

DTS RAPID TRANSIT

PB Americas, Inc. American Savings Bank Tower 1001 Bishop Street, Suite 2400 Honolulu, HI 96813 808-531-7094 Fax: 808-528-2368

APR 21 P3 :26

April 21, 2008

DMC # 2109-S

Mr. Wayne Y. Yoshioka, Director Department of Transportation Services City and County of Honolulu 650 S. King Street, 3rd Floor Honolulu, Hawaii 96813

Attention: Mr. Kenneth Hamayasu

Subject:

Honolulu High-Capacity Transit Corridor Project

Agreement No. SC-DTS-0700001

PB Project No. 16471A

Dear Mr. Yoshioka:

This letter transmits three copies of the Deliverable: Final HHCTCP Bus Fleet Management Plan, as a component of the overall Vehicle Fleet Management Plan (FMP), in accordance with the requirement in Subtask 1.2 under Task 1.0 Plans for PE/EIS Phase Inclusive of Federal transit Admisitration (FTA) Acceptance.

If you have questions or comments, please contact me at 768-6157.

Sincerely.

2. Van Ggs Project Manager

JRVE/cle

CC: Simon Zweighaft, RTD

Project Document Management Center

Details:

Discipline: HHCTCP Bus Fleet Mangement Plan WBS# Section: 1.0 Task#: 1.2

Subject Line: Final HHCTCP Bus Fleet Mangement Plan Schedule ID: EISCM350

Over a Century of Engineering Excellence

BUS FLEET MANAGEMENT PLAN

for the

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



City and County of Honolulu

Prepared by:	Mary HI Scheife	Date: _	16 June 2008
	Mark Scheibe ' GEC Deputy Project Manager		
Reviewed by:	James Van Epps GEC Project Manager	_ Date:	16 June 2008
Approved by:			June 16, 2008

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BUS FLEET MANAGEMENT PLAN

for the

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



City and County of Honolulu

REVISIONS

Modification to this Bus Fleet Management Plan will be made as necessary to conform to evolving project needs. As major revisions occur, the entire manual will be reproduced, bound, and distributed. For minor revisions, only the affected pages will be issued. Upon receipt, previous revisions of the document shall be destroyed.

Revision No.	Date	Section(s)	Description

Honolulu High-Capacity Transit Corridor Project

Bus Fleet Management Plan

April 2008

City and County of Honolulu Department of Transportation Services

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Through the Honolulu High-Capacity Transit Corridor Project (HHCTCP), the City and County of Honolulu (City) is embarking on the development of a fixedguideway system along an approximate 20-mile corridor from East Kapolei to Ala Moana Center. This 20-mile line is anticipated to be completed and open for service by the latter half of 2018 (FY 2019). As the line opens, transit service on O'ahu will change, with the fixed-guideway system taking over some of the load currently accommodated by trunk line bus routes and with other bus routes being restructured to facilitate transfers to fixed-guideway. As the fixed-guideway project is constructed and implemented, it is important to ensure that bus service is not degraded. To that end, this Bus Fleet Management Plan (BFMP) addresses all factors relevant to the City's abilities to maintain its current bus fleet, facilities, and levels of service throughout its service area and to provide the requisite capital and operating funds for that service. Additionally, the BFMP defines measures used for monitoring the quality of bus service. The BFMP describes the City's entire fixed-route bus fleet for a period from three-to-five years prior to construction of the fixed-quideway, over the duration of construction, and for at least one-to-three years after commencement of revenue operations. A separate fleet management plan for the fixed-guideway vehicles will be developed after the technology is selected.

The following sections of the BFMP include descriptions of:

- The existing fixed-route bus system;
- The current passenger demand and expected changes in passenger demand:
- The current fixed-route fleet and the plan for fleet replacement and expansion;
- Service quality and reliability measures; and
- The bus fleet maintenance plan.

Public transit on the island of Oahu is the responsibility of the City's Department of Transportation Services (DTS). The service is popularly known as *TheBus* for fixed route transit and *TheHandi-Van* for demand-responsive curb-to-curb service for Americans with Disabilities Act of 1990 (ADA) paratransit eligible individuals. Within DTS, the Public Transit Division (PTD) is responsible for managing the City's contract for bus and paratransit operations. By ordinance, the City is required to contract with a private, nonprofit corporation to manage, operate, and maintain the public transportation system on behalf of the City. Oahu Transit Services, Inc. (OTS) is the management firm operating *TheBus* and *TheHandi-Van*. OTS is the employer of record for all operating and maintenance personnel.

The service area for public transit encompasses the entire island of Oahu, which is approximately 600 square miles with approximately 910,000 residents. Most bus service is provided 21 to 22 hours per day with the exception of one bus route (#40/40A), which operates 24-hours per day. Paratransit service is provided during the same hours as the fixed route service. Current transit operating data described in the following sections is based on the tables of information DTS submits to the Federal Transit Administration's National Transit Database (NTD) for report year 2007 and previous years.

2.1 TheBus Routes

TheBus is currently operating 102 fixed routes and three (3) deviation routes (operated by the paratransit division) for a total of 105 routes. Of these, four (4) are limited stop routes (CityExpress! A, CityExpress! B, CountryExpress! C and CountryExpress! E) and 32 are peak period, peak direction only express routes. Three (3) of the express routes (Routes 201, 202 and 203 – all bound for Waikīkī) operate seven (7) days of the week. The 105 routes serve about 4,200 bus stops. Passenger amenities include approximately 980 passenger shelters and 2,400 benches. Table 2-1 presents a listing of all bus routes currently operated.

Table 2-1 identifies those routes serving the study area for the HHCTCP (denoted with a "y" for yes, "n" for no and "c" for connects). Many of the routes pass through the HHCTCP study area such as Route 40 and CityExpress! A. A route was identified as serving the HHCTCP corridor if at least 50 percent of its ridership is attributable to person trip origins within the study area. Routes identified with a "c" provide connections into the study area including all Community Circulators operating in Kapolei and Waipahu, Routes 4, 5, 6, 7, 10, 15, 17 and 31 in urban Honolulu, and Routes 71, 73 and 74 in Pearl City and 'Aiea. Express and local routes serving Windward and East Honolulu communities were not identified as operating in the study area even though they travel to downtown Honolulu, as impacts of the proposed fixed-guideway system are assumed to be minimal to their alignments or operating characteristics.

Table 2-1: TheBus Routes

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Legend: c – Connects n – No

y - Yes

- - Deviation Route

2.2 Annual Revenue Vehicle Miles and Hours

The fixed route service had 17,923,724 annual revenue vehicle miles in FY 2007. Figure 2-1 shows that the annual revenue vehicle miles supplied have remained approximately the same over the past five years, except for FY 2004 which was affected by a 34-day strike by *TheBus* operators that ended on September 29, 2003.

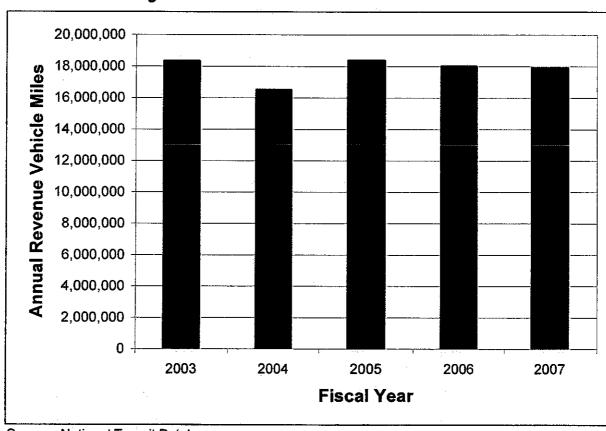


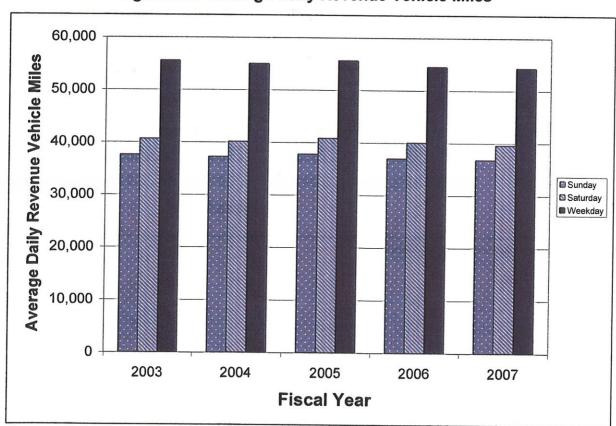
Figure 2-1: Annual Revenue Vehicle Miles

Figure 2-2 shows revenue vehicle miles supplied on an average weekday, average Saturday and average Sunday for the past five years. As can be seen, the service supplied has remained approximately constant over this time period. The average daily values for FY 2004 do not reflect the effect of a 34-day strike by *TheBus* operators that ended on September 29, 2003.

In FY 2007 average weekday revenue vehicle miles totaled 54,250. These miles were divided among route types as follows:

•	Rapid Bus	11.2%
•	Urban Trunk	24.6%
•	Urban Feeder	5.8%
•	Suburban Trunk	40.3%
•	Suburban Feeder	2.2%
•	Community Circulator	5.0%
•	Peak Express	10.9%

Figure 2-2: Average Daily Revenue Vehicle Miles



The fixed route service had 1,354,565 annual revenue vehicle hours in FY 2007. Figure 2-3 shows that the annual revenue vehicle hours supplied have remained approximately the same over the past five years, except for FY 2004 which was affected by a 34-day strike by *TheBus* operators that ended on September 29, 2003.

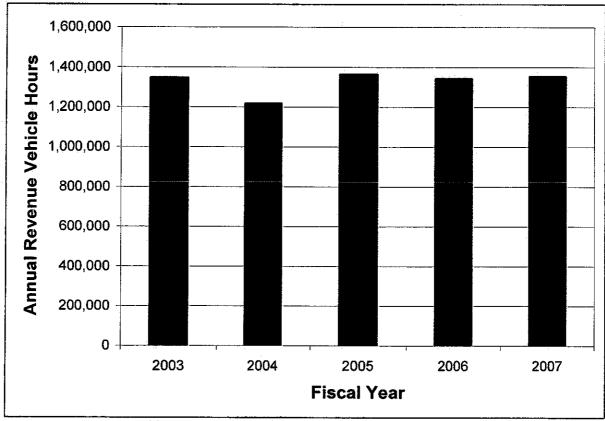


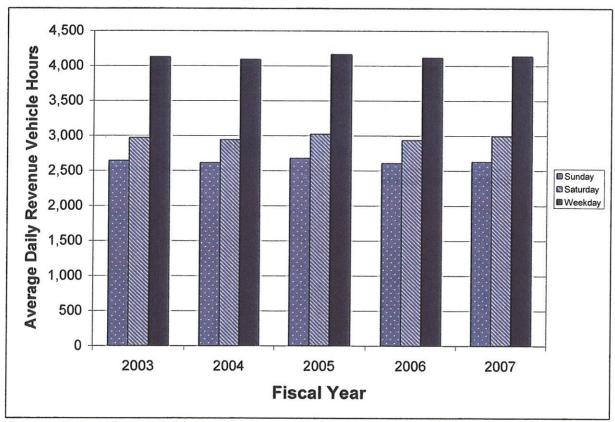
Figure 2-3: Annual Revenue Vehicle Hours

Figure 2-4 shows revenue vehicle hours supplied on an average weekday, average Saturday and average Sunday for the past five years. As can be seen, the service supplied has remained approximately constant over this time period. The average daily values for FY 2004 do not reflect the effect of a 34-day strike by *TheBus* operators that ended on September 29, 2003.

In FY 2007 average weekday revenue vehicle hours totaled 4,135. These hours were divided among route types as follows:

•	Rapid Bus	10.6%
•	Urban Trunk	35.7%
•	Urban Feeder	6.0%
•	Suburban Trunk	33.2%
•	Suburban Feeder	1.9%
•	Community Circulator	5.6%
•	Peak Express	7.0%

Figure 2-4: Average Daily Revenue Vehicle Hours



2.3 TheBus Fare Structure

Bus fares are set by the Honolulu City Council by ordinance. Current bus fares pursuant to Section 13-2.1 of the Revised Ordinances of Honolulu are shown in Table 2-2 below, along with prior fare structures. The current fare structure went into effect on October 1, 2003.

Table 2-2: TheBus Fare Structure

[As of May 30, 2007. In dollars]

	One-way	cash fare	Monthly pass			
Effective date	Adult ¹	Youth ²	Adult ¹	Youth ²		
March 1, 1971	0.25	0.15	(X)	(X)		
March 2, 1971	0.25	0.10	(X)	(X)		
June 9, 1972 ³	.25, .50	.10, .25	(X)	(X)		
March 15, 1974	0.25	0.10	(X)	(X)		
November 1, 1979	0.50	0.25	15.00	7.50		
June 18, 1984	0.60	0.25	15.00	7.50		
October 1, 1993	0.85	0.25	20.00	7.50		
July 1, 1995	1.00	0.50	25.00	12.50		
July 1, 2001	1.50	0.75	27.00	13.50		
July 1, 2003	1.75	0.75	30.00	13.50		
October 1, 2003 ⁴	2.00	1.00	40.00	20.00		

- X Not applicable.
- 1. "Adult" means any person over the age of 17 who does not qualify as a "youth".
- 2. "Youth" means a person 6 through 17 years of age, subject to the presentation of a valid identification card establishing the age of the person. The term includes high school students, up to 19 years of age, with a valid high school identification card establishing the age of the student and the student's current enrollment, but excludes college, university and vocational training students if over the age of 17.
- 3. Zone fares initiated and later eliminated.
- 4. Other fares. Annual pass, adult: \$440.00, youth: \$220.00.

Adult four-day pass: \$20.00 for a four consecutive day period.

Senior citizen, a person 65 years of age or older:

one-way fare: \$1.00 with valid TheBus senior card or valid US Medicare card;

monthly pass: \$10.00 with valid State ID card, driver's ficense, birth certificate or passport;

monthly pass sticker: \$5.00 with valid TheBus senior card;

annual pass or renewal sticker: \$30.00 with approved application.

Person with a disability:

one-way fare: \$1.00 with valid disablity bus pass or valid US Medicare card;

monthly pass: \$10.00 with approved application or valid US Medicare card;

monthly pass sticker: \$5.00 with valid disability bus pass;

annual pass or renewal sticker; \$30.00 with approved application or valid US Medicare card.

FootballExpress. One-way fare: \$3.00, roundtrip fare: \$6.00.

Source: City and County of Honolulu, Honolulu Public Transit Authority, records; Department of Transportation Services, records; TheBus Oahu Transit Services, Inc.

By City Council policy (Resolution No. 00-29, CD-1), the farebox recovery ratio is maintained between 27 percent to 33 percent of *TheBus* operations. Based on the NTP Report Year 2006 Closeout information, the farebox recovery ratio for *TheBus* was 30.1%. The fixed-guideway system is planned to operate with a unified fare structure with *TheBus*, with transfers and passes usable on both modes. The *Honolulu High-Capacity Transit Corridor Project Alternatives* Analysis Report - November 1, 2006 projected the FY 2030 farebox recovery ratio for the 20-mile fixed-guideway alternative to be 28 percent.

Current transfer policy allows each customer to receive one free transfer upon boarding when paying a cash fare. The transfer is valid for a two hour period and may only be used once for travel in the same direction. Passengers paying cash and requiring a third bus to reach their destination would need to pay another cash fare. This limitation on using a transfer only once is currently under review and may be revised to allow more than one transfer within the time period.

A Four-Day pass, targeted to visitors, offering unlimited use for four (4) consecutive days is available for \$20.00. The Four-Day pass is used by approximately 300,000 passengers per year and generates approximately 1.5 percent of *TheBus* revenue, as shown in Table 2-3.

A new University Student Discount Bus Pass (UPASS) program was inaugurated in August 2005 offering college students a semester pass at a discount. The semester pass costs the student \$100.00. To date thirteen (13) higher education institutions have joined the UPASS program. The UPASS is used by approximately 1,200,000 passengers per year and generates approximately 3.6 percent of *TheBus* revenue, as shown in Table 2-3.

Table 2-3: TheBus Annual Fare Revenue

Fare Type	Annual Revenue	Percent of Total Fare Revenue				
Adult Bus Pass	\$17,807,067	42.5%				
Youth Bus Pass	\$2,239,860	5.4%				
Senior Bus Pass	\$1,003,378	2.4%				
Disabled Bus Pass	\$302,550	0.7%				
UPass	\$1,515,580	3.6%				
4-Day Pass	\$628,520	1.5%				
Cash	\$18,088,481	43.2%				
Stadium Express	\$82,927	0.2%				
Other	\$196,156	0.5%				
Total	\$41,864,519	100.0%				

Source: Oahu Transit Services,

for the 12 month period March 2007 through February 2008

2.4 Service Changes

With implementation of the fixed-guideway line various fixed route bus lines will be restructured. The route restructuring will follow several guiding principles. They are defined as:

- 1. A route will be realigned and truncated at a fixed-guideway station if the estimated out of direction passenger travel time for local and community circulator routes is impacted by no more than five (5) minutes. The route is not realigned if the impact is eight (8) or more minutes.
- Local routes will be either discontinued or reclassified as a feeder service where major local routes serve the same alignment as the fixed-guideway. The exception will be for those routes deemed essential to provide local bus stop service along the fixed-guideway alignment.
- 3. Peak period, peak direction express bus routes in competition with the fixed-guideway system will be discontinued in favor of the fixed-guideway alignment if the estimated passenger travel time is impacted by no more than an additional 15 minutes.
- 4. Community circulator routes will be reoriented and extended to serve a fixed-guideway station if the mileage impact is no more than an additional two (2) miles. The exception will be for those route changes deemed necessary, especially during the peak periods, to avoid a double transfer to reach a fixed-guideway station. This principle was increased to five (5) miles for the initial segment.
- 5. Community circulator routes will retain the same span of service and headways as assumed for the future Baseline service unless a route has the same alignment as the fixed-guideway and is eliminated or unless forecast ridership is such that additional service is warranted due to severe overcrowding.
- 6. The highly urban area routes will not be modified to directly link to a fixed-guideway station if they pass within three (3) blocks of a station and deviating the route has been deemed disruptive to the majority of the passengers.

Figure 2-5 shows how bus supply needs are anticipated to change from current conditions to those when the entire fixed-guideway line is in operation (FY 2019). The peak vehicle requirement is based on the Alternatives Analysis assumption that the fixed-guideway line is first opened for service upon completion of the entire 20-mile line. If the fixed-guideway line is opened in phases, then the changes in peak bus requirements would also occur in several increments as each new phase is opened. The peak vehicle requirements reflecting new ridership forecasts based on phased fixed-guideway operations will be developed during Preliminary Engineering (PE).

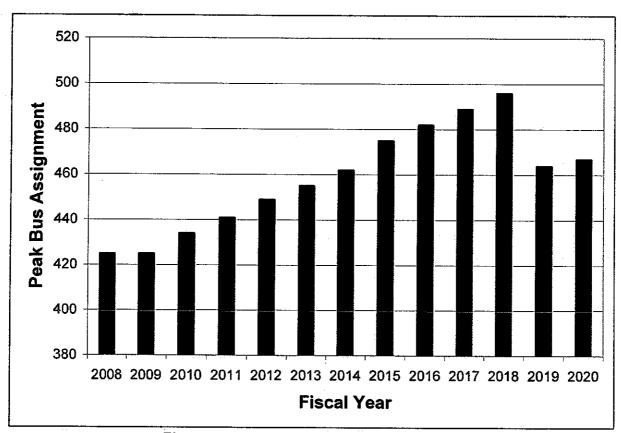


Figure 2-5: Peak Vehicle Requirements

3.1 Recent History of Fixed Route Ridership

TheBus reported 71,749,456 annual unlinked passenger trips for the fiscal year ending June 30, 2007. This is an increase of 1.9 percent (1,365,000 unlinked passenger trips) over FY 2006 (70,384,355 unlinked passenger trips), and 6.5 percent (4,340,000 unlinked passenger trips) over FY 2005 (67,406,827 unlinked passenger trips). Figure 3-1 presents this data for FY 2003 through FY 2007. FY 2004 was affected by a 34-day strike by *TheBus* operators that ended on September 29, 2003. This was followed by a fare increase that went into effect on October 1, 2003. The fare increase had minimal effect on ridership.

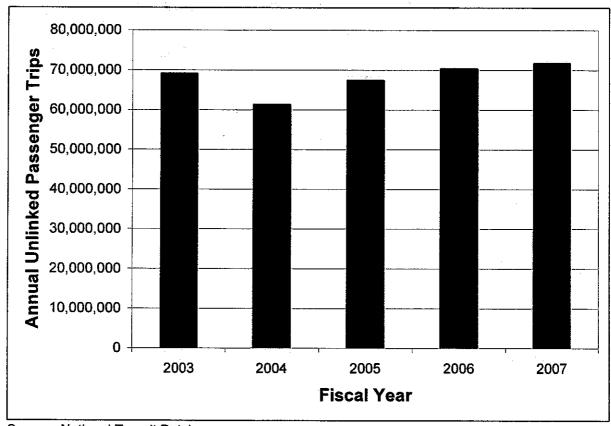


Figure 3-1: Fixed Route Unlinked Passenger Trips

Figure 3-2 shows unlinked passenger trips on an average weekday, average Saturday and average Sunday for the past five years.

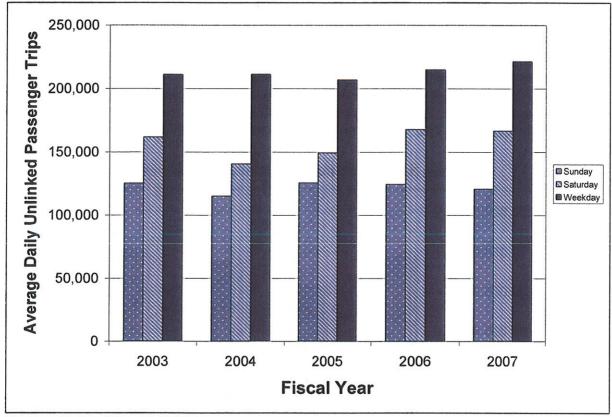


Figure 3-2: Average Daily Unlinked Passenger Trips

Source: National Transit Database

3.2 Ridership Changes

Ridership is expected to increase over time as overall travel demand grows on Oʻahu. Future forecasts are prepared using procedures documented in the Honolulu High-Capacity Transit Corridor Project Travel Forecasting Methodology Report – June 30, 2006. The forecasts prepared in the Alternatives Analysis are documented in the Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Travel Demand Forecasting Results Report – December 2006. As shown in Figure 3-3, ridership from FY 2008 through FY 2018 is expected to grow about 2.3 percent per year, somewhat slower than the growth from FY 2005 to FY 2007.

With implementation of the fixed-guideway system new riders are expected to take advantage of this new transit option. The fixed-guideway system will afford existing and new riders with reliable access and connectivity to many social, business, educational and recreational activities. The fixed-guideway system will interface with a modified fixed route bus network providing numerous options for existing and new riders. Assuming that the 20-mile fixed-guideway line is open

for service in FY 2019 upon completion of the entire line, a jump in ridership is forecast by the regional travel forecasting model during the first complete year that the line is open for service. Linked transit trips are expected to be about 8 percent greater with the fixed-guideway line in place than if it is not, reflecting new transit riders attracted by the transit system improvement. Due to increased transfers, a more sizable increase in unlinked trips is expected, as shown in the figure. The forecasts do not include the effect of special events ridership.

If the fixed-guideway line is opened in phases, then the ridership increase associated with the new system will occur in several increments as each new phase is opened. A phasing plan will be developed during PE which will incorporate new forecasts based upon the incremental increases.

Bus Boardings Fixed Guideway Boardings

140,000,000

120,000,000

80,000,000

40,000,000

20,000,000

2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020

Fiscal Year

Figure 3-3: Anticipated Future Unlinked Passenger Trips

4.1 Current Fixed Route Fleet

TheBus' current active fixed-route fleet consists of 525 diesel buses. Of these, 72 are articulated 60-foot vehicles (including 10 hybrids); 416 are 40-foot vehicles (including 40 hybrids); 12 are 35-foot vehicles and 25 are 30-foot vehicles, as shown in Table 4-1. All buses are equipped with bicycle racks and are accessible through either lifts (325 buses) or ramps (200 buses). The fixed route service requires 424 vehicles operating in maximum service, which are deployed from two operating bases in Kalihi and Pearl City.

The Kalihi bus facility is located at 811 Middle Street. It was constructed in 1990 on a fifteen acre property. It includes administrative offices, a maintenance shop, fueling and wash areas, and parking for 300 buses. It is currently home base for 295 buses. Adjacent to the Kalihi bus facility is a unit repair shop.

The Pearl City bus facility is located at 1200 Waimano Home Road. It was constructed in 2001 on seventeen acres of a twenty-one acre parcel of land. It includes transportation offices, a fuel and wash area, central training rooms and a maintenance shop. It has capacity for 250 buses; it is currently home base for 230.

Table 4-1: TheBus Active Fleet Inventory

		Length		Capacity		
Year	Make	(feet)	Seating	Standing	Total	Quantity
1993	TMC	35'	35	28	63	12
1993	TMC	40'	43	28	71	31
1994 / 95	Gillig	40'	45	19	64	98
1995	Gillig	40'	46	19	65	34
1996	Gillig	40'	45	22	67	22
1997	Gillig	40'	45	19	64	47
1998	Gillig	40'	45	19	64	18
1998	Gillig	40' LF	40	34	74	3
1998	Gillig	30'	29	20	49	10
2000	New Flyer	60' LF	58	72	130	30
2000	Gillig	▼		18	63	34
2001 / 02	Gillig	40' 45 19		19	64	19
2002	Chance	30' LF	23	31	54	10
2002	New Flyer	60' LF	58	72	130	16
2002	Chance	30' LF	23	31	54	5
2003	Gillig	40'	45	21	66	15
2004	Gillig	40' LF	40	20	60	55
2004	New Flyer	60' LF	58	72	130	16
2004	New Flyer (Artic. Hybrid)	60' LF	58	72	130	10
2006	New Flyer (Std. Hybrid)	40' LF	37	37	74	40
Total Bus	es in Active Fleet:				· · · · · · · · · · · · · · · · · · ·	525
LEGEND: L	F-Low Floor		¹ Permanu	facturers' da	ata	

Source: National Transit Database, 2007

The current fixed route bus fleet provides service on weekdays, Saturdays, and Sundays. Table 4-2 shows the existing daily bus service characteristics.

Table 4-2: Existing Average Daily Bus Service Characteristics

	Average Weekday	Average Saturday	Average Sunday
Unlinked Passenger Trips Vehicles in Operation	221,275	166,585	120,668
AM Peak	383		
Midday	275	202	176
PM Peak	414		
Vehicle Miles	65,285	43,408	40,006
Revenue Vehicle Miles	54,250	39,562	36,772
Vehicle Hours	4,585	3,128	2,751
Revenue Vehicle Hours	4,135	2,991	2,625
Boardings per Revenue Mile	· 4.08	4.21	3.28

Source: National Transit Database, Report Year 2007 Working Data

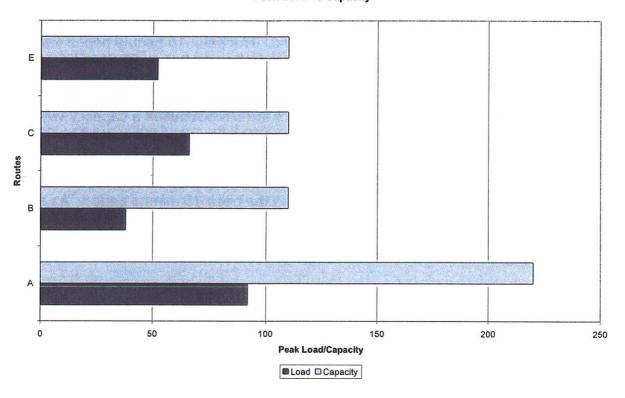
4.2 Peak Vehicle Demand

Bus assignments are made to match bus capacity to expected demand. Peak load data by route is obtained from load checks. The peak 15 minute period is selected for each route to define demand. The peak 15 minute period varies by route but is usually within the period from 4:45 to 5:15 p.m. The peak load is compared to the capacity of the vehicles assigned to the specific route. The capacity used is the sum of seated plus standing capacity shown in Table 4-1, except for 60-foot articulated buses. For the 60-foot buses a capacity value of the seated capacity plus 70 percent of the standing capacity is used by OTS when developing the preferred vehicle assignment lists.

Figure 4-1 shows the comparison of peak load capacity versus demand for all fixed routes at the peak load point during the peak 15 minute period. As can be seen, only three routes operate slightly over capacity, trunk routes 9, 22 and 23. On these routes the peak load demand is approximately five percent over capacity.

Figure 4-1: Passenger Loading at Peak Load Point vs. Vehicle Capacity

Rapid Bus Routes Peak Load vs Capacity



Trunk Routes
Peak Load vs Capacity

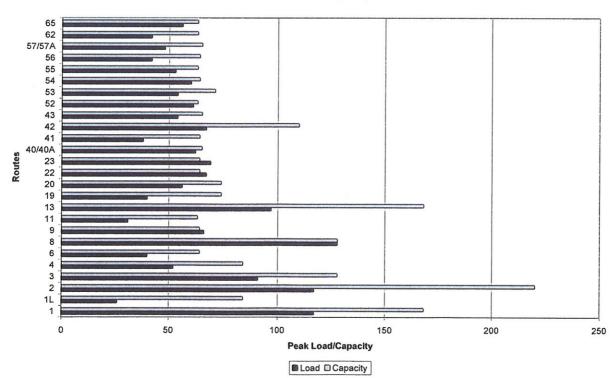
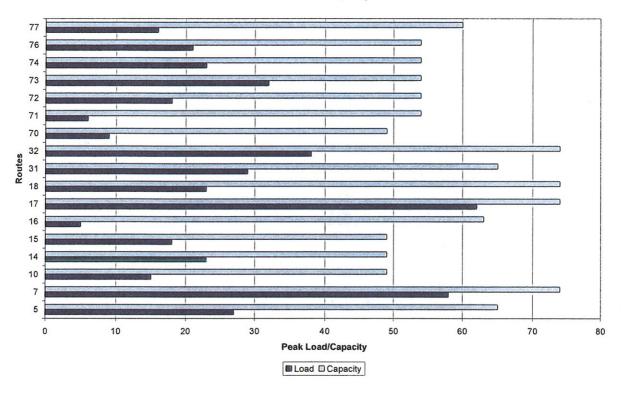


Figure 4-1 continued

Feeder Routes Peak Load vs Capacity



Community Circulator Routes Peak Load vs Capacity

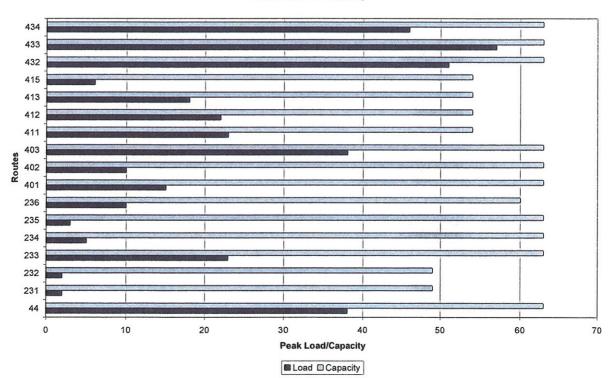
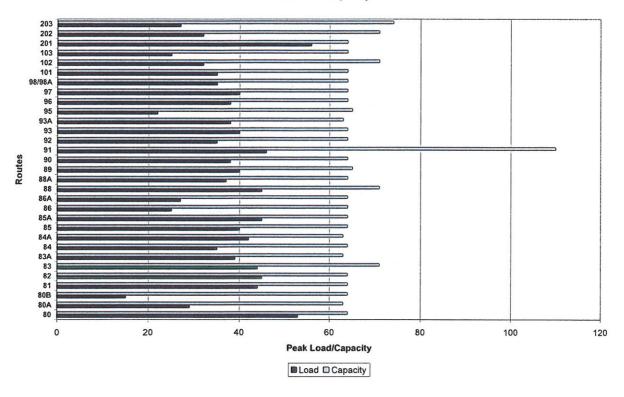
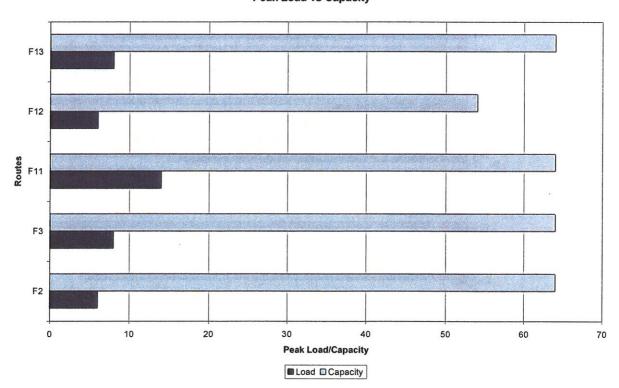


Figure 4–1 continued

Peak Express Routes Peak Load vs Capacity



Ferry Connector Routes Peak Load vs Capacity



4.3 Bus Fleet Replacement and Expansion

Table 4-3 shows the plan for replacement and expansion of the fixed route bus fleet from FY 2003 through the beginning of operation of the entire 20-mile fixed-guideway line. As shown in the table (in the "Bus Manufacturer" column), both hybrid electric and standard diesel buses will be added to the fleet.

The Honolulu High-Capacity Transit Corridor Project Financial Plan – November 2007 describes the capital and operating revenue sources used to fund the replacement and expansion program.

This BFMP and the Financial Plan will be refined during Preliminary Engineering to reflect phased operations of the proposed fixed-guideway system.

Table 4-3: Fixed Route Bus Fleet Replacement and Expansion Plan

BUDGET DELIVIEW FY FY 198 199 199 1994 199 199 199 199 199 199	Y MANU 83 90 93 93 4/95	BUS JFACTURER Gillig TMC TMC TMC	SIZE (FT) 40' 40'	2003 50	2004	2005	2006	2007	2008	2009	2010	2011	SE IN FISC 2012	2013	2014	004E	2016	2017	2018	2019	2020
198 199 199 199 1994/ 199 199 199	83 90 93 93 4/95	Gillig TMC TMC	40' 40'					2001	_∠∪∪0	2009	2010	2011	2012	1 2013	2014	2015	ZU10.	ZUT	2010	2013	2020
199 199 1994/ 1994/ 199 199 199	90 93 93 4/95	TMC TMC	40'		11																
199 1994/ 1994/ 199 199 199	93 93 4/95	TMC		35	16												,			- 	
199 1994/ 199 199 199 199	93 4/95		35'	12	12	12	12	12	12	2	0	. 0	0	0	0	0	0	0	0	0	0
1994/ 199 199 199 199 199	4/95		40'	82	82	71	71	. 31	22	22	. 3 .	0	. 0	0	. 0	0	0	0	0	0	0
199 199 199 199 199		Giftig	40'	98	98	98	98	98	98	- 98	98	63	21	0	0	0	. 0	0	0	0	0
199 199 199 199		Gillig	40'	34	34	34	34	34	34	34	34	34	34	15	0	.0	0	0	0	0	0
199 199 199		Gillig	40'	22	22	22	22	22	22	22	22	22	22	22	7	0	0	0	0	0	0
199 199		Gillig	40'	47	47	47	47	47	47	47	47	47	47	45	45	22	0	0	0	0	0
199		Gillig	40'	18	18	18	18	18	18	18	18	18	18	18	18	18	11	0	0	0	0
		Gillia	40' LF	3	3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	0	0
199		Gillig	30'	10	10	10	10	10	10	10	10	10	10	10	Ō	0	0.	0	0	0	0
200		ew Flyer	60' LF	30	30	30	30	30	30	30	30	30	30	30	30	15	0	0	0.	0	0
2000			40'		34	34	34	34	34	34	34	34	34	34	34	34	34	3	0	0	0
2001/		Gillig Gillig	40'	34	19	19	19	19	19	19	19	19	19	19	19	19	19	19	. 0	0	0
			30' LF	19	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0
2000		Chance		10			16	16	16	16	16	16	16	16	16	16	15	0	. 0	0	0
2001 2000		ew Flyer	60' LF	16	16	16	5	5	5	5	5	5	5	5	5	0	0	0	0	0	0
2001 2000		Chance	30' LF	5	5 15	15	15	15	15	15	15	15	15	15	15	15	15	15	4	0	0
2001 2003		Gillig	40'						55	55	55	55	55	55	55	55	55	55	55	46	36
2002 2004		Gillig	40' LF		55	55	55	55			16	16	16	16	16	16	16	16	16	0	0
2003 2004		ew Flyer	60' LF		16	16	16	16	16	16 10	10	10	10	10	10	10	10	10	10	8	0
2003 2004		er (Artic. Hybrid)	60' LF			10	10	10	10		40	40	40	40	40	40	40	40	40	40	40
2005 2000		er (Std. Hybrid)	40' LF					40	40	40		9	9	9	9	9	9	9	9	9	0
2006 200		tic. Diesel	60' LF					ļ	9	9	9	10		10	10	10	10	10	·10	10	10
2007 2008		lybrid Electric	60' LF			ļ	<u> </u>			10	10		10 20	20	20	20	20	20	20	20	20
2008 2009		lybrid Electric	60' LF								20	20			10	10	10	10	10	10	10
2008 2009		dard Diesel	30' LF								10	10	10	10 50	50	50	50	50	50	50	50
2009 2010		rid Electric	40' LF			ļ						50	50		50	50	50	50	50	50	50
2010 201		rid Electric	40' LF							-			50	50	50	50	50	50	50	50	50
2011 2013		rid Electric	40' LF				<u> </u>	<u> </u>	· ·				ļ	50		50	50	50	50	50	50
2012 2013		rid Electric	40' LF			ļ		ļ					 	<u> </u>	50	21	21	21	21	21	21
2013 2014		dard Diesel	30' LF				<u> </u>	<u> </u>						ļ		42	42	42	42	42	42
2013 2014		lybrid Electric	60' LF		<u> </u>		<u></u>	<u> </u>					ļ	 		42	53	53	53	53	53
2014 201		lybrid Electric	60' LF	_				ļ					ļ	!		<u> </u>	23	12	12	12	12
2015 2016		dard Diesel	30' LF											<u> </u>	<u> </u>		-	12	7	7	7
2015 2010		rid Electric	40' LF					<u> </u>				<u> </u>	<u> </u>	 	ļ	-		50	50	50	50
2015 2016		lybrid Electric	60' LF			<u> </u>	ļ	ļ			***.			ļ		<u> </u>	<u> </u>	30	-	36	36
2016 201		lybrid Electric	60' LF					ļ <u> </u>						<u> </u>	 				36	13	13
2017 2011		dard Diesel	30' LF			<u> </u>	ļ						<u></u>		 					18	18
2017 201		lybrid Electric	60' LF		<u> </u>	<u> </u>						ļ			<u> </u>			ļ		10	
2018 2019		rid Electric	40' LF						<u> </u>									<u> </u>			10
2018 2019	19 Artic. H	lybrid Electric	60' LF		l	<u> </u>		L	<u> </u>	<u> </u>	<u> </u>	<u> </u>		L		<u></u>	·		<u> </u>	L	17
										===	50 4	F40	554	500	670	67E	502	592	595	595	595
Total Bus Fleet				525	553	525	525	525	525	525	534	546	554	562 530	572 549	575	583 572	580	595 591	559	559
Total Active Fleet				525	536	496	499	525	501	501	510	522	530	538	548	563	572	489	496	464	467
Peak Vehicle Requir	uirement			427	425	416	415	424	425	425	434	441	449	455	462	475	482			4 04 95	92
Spare Vehicles				98	111	80	84	101	76	76	76	81	81	83	86	88	90	91	95 400/		
Spare Ratio				23%	26%	19%	20%	24%	18%	18%	18%	18%	18%	18%	19%	19%	19%	19%	19%	20%	20%
Active Fleet Average				8.4	6.6	7.3	8.3	8.3	8.7	9.4	9.6	9.3	8.8	8.3	8.0	7.6	7.2	6.5	6.7	6.5	6.8
Total Fleet Average				8.4	7.0	7.2	8.2	8.3	9.0	9.7	9.9	9.6	9.2	8.7	8.4	7.8	7.4	6.7	6.8	7.0	7.4

Spare Ratio = (Total Active Fleet minus Peak Vehicle Requirement) divided by Peak Vehicle Requirement.

5 Performance Standards and Policies for Bus Operations

The following measures currently are used in examining bus performance:

- On-Time Performance
- Vehicle Assignment
- Vehicle Headway
- Transit Amenities
- Transit Access/Coverage.

5.1 On-Time Performance

The overall on-time performance standard for *TheBus* is expressed as *percent of trips that are on-time*. On-time for routes with service headways greater than 15 minutes is considered to be from one minute early to ten minutes late. This definition of on-time has been structured to be in compliance with the Title VI requirements. On-time performance for routes with service headways less than 15 minutes is not as important as the operational headway of all trips on those routes.

The standards are as follows:

Period	Time	On-Time Performance Standard
AM (Peak)	3:42 a.m. to 9:00 a.m.	70%
Base	9:00 a.m. to 2:00 p.m.	80%
PM (Peak)	2:00 p.m. to 6:00 p.m.	70%
Night	6:00 p.m. to end of service	80%

5.2 Vehicle Assignment

Vehicle assignments are made according to the following criteria:

- Bus assignments are made to match bus capacity to expected demand.
- Articulated buses are assigned to City Express! and other high volume routes.
- Circulator buses (less than 40') are assigned to circulator and feeder routes.

- Routes that have narrow streets and tight corners may use smaller buses.
- Routes with overhanging trees may require buses with rounded roof edges.

5.3 Vehicle Headway

Vehicle headway standards are:

Route Type	Headway Standard		
Urban Trunk	15 minutes		
Suburban Trunk	30 minutes		
Feeder & Circulator	60 minutes		
Rapid Bus (Limited Stop)			
Urban	15 minutes		
Suburban	30 minutes		
Peak Period Express	Not Applicable		

5.4 Passenger Amenities

Passenger amenities include benches, shelters, trash receptacles, landscaping, static information (such as a route map and schedule), and real-time information available through electronic message sign boards.

Installation of such amenities should not block the accessible landing area or pedestrian pathway around the stop, the immediate area around the transit bus shelter, or the curbside limits of the bus stop zone.

Transit shelters must be accessible to persons in wheelchairs, and provide adequate space for persons in wheelchairs to maneuver into the shelter and remain there fully sheltered.

The minimum standards for applying passenger amenities to any bus stop are as follows:

- All amenities shall continue compliance with Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Shelters Transfer points, two or more bus routes that service a stop, and stops on bus routes with headways greater that 40 minutes.
- Benches Transfer points, two or more bus routes that service a stop, and stops on bus routes with headways greater that 30 minutes.
- Trash receptacle Transfer points, two or more bus routes that service a stop, and stops on bus routes with headways greater that 15 minutes and/or in the general vicinity of waste receptacle use generator(s).

Restrictions

- 1. No amenities (i.e.; newspaper/print material vendor stands) should be chained to any pole where a bus stop sign is installed, a separately installed bus stop information display board within 10 feet of any transit bus shelter area, or on the curbside within a bus stop zone.
- 2. Fixed bicycle stands should not be installed where passengers enter or exit a bus within a bus stop zone.
- 3. No bicycles, mopeds, or scooters should be chained and left unattended leaning against any pole where a bus stop sign is installed, a separately installed bus stop information display board, or a transit bus shelter.

5.5 Transit Access/Coverage

Bus service, including fixed route service and paratransit service, is provided to cover all inhabited parts of Oʻahu. Paratransit service will continue to cover Oʻahu with implementation of the fixed-guideway system.

Standards for transit access are:

- Access distance Provide a bus stop within ¼ mile (1,320 feet) of 85% of bus riders.
- Major Activity Center Access Provide a bus stop within 1,000 feet of major activity centers.
- Ease of Use Make published route maps available to the public.

The OTS' Maintenance Department is responsible for the maintenance of the fixed route bus fleet.

OTS's Maintenance Goals and Objectives are listed on the following page.

MAINTENANCE DEPARTMENT GENERAL OPERATING PROCEDURE



Policy Number: MTCE 2,400

Page:

1 of 1

Title:

MAINTENANCE GOALS AND OBJECTIVES

Effective:

04/10/07

Supersedes:

06/01/06

MISSION STATEMENT

Oahu Transit Services, Inc., under the policy guidance and direction of the City Department of Transportation Services and within the budgetary resources provided, is responsible for providing safe, secure, economical, efficient, effective and dependable public bus service to the community in an environmentally sensitive manner. We will follow a policy of nondiscrimination in employment and in the provision of TheBus service without regard to race, national origin, gender, income level, or disability status. Our business dealings will follow high standards of integrity and ethical business conduct. Our strength and our future growth lie with our employees who we will listen to and support. We value innovation and excellence in the provision of transit services and will seek to perpetuate the Aloha Spirit and the feeling of 'Ohana

Current Goals:

- Convert the City and County of Honolulu's entire bus and support fleet of tires to Nitrogen vs. Compressed Air.
- 2. Increase intervals between engine overhauls.
- 3. Increase brake lining life.
- Convert the entire revenue fleet to synthetic transmission fluid.
- Energy conservation efforts.
- Recycling.
- 7. 10,000 miles between mechanical road calls.
- 8. Minimum of 85 percent availability.
- 9. Overtime less than 5 percent.

Current Challenges:

- Aging infrastructure at Kalihi-Palama facility.
- 2. Aging bus fleet.
- 3. Aging Handi-Van fleet.
- 4. Handi-Van relocation.
- 5. Non-revenue fleet replacement.
- Maintenance equipment in general.
- 7. Manpower.

Future Goals:

- 1. Infrastructure improvements at the Kalihi-Palama facility.
- 2. Infrastructure improvements at the Pearl City facility.

6.1 Scheduled Maintenance Cycles

OTS performs a regular program consisting of several levels of inspection and maintenance of equipment and their components based on accumulated mileage. (Inspection forms are presented in Appendix A.)

As shown on Table 6-1, the oil drops are performed on an eight (8) step inspection schedule which is in 6,000 mile (6K) intervals. Each service interval progressively has added inspections, maintenance and/or repairs. When a vehicle reaches the 48,000 mile threshold (48K inspection), it goes through engine tune-ups and various component change-outs.

Table 6-1: Bus Maintenance Cycles

Inspection	Interval	Labor Hours	Work Description		
Eight Step Inspection	6K Intervals up to 48K	1-8	Fluid changes with progressive levels of inspections, maintenance and repair		
Brake Inspection	Weekly	0.3	Complete brake system inspection		
Heating, Venting, Air Conditioning (HVAC) Inspection	6K Intervals	1–8	System inspection every 6K with an additional specialty shop inspection/maintenance/repair per mileage requirements.		
Electrical Inspection	6K Intervals	1–8	System inspection every 6K with an additional specialty shop inspection/maintenance/repair per mileage requirements.		
Wheelchair Inspection	6K Intervals	1–8	System inspection every 6K with an additional specialty shop inspection/maintenance/repair per mileage requirements.		
Quality Assurance	lity Assurance Daily		Buses are sent to the Quality Assurance Section after repairs are completed in other repair sections before buses are put on the ready line.		
Service Station/ Interior Cleaning	Daily	0.3/1	Buses are sent through for fueling and cleaning daily.		

In addition to the oil drop inspections, OTS also performs inspections by specialty shops that are mileage driven. The specialty shop inspections include the following:

- HVAC 6,000 miles
- Electric 6,000 miles
- Wheelchair Lift 24,000 miles
- Quality Assurance Situation Driven

Brake Inspection is performed weekly on all buses and each time a bus is sent for a Quality Assurance inspection.

Approximately 80 percent of the total bus fleet is routed through the Service Station on an average weekday for fueling and cleaning.

6.2 Maintenance Facilities and Labor

The daily inspections, fueling and cleaning of the bus fleet is performed by the two maintenance facilities located in Kalihi and Pearl City.

The power train and major component change-outs are completed by the operating divisions; however, the actual power train and major component overhauls are completed by a separate unit repair facility located adjacent to the Kalihi maintenance facility.

Articulated buses are stationed and maintained at both maintenance facilities.

The maintenance staff works on four shifts daily:

- 1. 0630-1500
- 2. 1500-2100
- 3. 1800-0200
- 4. 2230-0630

The distribution of vehicle and staff by division is shown in Table 6-2

Table 6-2: Maintenance Division Capacity and Staffing

Maintenanc e Division	Number of Assigned Buses				Maintenance Personnel				
	30 Ft	35 Ft	40 Ft	60 Ft	Total	Mechanic s	Other Staff	Total	Staff per Bus
Kalihi	10	. 12	233	40	295	121	42	163	0.5525
Pearl City	15	0	183	32	230	121	31	152	0.6609
Unit Repair	erio de dosp					32	9	41	0.0781

6.3 Scheduled Maintenance Demand

The number of buses pulled-in due to scheduled maintenance on an average weekday is shown in Table 6-3. On an average weekday approximately 137 buses are pulled in due to daily scheduled maintenance, excluding those buses merely undergoing fueling and cleaning.

Table 6-3: Schedule Maintenance Demand

Activity	Number of Buses			
Lubrication fluid changes	14			
Brake inspections	105			
HVAC inspections	10			
Electrical inspections	10			
Wheelchair lift inspections	13			
Quality Assurance inspections	10			
Service station/Interior cleaning	424			

6.4 Unscheduled Maintenance

Unscheduled and corrective maintenance demands fall into two categories, equipment failures and miscellaneous reasons. Equipment failures include defects in the axles, body, doors, brakes, lighting system, cooling system, power train, heating system, air conditioning system, wheelchair lifts, steering system and other vehicle components. Miscellaneous reasons include flat tires, broken glass, graffiti removal, vandalism and accidents.

Figure 6-1 shows OTS' recent history of unscheduled maintenance road calls. The annual number of road calls is usually about equally divided between equipment failure and other miscellaneous reasons. The methodology of classifying road calls changed in FY 2007, so the results for that year cannot be compared directly to previous years.

Figure 6-2 shows the history of miles between mechanical road calls from FY 2004 through FY 2007. As noted with Figure 6-1, the methodology of classifying road calls changed in FY 2007 so the results for that year cannot be compared directly to previous years.

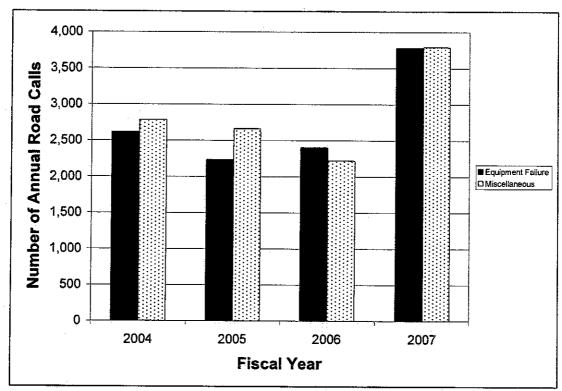


Figure 6-1: Annual Summary of Road Calls

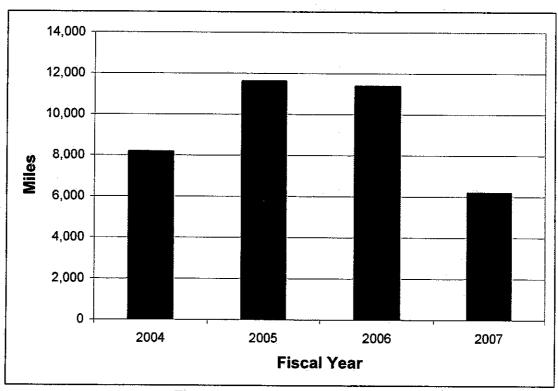


Figure 6-2: Miles Between Mechanical Road Calls

6.5 Factors Affecting Maintenance Demand

Currently OTS is experiencing approximately 65 percent scheduled maintenance and 35 percent unscheduled maintenance. Ideally, per industry standards, the ratio should be 70 percent scheduled and 30 percent unscheduled. The maintenance department has set a goal to meet the industry standard in FY 2008.

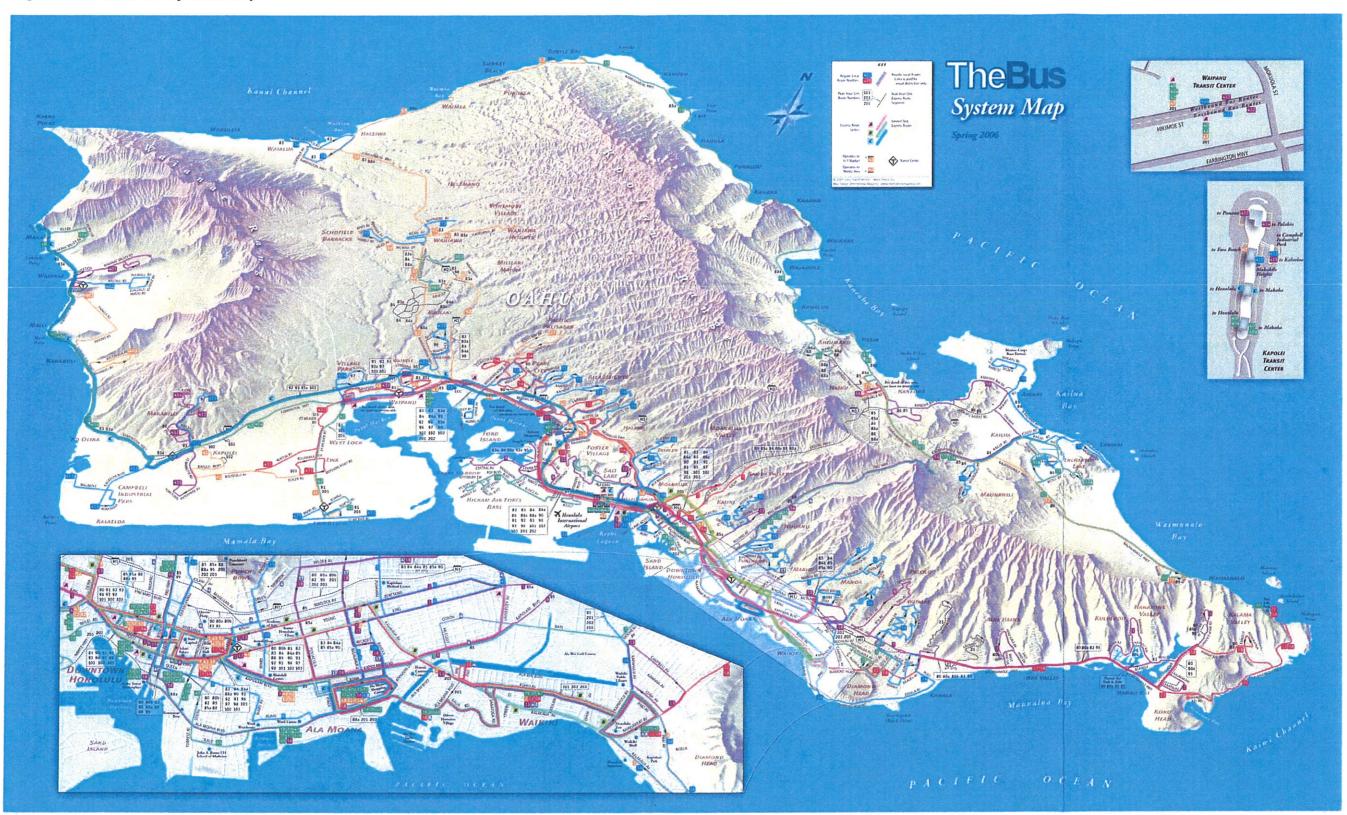
Several factors contribute to elevated levels of unscheduled maintenance, including fleet age (the current fleet age is 8.4 years, with 33 percent of the fleet older than 12 years) and excessive mileage put on specific vehicle types due to scheduling obligations.

Under the current service structure, each bus averages slightly more than 40,000 miles per year. However certain vehicle types average over 60,000 miles per year, as shown in Table 6-4, which increases maintenance demand. The vehicles which average over 60,000 miles per year are assigned to long-distance routes. The 800 series buses serve Routes 52 (Wahiawā – Circle Island), 55 (Kāne'ohe – Circle Island), 62 (Honolulu – Wahiawā Heights), and 65 (Honolulu – Kāne'ohe – Kahalu'u). The 740 Pearl City series buses serve Route 40/40A (Honolulu – Mākaha). The 100 Pearl City series buses serve Routes CountryExpress! C, 42 ('Ewa Beach – Waikīkī), and 91 'Ewa Beach Express. These routes can be seen on the system map presented as Figure 6-3.

Table 6-4: Mileage Summary FY 2007

Number Series	Year of Manufacture	Make	Miles	Vehicles	Average Miles per Bus
020	2002	Optima 30' LF	321,381	15	21,425
040	1998	Gillig 30'	456,082	10	45,608
050	1993	TMC 35'	208,608	12	17,384
070	2000	New Flyer 60' LF	685,542	30	22,851
100 Kalihi	2004	New Flyer 60' LF Hybrid	347,330	10	34,733
100 Pearl City	2002	New Flyer 60' LF	2,079,198	32	64,975
200	1993	TMC 40'	630,806	31	20,349
300	1997	Gillig 40'	2,405,037	68	35,368
500	2004	Gillig 40' LF	2,041,568	55	37,119
600 Kalihi	1995	Gillig 40'	993,454	45	22,077
600 Pearl City	1994	Gillig 40'	2,159,001	53	40,736
740 Kalihi	1995	Gillig 40'	881,013	25	35,241
740 Pearl City	1995	Gillig 40'	1,876,193	31	60,522
800	2000	Gillig 40'	4,674,076	68	68,736
900	2006	New Flyer 40' LF Hybrid	1,401,877	40	35,047
TOTAL			21,161,166	525	40,307

Figure 6-3: TheBus System Map



Appendix A Maintenance Plan – Recurring Inspections

MAINTENANCE DEPARTMENT GENERAL OPERATING PROCEDURE



Policy Number: MTCE 2.200

Page:

1 of 2

Title:

MAINTENANCE PLAN - RECURRING

Effective:

06/01/06

INSPECTIONS

Supersedes: 07/01/03

POLICY

An active preventative maintenance plan is critical in order to ensure that the bus fleet is maintained in optimum operating condition. In this regard, the maintenance divisions must utilize the following:

- 1. Manufacturer-specific maintenance plans as promulgated through maintenance manuals, both printed and CD-ROM based. Each time a new bus fleet is delivered, ample quantities of maintenance manuals are procured and distributed to the various shops as well as to division administrative offices.
- 2. "K" inspection checklists for inspections occurring at 3,000 miles; 6,000 miles; 12,000 miles; 24,000 miles; 36,000 miles; 48,000 miles and 72,000 miles. Copies of the most current fixed route checklists (Rev. 4/02) and paratransit checklists (Rev. 4/99) are attached. As changes occur, checklists will be revised and reissued.
 - a) On new buses, oil is dropped at 3,000 miles; then the 6,000-mile schedule is followed.
 - b) On new buses, synthetic transmission fluid is dropped at 3,000 miles; then the appropriate K- mile schedule is followed in compliance with factory-recommended filter changes.
 - c) On new Hybrid buses, synthetic transmission fluid is dropped at 5,000 miles; then the 72,000-mile schedule is followed in compliance with recommended filter change intervals.
- Wheelchair lift inspection checklist. A copy of the most current checklist (Rev. 3. 4/02) is attached. As changes occur, this checklist will be revised and reissued.
- 4. Voith transmission inspection checklist. A copy of the most current checklist (Rev. 4/02) is attached. As changes occur, this checklist will be revised and reissued.

Policy Number: 2.200

INSPECTIONS

Page:

2 of 2

Title:

MAINTENANCE PLAN - RECURRING

Effective:

06/01/06

5. Transynd inspection checklist. A copy of the most current checklist (Rev. 4/02) is attached. As changes occur, this checklist will be revised and reissued.

- 6. Articulated joint inspection checklist. A copy of the most current checklist (7/03) is attached. As changes occur, this checklist will be revised and reissued.
- 7. Tune-up inspection checklist. A copy of the most current checklist (Rev. 4/02) is attached. As changes occur, this checklist will be revised and reissued.
- 8. As with any program, monitoring and follow-up are critical elements to the effectiveness of the preventative maintenance program. In this regard, we use the Vehicle Condition Report (VCR) card. The VCR card is filled out by drivers, collected at the end of the day and then distributed to the appropriate shops to take corrective action. A copy of the most current VCR is attached.

3,000 / 6,000 Miles Inspection

BUS #	ODOMETER READING	DATE		
		MECHANIC'S NAME		
(3) = If OK	(2) = Adjusted/Repaired/Replaced	(1) = Rep	airs Needed	(N/A) = Not Applicable
BOTTOM	NSPECTIONS: Driver Seat Operation and Lube Horn and Alarm All Mirrors, Chimes and Visors All Sign and Annunciator Operations Windshield Wiper, Washer and Delay Dash Control Switches, Knobs Dash Warning, Indicator Lights	TOP INSP	All Door Props Lube All Door R Rear Door Sens Lube Accel/Brak Test Emergency Wheelchair Lift; Tilt Steering and Fire Extinguishe Stanchions and	ollers/Tracks/Linkages itive Edge and Bars ke Pedal Pivots y Engine Shutdown and Safety Operation if Lube or / Triangle Kit and Chalk Subway Straps
	Wheelchair Lift and Safety Operation Kneeling Operation All Interior Lights All Exterior Lights and Reflectors Proper Height of Coach Body Damage All Hoses and Clamps Exhaust Pipes and Clamps Outrigger Bolts and Mounts Engine, Trans and Differential Oil Leaks Hydraulic Hoses and Leaks Water Pump, Radiator and Water Leaks Fan Blades, Hubs and Drive All Fuel Lines and Connections Alternator/Air Compressor Leaks Electrical Cables and Wiring All Engine/Trans Bolts and Nuts Grease Coach, Jack Up Front End Wheel Bearings/Seals and Oil Hubs King Pin and Front Axle Tie Rod Ends Drag Link and Pitman Arm Steering Box and U-Joints		Escape Latches Glass and Wind Floor Covering Interior Body Da Car Cards and L Interior Bolts, So Battery Cable C Bike Rack All Compartmen Exterior Body So Body Damage Wheelchair Oil L Alternator Belt A/C Belt All Hoses and C Exhaust Pipes a Muffler Mounts Outrigger Bolts a Oil Pressure and Water Temperat Engine and Trar Engine Water Le Engine and Trar Frame Structure Hydraulic Hoses Water Pump, Ra Fan Blades, Hut All Fuel Lines ar Alternator and A All Engine/Trans Air Cleaner Indic Engine Compart Throttle Springs A/C Compressor Accumulator Ch Fill Engine Oil Test Engine Coc	ow Operation Image Lock Strips Crews and Rivets Crews, Bolts and Rivets Level Ilamps Ind Clamps Ind Clamps Ind Clamps Ind Clamps Ind Clamps Ind Clamps Ind Mounts Ind Gauge Ins Oil Leaks Ins Mounts Ins

Mech. Signature:_

12,000 / 36,000 Miles Inspection

VOITH TRANSMISSION - 36,000 Miles Inspection

BUS #	ODOMETER READING	DATE			
VRO#	TOTAL TIME	MECHANIC'S NAME			
	(2) = Adjusted/Repaired/Replaced				
BOTTOM INSPECTIONS: Driver Seat Operation and Lube Horn and Alarm All Misses Chieses and Viscos		TOP INSPECTIONS: All Door Props Lube All Door Rollers/Tracks/Linkages			
	Horn and Alarm		Lube All Door R	ollers/Tracks/Linkages	
	All Millors, Chiries and Visors		Rear Door Sens	sitive Edge and Bars	
	All Sign and Annunciator Operations	•	Lube Accel/Bral	ke Pedal Pivots	
	Windshield Wiper, Washer and Delay		Test Emergency	sitive Edge and Bars ke Pedal Pivots y Engine Shutdown and Safety Operation of Lube r / Triangle Kit and Chalk Subway Straps	
	Dash Control Switches, Knobs		Wheelchair Lift	and Safety Operation	
	Dash Warning, Indicator Lights		Tilt Steering and	Lube	
	Door Control and Door Operation A/C and Defroster Operation		Fire Extinguishe	er / Triangle Kit and Chalk	
 	Air Pressure Gauge		Ctarrottion and	Cubitay Chapo	
	Volt Gauge (Charging System)		All Interior Deca Seats/Frame/Ar Wheelchair Fold Wheelchair Belt Buzzer Cord an A/C Filter	m Rest	
	Volt Gauge (Charging System) Wheelchair Lift and Safety Operation		Wheelchair Fold	ling Seats	
	Lube Wheelchair Ramp Pins	 	Wheelchair Belt	S	
	Kneeling Operation		Buzzer Cord and	d Touch Tape Strips	
	Microphone Operation				
	Driver Light and Fan		Escape Latches	and Roof Hatch	
	All Interior Lights		Glass and Wind	ow Operation	
	All Exterior Lights and Reflectors Proper Height of Coach		Floor Covering Interior Body Da	maga	
	Body Damage	***************************************	Car Cards and I	ock Strine	
	All Hoses and Clamps			crews and Rivets	
	Exhaust Pipes and Clamps		Battery Cable C	onnections	
	Outrigger Bolts and Mounts		Bike Rack		
	Engine, Trans and Differential Oil Leaks		All Compartmen	t Door Latches	
	Hydraulic Hoses and Leaks		All Access Door	Hinges and Lube	
	Water Pump, Radiator and Water Leaks		Body Screws, B	olts and Rivets	
····	Fan Blades, Hubs and Drive All Fuel Lines and Connections		Body Damage	Cilton	
	Alternator/Air Compressor Leaks		Power Steering Wheelchair Pun	riilei n Filter	
	Electrical Cables and Wiring		Wheelchair Pun Wheelchair Oil L	evel	
	All Engine/Trans Bolts and Nuts				
	Oil Sample Engine and Trans		A/C Belt		
	Drain Engine and Trans Oil		- All moses and C	lamps	
	R&R Engine and Trans Oil Filters		Exhaust Pipes a	and Clamps	
· · · ·	Flush Steering System		Muffler Mounts		
	Grease Coach, Jack Up Front End Wheel Bearings/Seals and Oil Hubs		Outrigger Bolts: Oil Pressure and Water Temperal	and Mounts	
	King Pin and Front Axle		Water Temperat	ture Couge	
	Tie Rod Ends		Engine and Trai	ns Oil Leaks	
	Drag Link and Pitman Arm		Engine Water Le	eaks	
	Steering Box and U-Joints		Engine and Trar	ns Mounts	
	All Bellows, Height Controls and Links		Frame Structure	}	
	Air System Leaks (Lines, Valves & Chambers)		Hydraulic Hoses	and Leaks	
	Stabilizer Bar and Links		Water Pump, Ra	adiator and Water Leaks	
	Radius Rod and Bushings Radius Rod Bolts and Nuts		Fan Blades, Hul		
	Lateral Rod and Bushings		All Fuel Lines at	id Connections ir Compressor Leaks	
	Lateral Rod Bolts and Nuts	•=	A D C : C		
 	Engine and Trans Mounts	<u></u>			
	Frame Structure and Trunnion				
	Shock Absorbers				
	Tire Condition		A/C Compresso		
	Wheel Splash Guard		Fill Engine and	Trans Oil	
	Drain Air Tanks Completely		Trans Filter		
	Air Dryer		Engine Spinner	N	
	All Brake Adj/Lining/Cam Height Driveline, U-Joints and Bolts			system oring Filter	
_ ,	Privoline, 0-dume and botto	<u> </u>	R&R Power Ste	ering Filter arge 50psi (TMC)	
			Qts. Engine Oil	argo sopar (rivio)	
•			Qts. Trans Oil		
			Pts. Power Stee	ring Oil	
			Pts. Wheelchair		
	- A	. —			
Mech. Sign	ature:	Mech. Sign	nature:		

24,000 / 48,000 Miles Inspection

BUS#	ODOMETER READING		DATE	
VRO#	TOTAL TIME	MECHANIC'S NAME		
	(2) = Adjusted/Repaired/Replaced			
BOTTOM I	NSPECTIONS:	TOP INSE	PECTIONS:	
	Driver Seat Operation and Lube Horn and Alarm		All Door Props	11 /90 1 11 1
	All Ballerore Chinage and Minera		LUDE AU LIOOT R	ollers/Tracks/Linkages
	All Sign and Annunciator Operations Windshield Wiper, Washer and Delay Dash Control Switches, Knobs Dash Warning, Indicator Lights Door Control and Dorportion	· · · · · · · · · · · · · · · · · · ·	Rear Door Sens Lube Accel/Brak	sitive Edge and Bars
	Windshield Wiper, Washer and Delay		Test Emergency	re regal Fivols
	Dash Control Switches, Knobs		Wheelchair Lift:	/ Engine Shutdown and Safety Operation I Lube I Triangle Kit and Chalk
	Dash Warning, Indicator Lights		Tilt Steering and	i Lube
	Door Control and Door Operation		Fire Extinguishe	r / Triangle Kit and Chalk
	A/C and Defroster Operation		Stanchions and	Subway Straps
	Alc and Defroster Operation Air Pressure Gauge Volt Gauge (Charging System) Wheelchair Lift and Safety Operation Lube Wheelchair Ramp Pins Kneeling Operation Microphone Operation Driver Light and Fan All Interior Lights All Exterior Lights and Reflectors Proper Height of Coach		Stanchions and All Interior Deca	ls _
	Whoolohois Lift and Sofety Ongotion		Seats/Frame/Ar	in Rest ling Seats s d Touch Tape Strips
	Lube Wheelchair Pamp Ding	· · · · · · · · · · · · · · · · · · ·	Wheelchair Fold	ling Seats
	Kneeling Operation		. vvneeichair Beiti	S d Touch Tone China
	Microphone Operation		A/C Filter	i rouch rape sinps
	Driver Light and Fan			and Roof Hatch
	All Interior Lights	<u> </u>	Glass and Wind	ow Operation
	All Exterior Lights and Reflectors		Floor Covering	
	Proper Height of Coach		Interior body Da	made
	Body Damage		Car Cards and L	ock Strips_
	All Hoses and Clamps		Interior Bolts, Sc	rews and Rivets
	Proper Height of Coach Body Damage All Hoses and Clamps Exhaust Pipes and Clamps Outrigger Bolts and Mounts		Battery Cable C Bike Rack	onnections
	Engine, Trans and Differential Oil Leaks		All Compartmen	t Door Latches
	Hydraulic Hoses and Leaks		All Access Door	Hinges and Luhe
	Water Pump, Radiator and Water Leaks		Body Screws, Be	olts and Rivets
	Exhaust Pipes and Clamps Outrigger Bolts and Mounts Engine, Trans and Differential Oil Leaks Hydraulic Hoses and Leaks Water Pump, Radiator and Water Leaks Fan Blades, Hubs and Drive All Fuel Lines and Connections Alternator/Air Compressor Leaks Electrical Cables and Wiring All Engine/Trans Bolts and Nuts		Body Damage	
	All Fuel Lines and Connections		Power Steering	Filter
	Alternator/Air Compressor Leaks		Wheelchair Pum Wheelchair Oil L Alternator Belt	p Filter
	All Engine/Trans Bolts and Nuts		Wheelchair Oil L	.evel
	All Engine/Trans Bolts and Nuts Oil Sample Engine and Trans Drain Engine and Trans Oil R&R Engine and Trans Oil Filters		Allemator Beit	
	Drain Engine and Trans Oil		All Hoses and C	lamns
	R&R Engine and Trans Oil Filters	*************************************	Exhaust Pipes a	nd Clamos
	Drain and Fill Differential Oil Flush Steering System		Exhaust Pipes a Muffler Mounts	
	Flush Steering System		Outrigger Bolts a Oil Pressure and Water Temperat Engine and Tran	and Mounts
	Grease Coach, Jack Up Front End Wheel Bearings/Seals and Oil Hubs King Pin and Front Axle Tie Rod Ends Drag Link and Pitman Arm		Oil Pressure and	l Gauge
	King Pin and Front Avia		Vvater Lemperat	ure Gauge
	Tie Rod Fnds		Engine and Tran Engine Water Le	IS OII Leaks
	Drag Link and Pitman Arm		Engine Water Le Engine and Tran	ans e Mounte
	Drag Link and Pitman Arm Steering Box and U-Joints		Frame Structure	and Trunnion
	All Bellows, Height Controls and Links		Hydraulic Hoses	
	Air System Leaks (Lines, Valves & Chambers)		Water Pump, Ra	diator and Water Leaks
	Stabilizer Bar and Links		Fan Blades, Hub	s and Drive
	Radius Rod and Bushings	<u></u>	All Fuel Lines an	d Connections
	Radius Rod Bolts and Nuts Lateral Rod and Bushings		Alternator and A	ir Compressor Leaks
	Lateral Rod Bolts and Nuts		All Engine/Trans Air Cleaner Indic	boils and inuts
	Engine and Trans Mounts		Engine Compart	ment Lighte
	Frame Structure and Trunnion		Throttle Springs	and Linkages
	Shock Absorbers		A/C Compressor	
	Tire Condition		Fill Engine and T	rans Oil
	Wheel Splash Guard		i rans Filter	
	Drain Air Tanks Completely		Engine Spinner	
	All Brake Adj/Lining/Cam Height		Flush Steering S	ystem
	Driveline, U-Joints and Bolts		R&R Power Stee	ering Hilter arge 50psi (TMC)
				arge Jopsi (TIVIC)
			Qts. Trans Oil	
			Pts. Power Steer	ring Oil
			Pts. Wheelchair	Oil
			Pts. Differential (Dil
Mech. Sign:	ature:	Mech Sign	nature:	

TRANSYND - 72,000 Miles Inspection

BUS #	ODOMETER READING	DATEMECHANIC'S NAME		
(3) = If OK	(2) = Adjusted/Repaired/Replaced	(1) = Rep	airs Needed	(N/A) = Not Applicable
BOTTOM INSPECTIONS: Driver Seat Operation and Lube Horn and Alarm All Mirrors, Chimes and Visors All Sign and Annunciator Operations Windshield Wiper, Washer and Delay Dash Control Switches, Knobs Dash Warning, Indicator Lights Door Control and Door Operation A/C and Defroster Operation			ECTIONS: All Door Props	
	Horn and Alarm			ollers/Tracks/Linkages
	All Mirrors, Chimes and Visors			
	All Sign and Annunciator Operations Windshield Winer Washer and Delay	<u></u>	Lube Accel/Brai	ke Pedal Pivots
	Dash Control Switches, Knobs		Wheelchair Lift	and Safety Operation
	Dash Warning, Indicator Lights		Tilt Steering and	Lube
	Door Control and Door Operation		Fire Extinguishe	Sitive Edge and Bars Ke Pedal Pivots y Engine Shutdown and Safety Operation Lube t Lube Subway Strans
	Door Control and Door Operation A/C and Defroster Operation Air Pressure Gauge Volt Gauge (Charging System) Wheelchair Lift and Safety Operation Lube Wheelchair Ramp Pins Kneeling Operation Microphone Operation Driver Light and Fan All Interior Lights All Exterior Lights and Reflectors Proper Height of Coach Body Damage All Hoses and Clamps		Stanchions and All Interior Deca	
	Volt Gauge (Charging System)			
	Wheelchair Lift and Safety Operation		Wheelchair Fold Wheelchair Belt	ling Seats
	Lube Wheelchair Ramp Pins		Wheelchair Belt	S 4 T
	Microphone Operation		A/C Filter	d Touch Tape Strips
	Driver Light and Fan		Escape Latches	and Roof Hatch
	All Interior Lights		Glass and Wind	ow Operation
 	All Exterior Lights and Reflectors	· · · · · · · · · · · · · · · · · · ·	Floor Covering Interior Body Da	
 	Body Damage		Car Cards and I	mage ock Strine
	All Hoses and Clamps			crews and Rivets
	Body Damage All Hoses and Clamps Exhaust Pipes and Clamps Outrigger Bolts and Mounts Engine, Trans and Differential Oil Leaks Hydraulic Hoses and Leaks Water Pump, Radiator and Water Leaks Fan Blades, Hubs and Drive All Fuel Lines and Connections		Battery Cable C	onnections
	Outrigger Bolts and Mounts		Bike Rack	4 Danul atabas
	Hydraulic Hoses and Leaks		All Compartmen	Hinges and Lube
	Water Pump, Radiator and Water Leaks		Body Screws, B	olts and Rivets
	Fan Blades, Hubs and Drive		Body Damage	
	All Fuel Lines and Connections Alternator/Air Compressor Leaks		Body Screws, B Body Damage Power Steering Wheelchair Pun Wheelchair Oil I Alternator Belt	Filter
	Electrical Cables and Wiring		Wheelchair Pun Wheelchair Oil I	evel
	All Engine/Trans Bolts and Nuts		Alternator Belt	20 (0)
	All Engine/Trans Bolts and Nuts Oil Sample Engine and Trans			
	Drain Engine and Trans Oil			lamps
·	Flush Steering System Grease Coach, Jack Up Front End Wheel Bearings/Seals and Oil Hubs King Pin and Front Axle Tie Rod Ends Drag Link and Pitman Arm Steering Box and U-Joints All Bellows Height Controls and Links		Exhaust Pipes a Muffler Mounts	
	Grease Coach, Jack Up Front End		Outrigger Bolts of Oil Pressure and Water Temperate Engine and Transpire Water Leaves	and Mounts
	Wheel Bearings/Seals and Oil Hubs		Oil Pressure and	d Gauge
	King Pin and Front Axie		Water Temperat	ture Gauge
 	Drag Link and Pitman Arm			
	Steering Box and U-Joints		Engine and Tran	ns Mounts
· -	in Denoting Florgist Controlle and Elliste		Frame Structure)
	Air System Leaks (Lines, Valves & Chambers) Stabilizer Bar and Links		Hydraulic Hoses	s and Leaks adiator and Water Leaks
	Radius Rod and Bushings			os and Drive
	Radius Rod Bolts and Nuts		All Fuel Lines ar	nd Connections
	Lateral Rod and Bushings		Alternator and A	ir Compressor Leaks
	Lateral Rod Bolts and Nuts Engine and Trans Mounts		All Engine/Trans Air Cleaner India	Bolts and Nuts
	Frame Structure and Trunnion	<u></u>	Engine Compart	tment Lights
	Shock Absorbers	-	Throttle Springs	and Linkages
	Tire Condition		A/III. LIOMNIASSO	r
	Wheel Splash Guard Drain Air Tanks Completely		Fill Engine and	I rans Oil
	Air Dryer		Engine Spinner	
	All Brake Adj/Lining/Cam Height		Flush Steering S	
	Driveline, U-Joints and Bolts		R&R Power Ste	erina Filter
			Accumulator Un	arge 50psi (TMC)
			Qts. Trans Oil	
			Qts. Engine Oil Qts. Trans Oil Pts. Power Stee	
			Pts. Wheelchair	
Mech. Sian	ature:	Mech Sign	nature:	

24,000 Miles Wheelchair Inspection

BUS#	ODOMETER READI	NG	DATE			
TOTAL TIME MECHANIC'S NAME						
(3) = If OK	(2) = Adjusted/Repaired	(1) = Repairs Needed	(4) = Send to Other Department			
1	_ Clean all chains, sprocket	s and rails				
2	_ Power on pushbutton "ON		y open			
3	Handrails secure and tigh					
	Clearance between handr					
	Clearance between blue pStow latch for adjustment		ig in-and-out travel of lift platform			
	Sensitive edge/switch ma		unctions			
	Lift travel, uneven movem					
	Ramp/barrier locked wher		9 0 1			
10	Ramp/harrier switch and I	inkade for wear or damad	€			
11.	Bridge/barrier switch and Slave chains for correct te	linkage for wear or damag	ie			
12	Slave chains for correct te	ension, wear or damage				
13	_ Master chains for wear or	damage				
14	_ Master chain limit switch f	or damage				
15	Master chain limit switch a	activating arm position cor	rect			
	 Stow/floor level switch and 		e			
	 Hydraulic lines and fittings 	for wear or leaks				
	_ Lift cylinders for leaks					
	Stow/deploy motor chain fStow/deploy motor drive g		.			
	Stow/deploy motor drive gStow/deploy chains for cor					
	Stow/deploy channel spro		lage			
23.	Stow/deploy switch, arm a	nd elec. cable for wear or	damage			
24.	Stow cam for secure mou	nting, wear or damage				
25.	_ Deploy cam for secure mo	ountings				
26	Stow cam for secure mould Deploy cam for secure mould Lift tray components for w	ear, damage, leaks, etc.				
21	_ Lube master, drive, slave	and stow/deploy chains				
28	_ Torque shaft crutch					
	 Lube ramp/bridge barrier a 					
	 Lube ramp/barrier support 					
	_ Lube bridge/barrier pivot p	oints, bolts and linkage				
	_ Lube stow latch pivot	has sins				
აა	_ Lube main lift cylinder and	nor pins				
No	os. 28 and 30	CHAIN LUBE				
No	o. 31	MARINE GREASE				
No	s. 32 , 33 and 34	ANTI-SEIZE (MOLYBDE	ENUM DISULFIDE)			
			•			
Machania S:	ianatura					
Mechalic 9	ignature:					
Mechanic Si	gnature:					
mechanic Ol	gnature.		÷			

24,000 / 48,000 Miles Inspection

TUNE-UP

BUS#	ODOMETER READING	DATE			
VRO#	TOTAL TIME	MECHANIC'S NAME			
(3) = If OK	(2) = Adjusted/Repaired	(1) = Repairs Needed	(N/A) = Not Applicable		
	Injector Condition	Throttle Linka	ge		
	Injector Timing	Throttle Retur			
	Injector Wiring and Harness	Fast Idle Cylir	. •		
	Valve Clearance	Engine Stop (
	Valve Springs	Throttle Pedal			
	Valve Bridges	Front Throttle			
•	Injector Rack Bridges	Rear Throttle			
	Control Tubes	Intake Hoses	-		
	Fuel Rods	Exhaust Piping and Clamps			
,	Rocker Arms	RPM Idle and Max No Load			
	Rocker Arm Shafts	Road Test			
	Rocker Arm Buttons	Steam Clean Engine Assembly			
	Rocker Arm Adjusting Screw	Rear Seat Hinges			
	Push Rods	Rear Seat Safety Prop			
	Camshaft and Rollers	Engine Access Panel			
	Cam Followers	Engine Access Opening			
	Governor Cover	Engine Safety Guard and Brackets			
·	Governor Weights				
_					
Comments:		·			
· ·					
м					
	gnature:				

6,000 / 60,000 Miles Inspection

ARTICULATED JOINT

BUS#	ODOMETER READING	DATE		
VRO#	TOTALTIME	MECHANIC'S NAME		
(3) = If OK		(1) = Repairs Needed		
6,000 N	Miles:			
	Check all fastener torques	S		
	Check rear fastening scre	ws (515 ft-lbs.)		
	Check front fastening scre	ews (370 ft-lbs.)		
	Check cover M10 screws	(22 ft-lbs.) +/- 5%		
<u></u>	Check support plate secu	ring screws (check for fastene	r security only)	
	Check folding bellows for	firm seating		
60,000	Miles:			
	Perform 6,000 mile torque	check		
	Perform 6 month cleaning	procedure		
	Insert 200 g. approved lub	oricant into the grease distribut	or	
	Perform "Backlash Adjustr	ment"		
	Perform "Hydraulic Contro	l Unit Maintenance"		
6-Mont	h Articulated Joint Area Cleaning	:		
1,	Open folding bellows insert floor			
2.	Clean interior of all dirt			
3.	Open platform service plate and re	move all dirt from hydraulic an	ea	
4.	Close all access doors	·		
			·	

Mechanic Signature:_