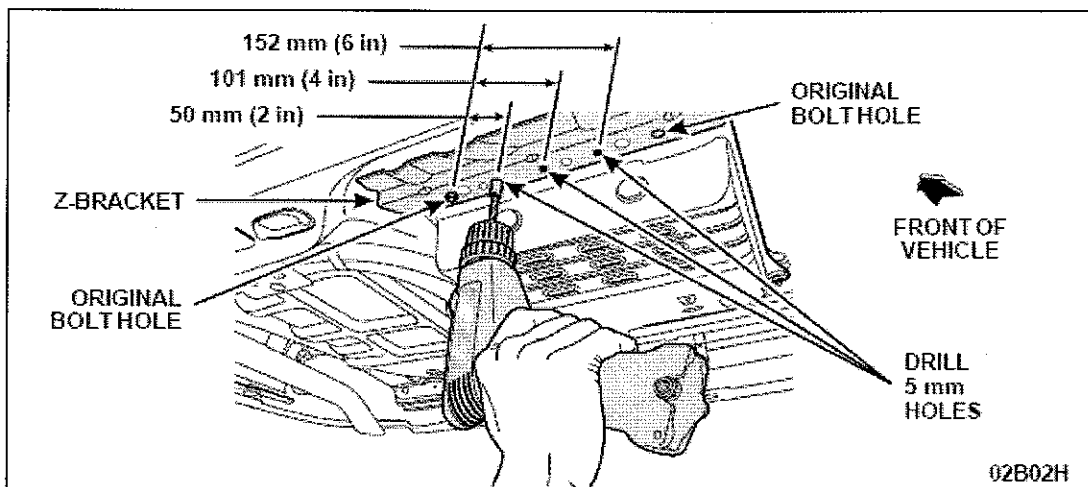


FIGURE 8

11. Remove the one (1) bolt and the two (2) evaporative emissions canister retaining nuts and lower the canister off of the studs and disconnect the canister purge valve electrical connector. Discard both removed canister bolts.
12. Remove and discard the two (2) J-nuts from the evaporative emissions canister flange.
13. Using Motorcraft Brake Parts Cleaner or equivalent and a clean shop rag, clean the top surface of the canister. Affix the two (2) self-adhesive foam pads onto the canister in the position shown in the illustration. See Figure 9.

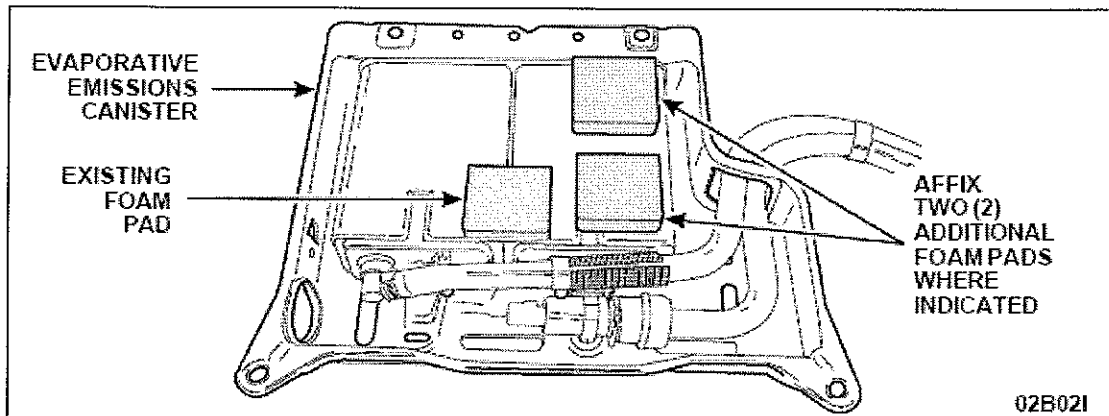


FIGURE 9

14. Reconnect the canister purge valve, then position the evaporative emissions canister and install the two (2) retaining nuts finger tight.
15. **CAUTION:** The rivets supplied in the kit provide a high clamp-load and **MUST** be used. Using rivets other than what is supplied in the kit may jeopardize the repair.
NOTE: The kit comes with a total of five (5) rivets. Only three (3) are required for this repair. These rivets are very sturdy and may be difficult to install with a small, hand-held pop rivet installer. The use of a large capacity or air/hydraulic rivet installer is recommended but is not necessary.
Install the three (3) rivets, then tighten the two canister retaining nuts to 6 Nm (53 lb-in).
16. Lower the vehicle.

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SEATING

FRONT SEATS:

If a passenger seat is removed in order to meet QVM Program or chassis GVW limitations, the following steps must be taken for the vehicle to comply with QVM guidelines:

- Once the front seat is removed, the rear securing bolts must be removed and the front bolt holes welded over. This process has been put in place to reduce the possibility of the front passenger seat being reinstalled after it has been delivered to the customer. If you must remove the front passenger seat to meet weight requirements, every effort must be made so a seat cannot be reinstalled.

Note: Deleting the right front passenger seat is not recommended by the QVM Engineering Office. However, if the seat is removed, it is the responsibility of the coachbuilder to engineer a method that disables the passenger side air bag and maintains standard operation of the air bag system. Any service issues that develop from the removal of the right front passenger seat are also the responsibility of the QVM. These items will NOT be covered under the Ford warranty.

- Seats are not to be made available for resale.
- The area vacated by a front seat being deleted MUST have a dual-function seating restriction in that area. "Dual function" means that, if the customer decides to attempt to remove this protection, he/she will lose something given to them by the coachbuilder.

For example, a storage box that also houses:

- The A/C unit
- The VCP
- The CD changer portion of the radio

A SIMPLE STORAGE BOX IS NOT ENOUGH. This restriction must have a dual purpose.

All questions regarding this restriction should be forwarded immediately to the QVM Engineering Office at 313-322-7926 or via e-mail: jmetz@ford.com

NOTE: Providing or facilitating the reinstallation of a front passenger seat removed to meet QVM or GVWR requirements is a violation of QVM policy.

- The Lincoln Town Car provides seating for three (3) passengers in the front compartment. When removing the front passenger seat, the middle passenger seat belt must be taken out, thus only leaving the seat belt for the driver.

REAR SEATING:

- A designated seating position is defined as that portion of the seat surface that accommodates a seated passenger and must be at least 16.5 inches wide, but not more than 20 inches wide as measured between seat-belt anchorages. Each designated seating position must be equipped with a seat belt as prescribed by FMVSS/CMVSS 208.

Rear Seating (continued):

- Any seating area that is at least 50 inches wide and does not incorporate restrictions must provide a minimum of three (3) adjacent designated seating positions (i.e., bench seat, side facing leg of a "J" or "L" seat).
- The legs of a "J" or "L" seat must have designated seating positions and must conform to the definition of a designated seating position.
- If the corner seating area of a "J" seat is declared a designated seating position, it must conform to the definition of a designated seating position.
- Any restricted seating area that is wide enough to be declared a designated seating position (min. 12.5 inches) must incorporate a PERMANENT means to restrict its use as a designated seating position. There are a few ways this can be accomplished:
 - A permanently fixed armrest
 - Equipment, such as a cooler, VCP, tissue box
 - **When designing seats with seating obstructions, you must inquire with the QVM Engineering Office for approval before proceeding.**

The following obstructions are NOT acceptable:

- Removal of seat belts
- A placard that states, "This is not a seating position"
- A strap that ties down the armrest.

REMEMBER: This must be a permanent restriction and must be as "tamper-proof" as possible. **Once again, you must get your seating restriction design approved by this office before it is utilized. QVM ENGINEERING OFFICE: 313-322-7926**

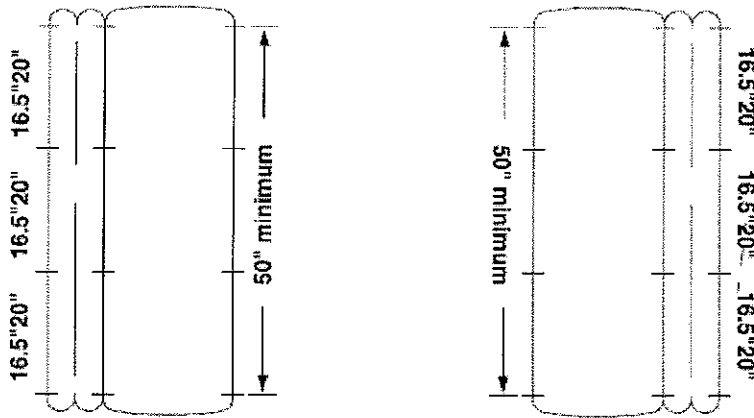
- Seating restrictions or seat width overhang for bench seats must be applied at the outboard ends of the seating area so that the designated seating positions are adjacent to each other.
- Seating restrictions or seat width overhang "J" or "L" seats must be applied at the outboard ends of the seating area and/or the inboard corner of the seating area so that the side facing designated seating positions are adjacent to each other.
- See following Figures 4 and 5 for suggested seat configurations.
- If the rear seating capacity is greater than the 6 passengers, a visible passenger capacity label with minimum lettering height of 0.25 inch is required to be displayed on the face or dogleg area of both rear doors. *SEE PAGE 12 for a diagram illustrating the location and wording required.*

NOTE: Seat design and configuration will be reviewed during QVM audits.

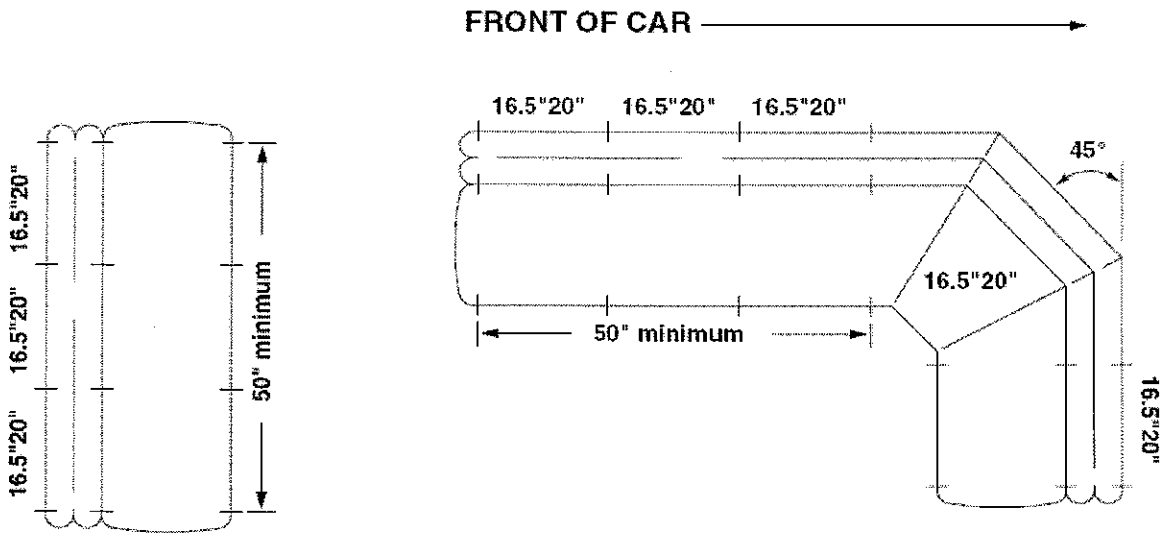
SEAT BELTS:

See Reference Information Section for seat-belt attachment repair procedures.

SUGGESTED SEAT CONFIGURATIONS



EXAMPLE 1) 3-Passenger Bench Seats

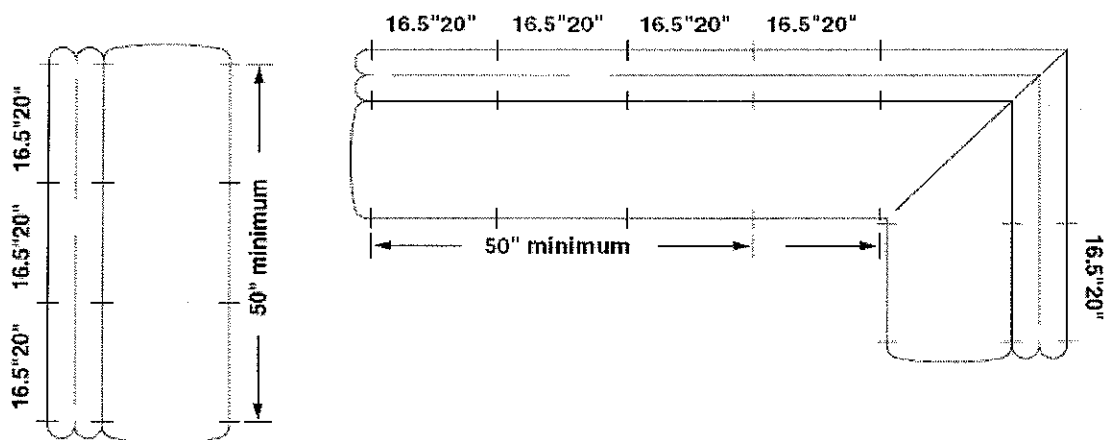


EXAMPLE 2) "J" Seat Configuration

FIGURE 4

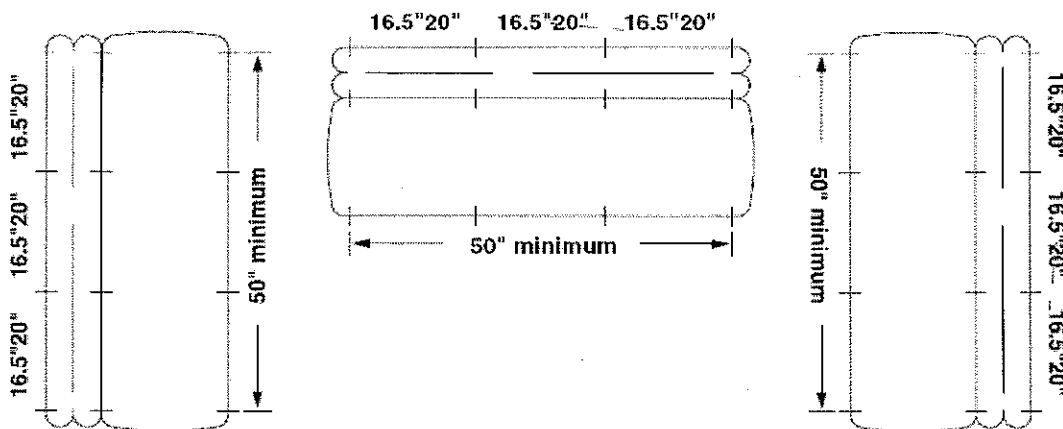
Boeing Aircraft Company
Boeing Aircraft Company
 116-000-100-0000-0000
 116-000-100-0000-0000
 0000

SUGGESTED SEAT CONFIGURATIONS



EXAMPLE 3) "L" Seat Configuration

FRONT OF CAR →



EXAMPLE 4) The 3 Seat Configuration

FIGURE 5

Flow-Max Company
<http://www.flow-max.com>
 LFWLFD232
 02/12

REAR SEATING CAPACITY LABELS

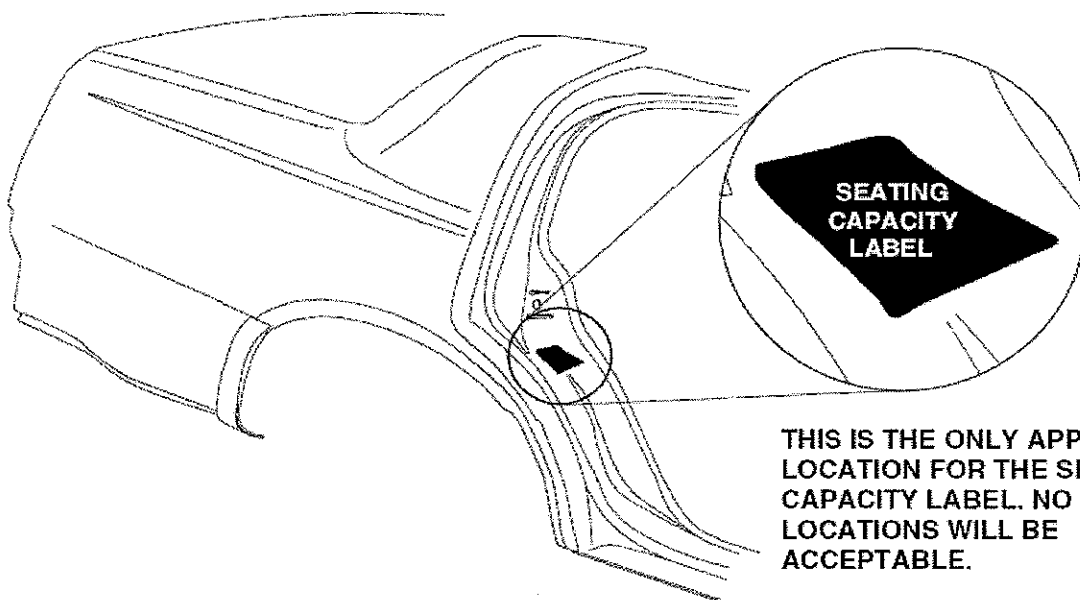
The rear seating capacity of a limousine is an integral part of determining if a limousine is going to operate in an overloaded condition.

Both rear doors (and a fifth door if applicable) **MUST** have a seating capacity label on the dog-leg of the door where it is clearly visible. Below, please view the options for recommended wording for rear passenger capacity labels. You may choose any of the following: (the number 8 is used for example purposes, each vehicle and/or configuration will differ).

- **TOTAL REAR SEATING CAPACITY: 8**
- **REAR SEATING CAPACITY NOT TO EXCEED: 8**
- **MAXIMUM REAR SEATING CAPACITY: 8**
- **8 TOTAL PASSENGERS ALLOWED IN REAR**

The rear seating capacity labels are for the rear compartment only, these labels should NOT include OR mention the driver.

The rear seating capacity label should be worded in a manner that is PERFECTLY CLEAR to any customer what the MAXIMUM passenger capacity is of each QVM limousine.



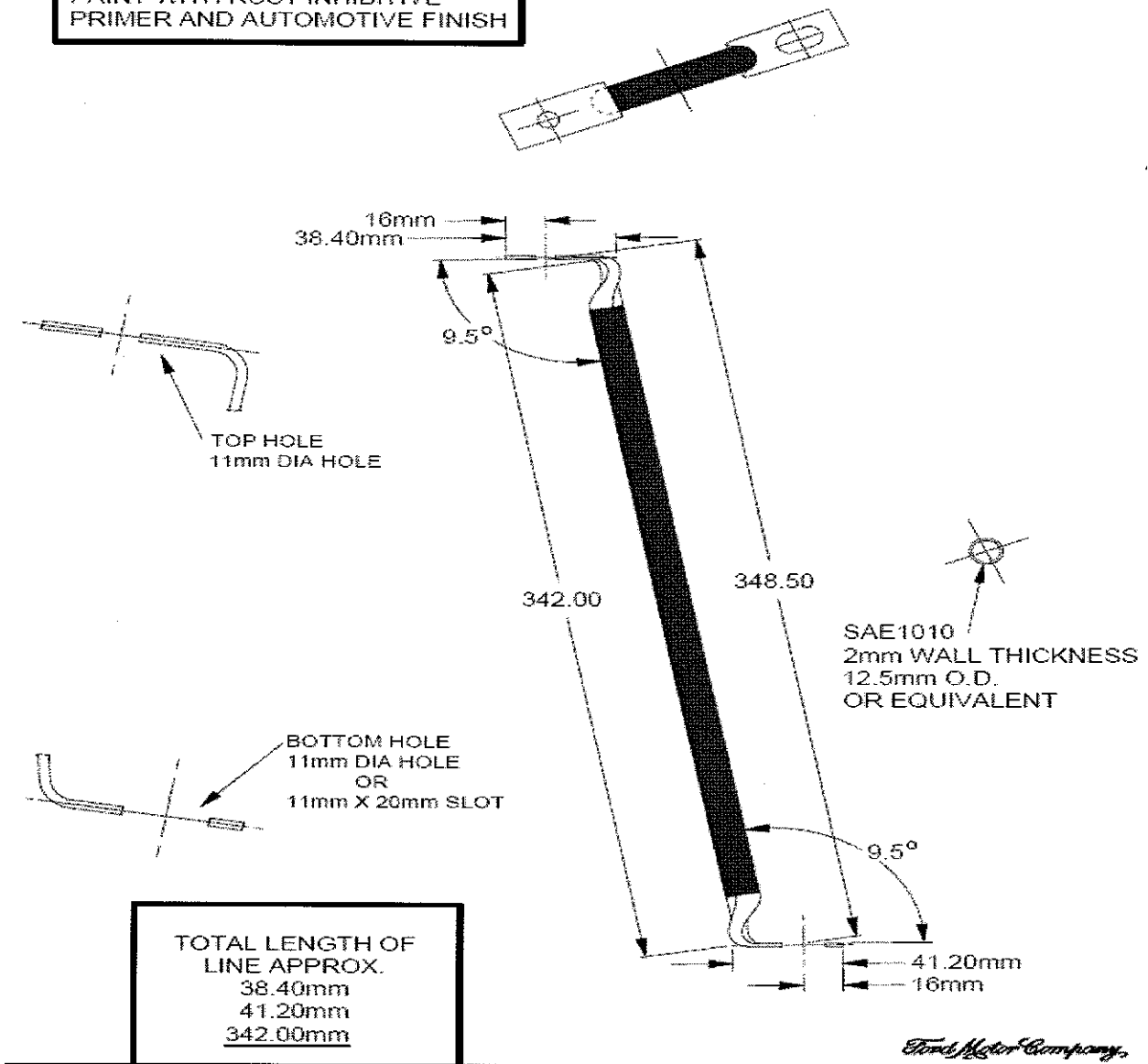
PENCIL BRACE INSTALLATION

All Town Car limo conversions must continue to have pencil braces modified and replaced before sale. This is the same pencil brace used on the 2003 Town Car and the information is below.

Below is the new fender pencil brace, two per vehicle (RH/LH) for all new Town Car limousines. This replaces the existing production vehicle pencil brace. Remove production pencil brace. Fabricate and install new pencil brace as shown on drawing. Pencil brace should be manufactured for all vehicles for durability purposes.

-16A023- PENCIL BRACE DIMENSIONS

PAINT WITH RUST INHIBITIVE PRIMER AND AUTOMOTIVE FINISH





LIMOUSINES

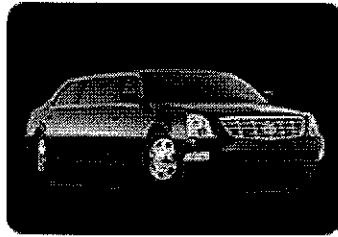
Livery
Limousines
Funeral

SPECIFICATIONS

Designed for longevity and reliability, Cadillac limousines feature advanced heavy-duty construction throughout. Plus 35 additional body reinforcements and over 200 special parts. All backed with the assurance of our comprehensive Professional Vehicle Protection Plan (PVPP) and the GM New Vehicle Limited Warranty.

Cadillac Limousine V4U Package

- Heavy-duty front suspension
- Heavy-duty rear air suspension
- Heavy-duty steering components
- Heavy-duty power steering cooler
- Heavy-duty tires – P235/60R17 tires for a maximum GVWR of 6,790 lbs
- Heavy-duty 8-lug chrome aluminum wheels
- Heavy-duty 4-wheel disc brakes with ABS
- Heavy-duty engine oil cooling system
- Extended main body wiring harness (136")
- 220-amp alternator
- Higher capacity A/C compressor
- Heavy-duty 360-watt cooling fan
- Tire Pressure Monitoring System
- 3-year/150,000-mile (whichever comes first) Professional Vehicle Protection Plan (PVPP)
- 4-year/50,000-mile (whichever comes first) GM New Vehicle Limited Warranty



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GROOM AND BEST MAN KILLED IN CAR CRASH AFTER L.I. WEDDING

Published: April 4, 1987

A 27-year-old Long Island man, who had just been married, and his best man were killed on the way to a wedding reception in Lido Beach yesterday when a speeding car slammed into their limousine.

Five other people, including the bride and the maid of honor, were also injured.

The groom, Peter Phillips of Levittown, L.I., and his brother and best man, John J. Phillips, 30, of Islip, were killed.

The bride, Carol Ann Zagorski, 24, and her sister, Debby Zagorski, 21, both of North Massapequa, were also riding in the 1985 Cadillac stretch limousine. They were both listed in critical condition at Nassau County Medical Center in East Meadow. Collision Near Reception Hall

According to the Nassau County Police, the accident happened about 5:55 P.M. when a 1987 Buick Grand National traveling eastbound on Lido Boulevard crashed into the westbound limousine. The limousine was making a left-hand turn across a stretch of the four-lane thoroughfare into the Sands Beach Club in Lido Beach, where a reception honoring the newlyweds was planned for 7 P.M.

The bride and groom had been married minutes earlier at St. James Roman Catholic Church in Seaford, L.I.

Members of the bridal party who had been trailing the limousine spilled from their cars after the crash. Some of the guests, dressed in tuxedos and formal dresses, dashed to the wreck to help the injured passengers, while others collapsed to the ground screaming and in tears, according to the police.

The driver of the Buick, Vincent Laezza, 21, of Selden, L.I., was listed in fair condition at South Nassau Community Hospital in Oceanside. A passenger, Daren Bovino, 19, also of Selden, was listed in critical condition at Long Beach Memorial Hospital in Long Beach.

The driver of the limousine, Thomas Quinn, 29, of Palisades Park, N.J., was listed in fair condition at South Nassau Community Hospital.

The police said the case was under investigation and that no charges had been filed. However, a police spokesman, Detective Nick D'Avanzo, said that "it appears that the Laezza vehicle was in excess of the 40-miles-per-hour speed zone."

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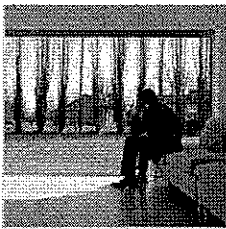
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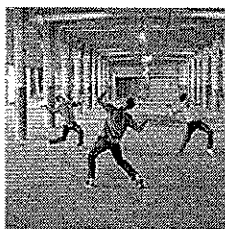


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Warranty & Protection **GM Total**

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GM New Vehicle Limited Warranty

Cadillac Warranty

Other Services

Roadside Assistance

Courtesy Transportation

Cadillac Maintenance

Extended Protection

GM Protection Plan

Tire Protection Plan



GM New Vehicle Limited Warranty

The GM 160,000 km/5 Year** Powertrain Component Warranty with Roadside Assistance and Courtesy Transportation is available on all 2010 models. And every new GM car and light-duty truck is backed by a GM New Vehicle Limited Warranty to correct any defects in material or workmanship occurring during the warranty period.

The 2010 GM Canada new vehicle warranty coverages are summarized below. For more detailed information, please contact the Customer Communication Centre at 1-800-263-3777 or your local General Motors of Canada dealer.

GM Warranty Coverage At A Glance for Chevrolet and GMC vehicles

New Vehicle Limited Warranty

Coverage	3 yr/ 60,000 km	5 yr/ 160,000 km	6 yr/ 160,000 km
Base Warranty Coverage (Includes Tires)			
Powertrain Component Warranty*			
Diesel Engine Components			
Sheet Metal (Corrosion)			
Sheet Metal (Rust-Through)			

* Excludes Medium Duty Trucks

Emission Control Systems Warranty

Coverage	3 yr/ 60,000 km	4 yr/ 80,000 km	6 yr/ 160,000 km	8 yr/ 130,000 km
Defects & Performance - Chevrolet and GMC				
Defects & Performance - Buick and HUMMER				
6.6L DURAMAX Diesel Engine				
Specified Major Emission Components**				

**Catalytic Converters and Powertrain Control Modules

The warranty coverages are measured by year/ km, whichever comes first, to correct any defects in materials or workmanship occurring during the warranty period. Regular maintenance is not included. Other restrictions, exclusions and limitations apply. See your dealer for complete details of the GM Canada New Vehicle Limited Warranty coverages.

GM Warranty Coverage At A Glance for Buick and HUMMER Vehicles

New Vehicle Limited Warranty

Coverage	4 yr/ 80,000 km	5 yr/ 160,000 km	6 yr/ Unlimited km
Base Warranty Coverage (Includes Tires)			
Powertrain Component Warranty			

**Sheet Metal
(Corrosion)**

**Sheet Metal (Rust-
Through)**

Emission Control Systems Warranty

Coverage	4 yr/ 80,000 km	8 yr/ 130,000 km
Defects & Performance - Chevrolet and GMC		
Specified Major Emission Components**		

New Vehicle Limited Warranty Coverage:

The complete vehicle is covered for 4 years or 80 000 kilometres, whichever comes first, except for items listed under "What is not Covered" found in the warranty booklet. The enhancement to the Base Warranty Coverage also applies to Tire Coverage, Sheet Metal Corrosion, Courtesy Transportation and Roadside Assistance. The Sheet-Metal (Rust-Through) is covered for up to 6 years, unlimited kilometres. Please read the warranty booklet for further coverage information.

**Catalytic Converters and Powertrain Control Modules

***Whichever comes first. Conditions and limitations apply. Excludes Medium-Duty. See dealer for details.

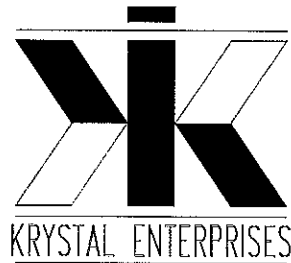


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January 5, 2010

**Subject: VIN# 1L1FM81W19Y804883, Krystal Enterprises 120" Lincoln Town Car
Limousine 120Z**

To Whom It May Concern,

This letter is to certify that Krystal Enterprises is a Qualified Vehicle Modifier (QVM) for the Lincoln Town Car and that the subject vehicle, converted to a limousine by Krystal Enterprises in January of 2000, meets the requirements of the Ford QVM Program.

Additionally, it meets or exceeds all applicable United States Federal Motor Vehicle Safety Standards (FMVSS) and Canada Motor Vehicle Safety Standards (CMVSS) under the passenger car classification.

Attached is the floor plan to which this vehicle is manufactured. The configuration does not exceed maximum GVWR allowed per QVM requirements. The front GAWR is 3,825 lbs. The rear GAWR is 3,675lbs. The total GVWR is 7,500lbs.

Feel free to have any questions on the details of the design, testing, or certification of this vehicle directed to my office via e-mail at jchen@krystal.cc or at my direct line at 714-961-2395.

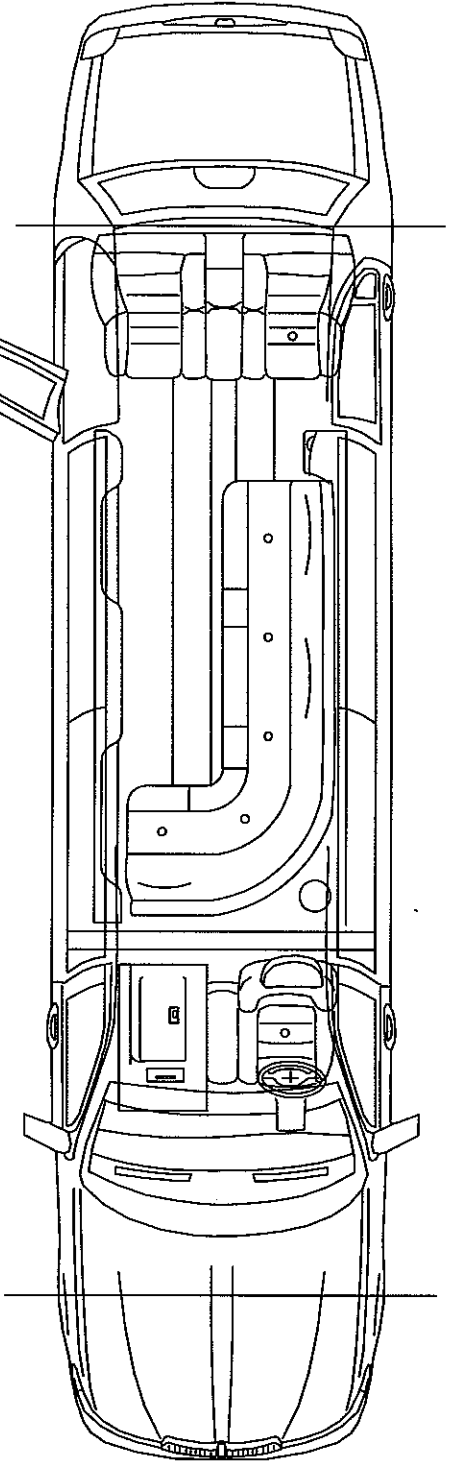
Sincerely,
Johnny Chen

Johnny Chen
Engineering
Krystal Enterprises
2701 E Imperial Hwy
Brea, CA 92821
800-KRYSTAL



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REVISIONS			
REV	DESCRIPTION	DATE	APPD



FLOOR PLAN, 120 J-SEAT
LINCOLN TOWN CAR

ITEM NO.	QTY	DESCRIPTION	UNIT
LIST OF MATERIALS			

<p>DO NOT SCALE THIS DRAWING. ALL DIMENSIONS ARE IN INCHES. ALL DIMENSIONS TO BE CONFORMING TO STANDARD CENTER LINE WITHIN 3000 AND 6000 INCHES. DIMENSIONS FOR PARTS AND SUB-ASSEMBLIES TO BE SHOWN WITHIN 3000 AND 6000 INCHES. DIMENSIONS FOR PARTS AND SUB-ASSEMBLIES TO BE SHOWN WITHIN 3000 AND 6000 INCHES.</p>	<p>DATE: 12/7/03</p>
<p>DESIGNER: J. Chen</p>	<p>SCALE: 1/1</p>


KRYSAL ENTERPRISES
 2701 E. IMPERIAL HIGHWAY
 BREA, CA 92821

SPEED CONTROL UNIT
FLOOR PLAN, 120Z
 LINCOLN TOWN CAR

A B C D 1 2 3 4



Flere limousine-selskaber brokker sig over for høje krav til limousinernes registrering, og frygter, at det går ud over sæsonen for konfirmationer og bryllupper.

Af Peter Westermann

Onsdag den 14. april 2010, 14:30

Foråret har for alvor ramt os alle, og det giver travlhed hos landets limousine-selskaber. Nu starter sæsonen for bryllupper, konfirmationer og skolernes gallafester, som gerne vil bruge dagen på at blive kørt rundt i en af de lange og flotte biler.

Men i limousine-branchen frygter man, at strenge krav fra Færdselsstyrelsen tvinger dem til at køre rundt i gamle biler, som ikke lever op til det, som kunderne forventer.

- Vi har store problemer med at få nye limousiner ind på markedet herhjemme, fordi Færdselsstyrelsens krav er umuligt at dokumentere. Sikkerheden er i orden, og vi har godkendelser fra de amerikanske fabrikker, men Færdselsstyrelsen vil simpelthen ikke godkende dem, siger Leif Berner fra Celebrity Limousine Service i Søborg.

De strenge krav fra Færdselsstyrelsen kan ifølge Leif Berner betyde, at branchen ikke kan yde den gode service til bryllupper og konfirmationer landet over.

- Nu kommer sæsonen for både konfirmationer og gymnasiernes galla-fester, men vi kan ikke dække markedet, fordi vores nye limousiner holder i garage uden nummerplader. Limousine-branchen kommer til at køre i noget gammelt lort – for at sige det lige ud, siger Leif Berner.

Derfor har en sammenslutning af flere limousine-vognmænd indbragt problemet for Folketingets trafikudvalg, som skal se på sagen i slutningen af april. Ifølge Færdselsstyrelsen, som sætter kravene til limousinerne, er der dog ikke en finger at sætte på kravene til limousinerne. Her siger kontorchef Ib Rasmussen, at reglerne er som de altid har været, og at det er limousine-vognmændenes eget ansvar at købe biler i udlandet, der lever op til de danske krav.

- Vi kræver de samme sikkerhedsoplysninger, som vi gør til alle andre køretøjer. Det er fabrikanten af bilerne, som skal dokumentere, at bilerne kan tåle at blive brugt, og sådan har det altid været. Derfor er det vognmændenes eget ansvar at

købe limousiner, som er testet og godkendt, siger Ib Rasmussen fra Færdselsstyrelsen.

Dermed lader det til, at uenigheden skal drøftes på trafikudvalgets møde den 29. april, hvor repræsentanter fra limousine-branchen vil fremlægge deres utilfredshed.

Manufacturers bearing this insignia participate in the Cadillac Master Coachbuilder (CMC) program—which demands that quality, safety, performance and appearance standards be strictly observed.

Cadillac's structure is a fusion of design and technology, one that combines power and confidence, along with technology and grace. This new breed of Cadillac Professional Vehicle is designed to stimulate your imagination. Its style and engineering overlap to create a masterful automobile—or a stretch limousine—both in form and function.

Whether it serves as a rolling conference center or a chariot to the opera, your Cadillac Professional Vehicle will arrive in style, with plenty of substance in reserve. The Northstar System's legendary performance and durability—fused with enhanced body structure and the interior's artistic translation in leather—ensure long-term, reliable service. Call 1.800.43FLEET anytime for information or assistance.

Cadillac Master Coachbuilders is a network of Cadillac sanctioned conversion specialists. It is their craftsmanship—and adherence to Cadillac standards of quality—that continue as the industry benchmarks:

Compliance with all Federal Motor Vehicle Safety Standards

Continuous commitment to quality conversion processes
Dedication to vehicle reliability and customer safety
Continuous improvement in customer satisfaction through Coachbuilder warranty coverage

LIMOUSINE (V4U) PACKAGE

The V4U option package provides the basic equipment required for VIP or six-door limousine conversions used in the majority of business applications. This chassis has over 200 specially designed and engineered parts and 39 body reinforcements added to make it conversion-ready in order to support the rigorous demands of commercial vehicle service. All incomplete professional vehicle chassis also include:

Heavy-duty suspension Heavy-duty power steering system Heavy-duty power brake system Heavy-duty tires and 8-lug wheels P235/60R17 tires with standard vacuum boost power brakes providing a gross vehicle weight rating of 6790 lbs. 140-amp generator 106-inch extended main body wiring harness with special connectors to accommodate the conversion process Heavy-duty jack The V4U chassis provides the following options to allow for longer, heavier conversions as well as for additional customer amenities in the rear passenger compartment:

LT235/60R17 tires with standard vacuum boost power brakes providing a gross vehicle weight rating of 7258 lbs. VB6 hot weather provision package

Higher capacity air conditioner compressor

Auxiliary 50-amp generator

Heavy-duty engine cooling fans WC5 option package increases GVWR to 7485 lbs. and includes the following:

Heavy-duty hydraulic boost brakes

LT235/60R17 tires

136-inch extended main body wiring harness

VB6 hot weather provision package

The Cadillac Professional Vehicle Protection Plan, an extended service agreement of 3 years/150,000 miles (whichever occurs first), runs concurrently with the limited 4-year/50,000-mile new car limited warranty on the limousine (V4U).

If a coachbuilder does not strictly adhere to the guidelines established by Lincoln and Cadillac, the buyer's warranty on components affected by the stretch will be void.

The public is often misled on the passenger capacity of 120-inch Lincoln and 130-inch Cadillac stretches. According to the Gross Vehicle Weight Ratings (GVWR) established by Lincoln and Cadillac, a Lincoln 120-inch stretch can only have a passenger capacity of nine or ten depending on the materials used in the build process. Royale is one of the few builders that can accommodate ten passengers. Exceeding the GVWR affects the drivability of a limousine, creating a significant safety hazard in many cases.

On the other hand, Cadillac and Lincoln both offer standard extended warranties on limousines built under the guidelines they have established. Lincoln's standard warranty for QVM limousines is 4 years/150,000 miles; Cadillac's standard warranty on CMC limousines is 3 years/150,000 miles.

An operator who tries to avoid paying the Gas Guzzler Tax through a legal loophole could find the IRS knocking on his/her door. As thousands before you have found out, if you try to burn the IRS you will inevitably lose.

Product Liability Insurance protects limousine owners, passengers, drivers and their families in the event of a tragic accident. Every member of the Limousine Industry Manufacturers Organization (LIMO) carries a minimum of \$1 million in Product Liability Insurance.

When GVWR is ignored, integral components wear out much faster.

Crash testing is not the only criteria for determining safety in limousines. Non-certified coachbuilders who ignore federal standards and weight ratings often build vehicles that will not stop or steer safely and effectively.

By working directly with Lincoln and Cadillac, LIMO members create safer, more dependable products for limousine buyers and the public.

(2) IS YOUR WARRANTY INTACT

If a limousine is not built by an authorized participant in either the Lincoln Qualified Vehicle Modifier (QVM) or Cadillac Master Coachbuilder (CMC) program, the end user will have trouble with his/her warranty.

To demonstrate how strongly Lincoln feels about its QVM program, the company's base and emissions warranties are void, and its extended service plans are ineligible on vehicles not converted by a certified coachbuilder.

According to Cadillac, if a limousine is out of compliance with the CMC program, "the warranty is void on all aspects of the vehicle that were altered by the second stage manufacturer." This includes components that are simply affected by the conversion, including brakes, suspension, electrical and all supporting components. Even the warranty on the engine could be rendered invalid because the engine was not designed to perform under the stress of the additional weight.

On the other hand, Cadillac and Lincoln both offer standard extended warranties on limousines built under the guidelines they have established. Lincoln's standard warranty for QVM limousines is 3 years/100,000 miles; this can be extended to 3 years/150,000 miles or 6 years/100,000 miles for a small fee. Cadillac's standard warranty on CMC limousines is 3 years/150,000 miles.

(3) THE REAL PASSENGER CAPACITY

Operators and the public are often misinformed about the actual passenger capacity of limousines. In order for Lincoln or Cadillac limousines to meet federal guidelines and abide by the standards set up in the QVM/CMC programs, their GVWR's must not exceed established limits. That means a limousine stretched 120 inches will only be able to accommodate up to nine or ten passengers, depending on the materials used in the build process.

Lincoln's GVWR is 7500 pounds and Cadillac's is 7485 pounds. Maybe this sounds like plenty of weight, but consider this: If you add up eight passengers, plus the driver, at 150 pounds per person (the weight established by Cadillac of Lincoln), you already reach 1350 pounds. This number must be factored into the total weight of the vehicle.

If the coachbuilder exceeds the GVWR, driveability of the limousine will be affected, creating a significant safety hazard in many cases. Limousines manufactured by LIMO members utilize "heavy-duty" coachbuilder packages that allow their vehicles—which can be stretched up to 120-inches—to meet FMVSS for braking, steering, suspension, etc.

** Certified coachbuilders are prohibited by Lincoln and Cadillac from creating a seating arrangement that provides room for more passengers than the GVWR allows. A seat belt must be installed every 16.5 inches, and any additional room for seating will contradict the rules established by the original equipment manufactures.**

(4) CERTIFICATE OF AUTHENTICITY

When you purchase a limousine, check inside the door panel to make sure there is a Certificate of Authenticity from the secondary stage manufacturer (or coachbuilder). This sticker states that on the day of completion, the vehicle abided by all applicable laws, including Federal Motor Vehicle Safety Standards (FMVSS).

(5) THE ISSUE OF WEAR AND TEAR

Although safety is surely the most significant issue in the limousine conversion process, operators purchasing vehicles that exceed the GVWR should also be warned that they could face higher maintenance bills.

The specifications outlined in the build process by the CMC and QVM programs were established so that the end user would benefit from a safe and durable product. By dismissing those specifications, non-certified coachbuilders not only ignore FMVSS, they build vehicles that suffer from accelerated wear and tear on important components; including suspension, drivetrain and braking systems.

Members of LIMO understand that federal standards were established for a reason. Anytime you increase the weight of a vehicle; the life expectancy and performance of its components are affected—which is why the Lincoln 418 and Cadillac V4U "heavy-duty" packages feature parts with increased durability. Lincoln and Cadillac stand behind the products built by LIMO members because certified coachbuilders take their programs seriously.

(6) THE IRS AND YOU

Some non-certified coachbuilders attempt to skirt the law and not charge Gas Guzzler Tax under the pretense that they convert vehicles owned by another party. These coachbuilders advise buyers to supply them with a sedan, which they then convert into a limousine.

While this may sound like a legal loophole, a limousine operator could face serious problems if the Internal Revenue Service (IRS) comes knocking on his/her door, asking questions and demanding answers. The fact is the IRS expect to receive Gas Guzzler Tax on limousines sales. While searching for that money, the IRS will first ask a coachbuilder to show documentation proving it has been paid. If the coachbuilder's books show it was not paid, the IRS can subpoena the buyer's books and demand payment directly from them. Inevitably, if you try to burn the IRS, you will lose.

(7) PRODUCT LIABILITY ISSUES

For piece of mind, limousine buyers should make sure the company that converts their vehicle carries Product Liability Insurance, in case a serious accident occurs. Every member of LIMO carries a minimum of \$1 million in Product Liability Insurance, giving limousine owners, passengers, drivers and their families a place to turn in the event of a tragedy.

Buyers of limousines built by LIMO members have added piece of mind because Lincoln and Cadillac have agreed to

stand behind limousines certified in the QVM and CMC programs on safety issues. On the other hand, if a vehicle is not certified Lincoln and Cadillac may be considered to have zero liability in a case involving an accident, which means "no deep pockets." The existence and importance of these programs, after all, is common knowledge in the industry—so the weight of any lawsuit could fall squarely on the shoulders of the coachbuilder, who may not even have Product Liability Insurance.

It is impossible to ascertain whether a non-certified coachbuilder is protecting you with Product Liability Insurance—which is another reason to buy your limousine from a QVM/CMC Coachbuilder. As part of the certification process, coachbuilders must prove they maintain coverage. Cadillac and Lincoln instruct participating insurance companies to notify them in the event one of their coachbuilders Product Liability Insurance policies is dropped.

(8) THE CRASH TEST MYTH

Crash testing is an important component in determining the safety of a limousine. However, it is not the only component. The braking, steering and suspension systems of a sedan are all affected when it is "converted" into a limousine, which is why GVWRs were established by Lincoln, Cadillac and the federal government.

A limousine that exceeds the intended GVWR may be built to withstand a significant crash. Even so, because its brakes, steering and suspension were not designed to accommodate the additional weight, accidents are far more likely to occur. Why? As a vehicle acquires more mass, the braking system will not be able to slow it down as quickly and safely, and steering becomes more difficult. A vehicle that can not be safely steered or stopped is a significant hazard on the road—not only for the passengers and driver, but also for the general public.

To improve limousine performance, both Lincoln and Cadillac provide "heavy-duty" packages that are not available to retail buyers, so do not be tricked. Coachbuilders who tell you they can stretch your own sedan at a "cut-rate" will be building you a limousine suffering from durability, performance, safety and warranty problems. The vehicle's GVWR will also be lower than that of a vehicle abiding by Lincoln and Cadillac standards, due to the fact that heavy-duty components are absent.

(9) COACHBUILDER PROGRAMS LINCOLN AND CADILLAC

The Lincoln Qualified Vehicle Modifier and Cadillac Master Coachbuilder programs were developed to establish a level of continuity for the build process of limousines, so that product quality, durability and safety would be enhanced. Based on FMVSS, with critical data compiled from numerous crash tests, the programs evaluate participating coachbuilders on critical areas such as engineering, the manufacturing process and quality control.

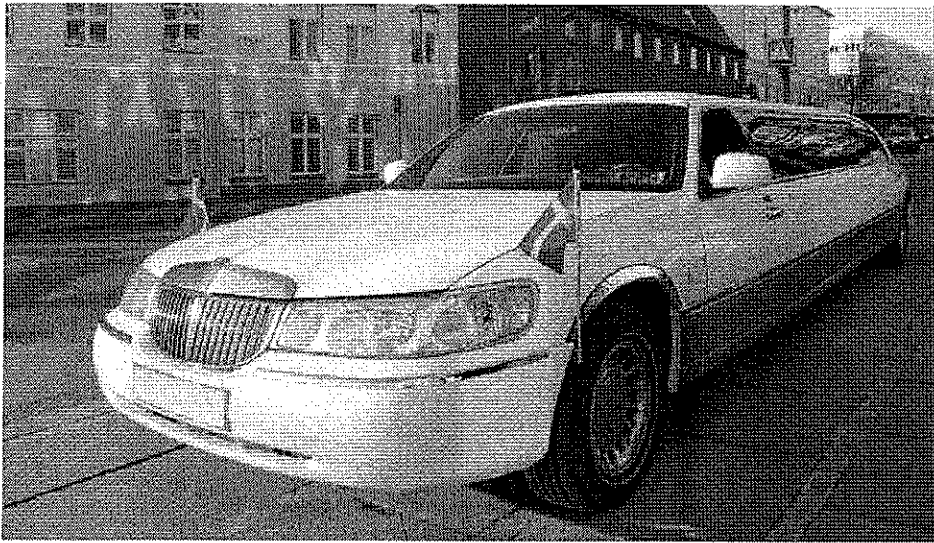
Strict adherence to program guidelines is required, and a commitment to continuous improvement by participating coachbuilders is gauged by annual facility inspections and reviews. Technical information is shared between Lincoln, Cadillac and participating coachbuilders, further improving the safety and fit & finish of limousine conversions. The end result of these programs is that the end user receives a safer, higher quality, more dependable product.

(10) THE ORIGIN OF LIMO and the QVM/CMC VMA

The Limousine Industry Manufacturers Organization and subsequently the QVM/CMC VMA were created by coachbuilders to deal with pertinent issues relating to the production of limousines, such as safety, quality and continuous improvement. By policing themselves, the members ensure that FMVSS and the guidelines established by Lincoln and Cadillac are met on all vehicles built by participating companies. Since its inception in 1986, the organization has made great strides in creating a higher level of professionalism and safety in the limousine industry. It is estimated that its members currently build approximately 70 percent of the world's limousines each year.

An aggressive lawyer who tries to go after Lincoln or Cadillac for damages from an accident involving a limousine that was built without regard to QVM or CMC guidelines may run up against a surprising answer—particularly if the limousine was stretched more than 120 inches for Lincoln and 130 inches for Cadillac. When a coachbuilder converts a sedan into

a limousine that falls far enough outside the parameters established by Lincoln and Cadillac, that coachbuilder may become the actual manufacturer of the vehicle, as opposed to just a converter. This takes Lincoln and Cadillac cleanly and completely out of the loop, in the event of an accident.



Flere limousine-selskaber brokker sig over for høje krav til limousinernes registrering, og frygter, at det går ud over sæsonen for konfirmationer og bryllupper.

Af Peter Westermann

Onsdag den 14. april 2010, 14:30

Foråret har for alvor ramt os alle, og det giver travlhed hos landets limousine-selskaber. Nu starter sæsonen for bryllupper, konfirmationer og skolernes gallafester, som gerne vil bruge dagen på at blive kørt rundt i en af de lange og flotte biler.

Men i limousine-branchen frygter man, at strenge krav fra Færdselsstyrelsen tvinger dem til at køre rundt i gamle biler, som ikke lever op til det, som kunderne forventer.

- Vi har store problemer med at få nye limousiner ind på markedet herhjemme, fordi Færdselsstyrelsens krav er umuligt at dokumentere. Sikkerheden er i orden, og vi har godkendelser fra de amerikanske fabrikker, men Færdselsstyrelsen vil simpelthen ikke godkende dem, siger Leif Berner fra Celebrity Limousine Service i Søborg.

De strenge krav fra Færdselsstyrelsen kan ifølge Leif Berner betyde, at branchen ikke kan yde den gode service til bryllupper og konfirmationer landet over.

- Nu kommer sæsonen for både konfirmationer og gymnasiernes galla-fester, men vi kan ikke dække markedet, fordi vores nye limousiner holder i garage uden nummerplader. Limousine-branchen kommer til at køre i noget gammelt lort – for at sige det lige ud, siger Leif Berner.

Derfor har en sammenslutning af flere limousine-vognmænd indbragt problemet for Folketingets trafikudvalg, som skal se på sagen i slutningen af april. Ifølge Færdselsstyrelsen, som sætter kravene til limousinerne, er der dog ikke en finger at sætte på kravene til limousinerne. Her siger kontorchef Ib Rasmussen, at reglerne er som de altid har været, og at det er limousine-vognmændenes eget ansvar at købe biler i udlandet, der lever op til de danske krav.

- Vi kræver de samme sikkerhedsoplysninger, som vi gør til alle andre køretøjer. Det er fabrikanten af bilerne, som skal dokumentere, at bilerne kan tåle at blive brugt, og sådan har det altid været. Derfor er det vognmændenes eget ansvar at

Limousine-branchen: Vi kører i gammelt lort - Danmark

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Dermed lader det til, at uenigheden skal drøftes på trafikudvalgets møde den 29. april, hvor repræsentanter fra limousine-branchen vil fremlægge deres utilfredshed.

Færdselsstyrelsen: To limousiner opfylder ikke reglerne

Limousine-ejer fik godkendt sin Chrysler på forkert grundlag, påpeger Færdselsstyrelsen, der også mener, at man har gjort hvad man kan for at hjælpe med godkendelsen af ny bil

Af Claus Kjærsgaard

Er Færdselsstyrelsen ude efter Limousinerne og deres ejere? Det indtryk kunne man godt få, når man læser om Niels Frølich Nilsson, ejeren af Limousine Service i Uvelse, der ikke kan få godkendt sin Chrysler 330 C. Men

RELATEREDE LINKS

WEB-TV: Limousiner udsat for diskrimination

Færdselsstyrelsen synes ikke selv, at det er fair,

at det skal tildeles en skurkerolle. For virkeligheden er en anden.

Det forklarer Victor Hollnagel fra Færdselsstyrelsen. Han fortæller Hillerød Posten, at der ikke er sket en ændring af kravene for godkendelse af limousiner fra styrelsens side. Der er, som der i mange år har været, et krav om at det skal kunne dokumenteres, at sikkerheden for Limousinerne er i orden.

En Limousine er groft sagt en standardbil der er blevet skåret op på midten, hvorefter bilen er blevet forlænget med adskillige meter. Dermed kan bilen ikke længere leve op til de sikkerhedskrav, den oprindeligt har gennemgået. Derfor skal firmaerne, der forlænger bilerne kunne dokumentere, at det de skaber fortsat er en sikker bil.

Det kan man som bilejer nemmest, hvis det er en Ford-model, man har importeret som limousine. Ford har nemlig udviklet et godkendelsesprogram for sine biler. Det betyder, at hvis fabrikken, der forlænger bilen gør det efter Fords anvisninger, så garanterer Ford for at sikkerheden er god nok.

Den bil Niels Frølich Nilsson skulle have godkendt var en Chrysler. Her er problemet, at Chrysler ikke har et godkendelsesprogram lige som Ford. Det betyder i praksis, at med mindre firmaet der foretager forlængelsen kan udstede en garanti, så har en eventuel dansk ejer af en Chrysler-limousine et problem. Det er nemlig den danske bilejers udfordring enten at skaffe en garanti. Eller også - for egen regning - at få bilens sikkerhed godkendt af et uafhængigt prøvningsinstitut.

Det er ikke en ny problemstilling, understreger Victor Hollnagel. Sagen fra Uvelse kompliceres af, at Limousine-firmaet allerede har en identisk Chrysler, der i mange år har været godkendt til det danske marked.

Men det er faktisk en fejl, at den blev godkendt uden dokumentation, forklarer Victor Hollnagel. Sagen drejer sig altså ikke om, at den ene kan godkendes og den anden ikke, men om, at sikkerheden for begge biler i princippet skal kunne dokumenteres.

Her står sagen nu, og Victor Hollnagel understreger, at fra Færdselsstyrelsens side har gjort hvad man kan for at hjælpe Niels Frølich Nilsson.

"Han er mere end velkendt med reglerne", fastslår han, og holder fast i, hvad der Færdselsstyrelsens vigtigste perspektiv i sagen:

"Vi har et ansvar at dem der lader sig transportere i en bil med danske nummerplader på kan være trygge ved at sikkerheden er i orden".

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