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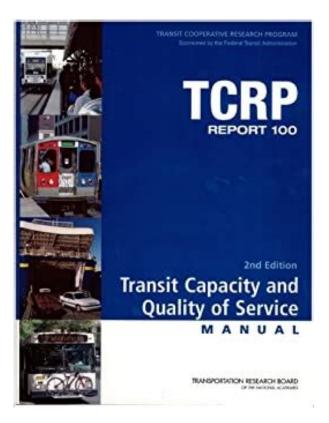
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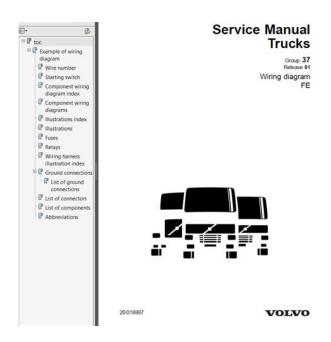
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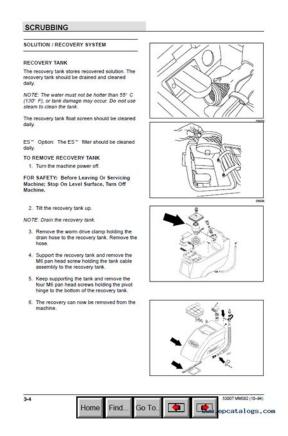


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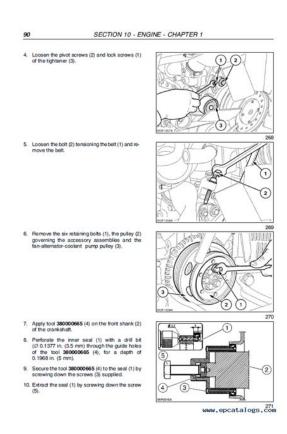
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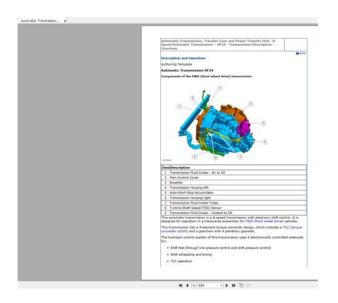


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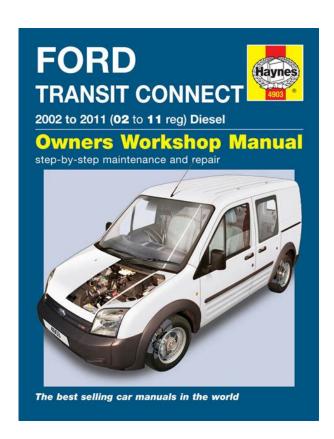
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On numerous versions of this series, 4 and 6cylinder front engines with 130, 170 or 190 hp, 5 and 6speed gearbox, side sliding doors. There is an option with allwheel drive with a 12speed transmission. For the first time, the Selega FC tourist bus with 3747 seats with a 260horsepower

engine and a 6speed manual appears in this range. Some of them are adapted for local and longdistance transport. On the basic RU, HT and HU series, rearmounted 6cylinder engines with a displacement of 7961, 9880 and 13 267 cm, develop a power of 215, 230 and 270 hp, the usual 5speed gearbox and air suspension. Since 2000, the urban version of the HU has used a rare for Japan 250strong diesel with a working volume of 10,520 cm, equipped with a turbocharger with intermediate cooling. It began production in 1969. Total weight up to 18 tons, widely represented in Russia For sale in North America Trucks have a 100 kW diesel engine. 134 hp, with a torque of 353 Nm. Electric motor 36 kW, with a torque of 350 Nm. Carrying capacity 24 tons. In 2007, hybrid truck sales began in Australia. By early 2011, the company sold 10,000 hybrid trucks. In August 2011, sales of hybrid trucks will begin in North America. Well assume youre ok with this, but you can optout if you wish. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Start Free Trial Cancel anytime. Report this Document Download Now save Save 195355239volvob10.pdf For Later 0 ratings 0% found this document useful 0 votes 20 views 96 pages Service Manual Buses 3 37 Electrical system B10B and B12 Original Title 195355239volvob10.pdf Uploaded by Rahel Santos Pisquila Description Full description save Save 195355239volvob10.

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683. Exhibit 669 Bus Speed Methodology Flowchart. 686. Exhibit 670 Illustrative Unimpeded Running Time Rates minjmi CBD. 689. Suburban Arterial. 689. Exhibit 673 Estimated Bus Running Time Losses t1 on Urban Streets minjmi. 690. Exhibit 674 Illustrative SkipStop Speed Adjustment Factor Values. 692. Exhibit 67 6 Calculation Example Summary of Existing Bus Stop Characteristics. 6104. Exhibit 677 Calculation Example Average Boardings and Alightings Exhibit 678 Calculation Example Average Boardings and Alightings Exhibit 679 Calculation Example Average Passenger Flow Time Exhibit 680 Calculation Example Average Dwell Time by Stop's Exhibit 681 Calculation Example Reentry and Clearance Times by Stop's Exhibit 683 Calculation Example Bus Stop CapacityExisting Conditions, 6109, Exhibit 684 Calculation Example Average Boardings and Alightings Exhibit 685 Calculation Example Average Passenger Flow Time Exhibit 686 Calculation Example Average Dwell Time by Stop's Exhibit 687 Calculation Example Summary of ImpactsPayonExit. 6115 Exhibit 689 Calculation Example Summary of ImpactsSkip Stops. 6117. Design Option 1. 6118. Exhibit 691 Calculation Example Summary of Design Option 1 Impacts. 6118 Exhibit 693 Calculation Example Summary of Design Option 2 Impacts. No SkipStop Operation. 6119. Exhibit 67m Estimated Average Bus Speeds on GradeSeparated. Exhibit 6B1 Sample Passenger Service Time Data Collection Sheet.. 6127. Exhibit 6B2 Sample Dwell Time Data

Collection Sheet.. 6128 Chapter 3 for a Organization of. Chapter 6.

Transit Capacity and Quality of Service Manual, 3d Edition These are issues of concern to any size Bus capacity, speed, and reliability address the movement of both buses and the Bus capacity, speed, and reliability are influenced by the timing, location, and Ultimately, bus capacity is constrained by a the Chapter 6 of the Transit Capacity and Quality of Service Manual TCQSM presents Sections 5 and 6 provide stepbystep guidance for performing bus capacity and Buses interfere with each other as the number Although Section 7 is less mathematical, as insufficient research exists to present a Appendix 8 serves as a resource to those who wish to collect bus dwell time data in Exhibit 61. Sources of Bus Delay. Associated with Bus. Stops. Transit Capacity and Quality of Service Manual, 3rd Edition Without passengers to serve, there would be no point in operating bus service. However, each stop that a bus makes along its route requires time, which affects a Therefore, setting bus stop locations requires balancing passenger convenience which Exhibit 6llists the main sources of delay to a bus each time it serves a bus stop, Each of these sources of delay Source of Delay Description Depiction Typical Values. Deceleration Extra time spent slowing to 4.5 s while slowing from. Bus stop failure Bus arrives at a stop to find all Up to the dwell time and I l buses already using the Boarding lost time Time spent waiting for Stops with !loading Passenger service Time spent opening and Minor stop 10 s Traffic signal delay Time spent waiting for a green 070 s, depending on DD lo1 Reentry delay Time spent waiting for a gap 010 s unsignalized Acceleration Extra time spent speeding up 5.5 s during acceleration It can be seen from Exhibit 61 that dwell time and traffic signal delay are typically However, over Deceleration and Acceleration Delay.

It takes time for a bus to slow from its running speed to serve a bus stop, and This delay is incurred The average acceleration characteristics of a bus are dependent on the ultimate Exhibit 62 provides Average Time to Reach Sj2eed sl Average Acceleration to Sj2eed ftls2 Double deck diesel 6.2 10.4 43.6 2.8 1.7 Source TCRP Synthesis 75 1. Diesel motor coaches have better acceleration characteristics than other types of However, 60ft 18m Regardless of size or propulsion system, buses have a lower average acceleration Dwell time and traffic At urban street speeds, Exhibit 62. Bus Acceleration. Characteristics. Acceleration and Bus stops are formed Bus stop failure is Exhibit 63. Bus Stop Failure. Illustrated. Boarding lost time Transit Capacity and Quality of Service Manual, 3rd Edition. A bus stop served by a large number of buses can experience a condition known as In this case, the bus must wait in Bus stop failure is undesirable from a bus operations standpoint, as it negatively This condition is particularly undesirable at farExhibit 63 illustrates an extreme case of bus stop failure caused Boarding Lost Time. When passengers wait at bus stops with multiple loading areas, such as those found Because a bus will use the When a bus arrives, there is a Passenger waiting patterns were studied at a busway station in Brisbane, Australia This study found that passengers tended to concentrate within Once this optimal area became too crowded, The amount of boarding lost time was found to vary by loading area position and Dwell Time.

Dwell time is the time a bus spends serving passenger movements, including the Any extra time Door opening and Passenger service time is the largest component of dwell time and is influenced by Smart card fare payment systems A buss floor height relative to the platform level affects Standees can also interfere with the movement of Boarding passengers that block doors used by alighting Missing sidewalks or landing pads at bus stops may Each loading area in the. Brisbane study was Electronic nextarrival The TCQSM defines Many factors influence Section 5 provides Most activities that An operating margin is Exhibit 64. Individual Passenger. Service Times Level. Boarding. Transit Capacity and Quality of Service Manual, 3rd Edition. Dwell time can vary significantly from one bus to the next, due to variations in Potential sources of the latter type of variation include In most cases, these activities occur relatively randomly and are treated in addition It is nevertheless important to account for them, as unexpectedly The TCQSMs method for estimating a bus stops

design Exhibit 64 shows average passenger service times associated with level boarding Level boarding is increasingly becoming the When nonlevel Situation Single ticket or token into farebox. Exact change into farebox. Mechanical ticket validator. Magnetic stripe card. Smart card Rear door. Rear door with smart card checkout. Observed Range Suggested Default TCQSM 2nd and 3rd Editions. As can be seen from Exhibit 64, fare collection activities can sometimes more than The placement of the fare collection Traffic Signal Delay.

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