

Transit Operations and the CHP: *The Successful Annual Terminal Inspection*








CTA 2009



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Bus Maintenance Superintendent
Golden Gate Transit








Golden Gate Transit:

| | |
|--|-------------|
|  Active Coach Fleet | 204 |
|  Peak Service Coaches | 166 |
|  Maintenance Employees | 75 |
|  Maintenance Admin Staff | 8 |
|  Operating Divisions | 4 |
|  Annual Coach Mileage | 6.5 Million |
|  Annual Passenger Trips | 7.5 Million |

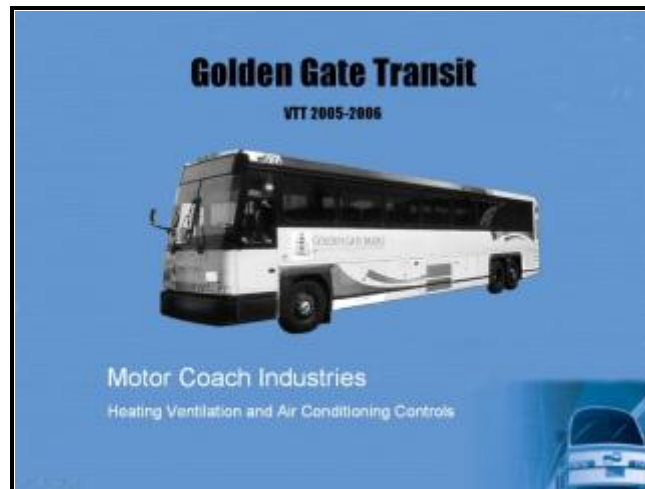
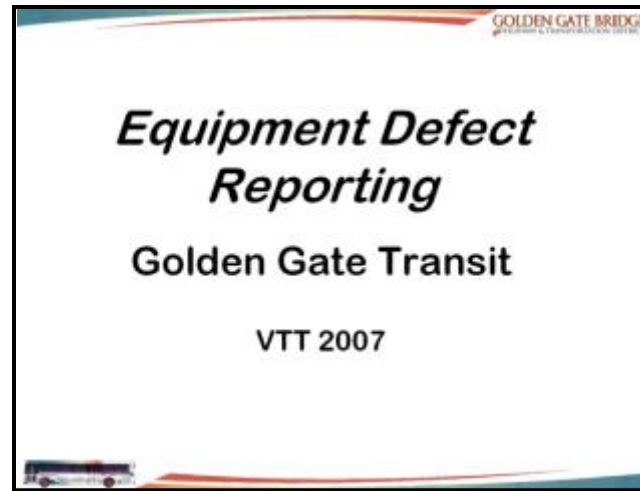


Successful Terminal Inspections at GGT:






-  Operator Training and Involvement
-  Comprehensive PM Program
-  Mechanic Training and Involvement
-  Commitment to Communication
-  Assistance from CHP Motor Carrier Specialist



Operator Training and Involvement:







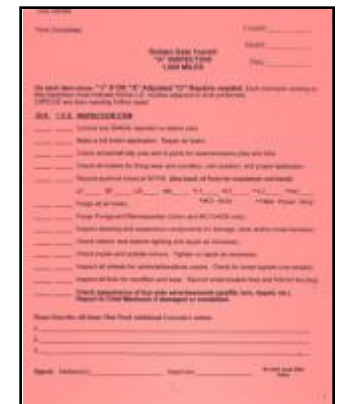
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Comprehensive PM Program:

-  Cycle of Five Levels of PM
-  Fleet Specific
-  Based on a 1500 Mile or 45 Day Interval
-  Specifically Target North American Standard Out-Of-Service Criteria








The document is a checklist titled "SUNSHINE STATE INSPECTION" with a date field. It contains several sections of inspection criteria, each with a corresponding checkbox:

- SALES, U.S.A. INSPECTION**
 - Check for 2008 inspection label and
 - Make a 10-point inspection. Paper or metal
 - Check mechanical and electrical systems for proper operation and safety
 - Check for correct tire size, tread, and condition, and proper inflation
 - Check correct level of 5W-30 (See back of battery compartment label)
 - Check oil level
 - Check 2 engine/transmission/coolant and AC levels
 - Check battery and alternator connections for damage, clean, and proper operation
 - Check engine and exhaust system for leaks or damage
 - Check brake and parking system. Lighter or dark on wheels
 - Check all wheels for proper inflation. Check for loose nuts and washers
 - Inspect all tires for wear, cracks and holes. Report wear/holes that will reduce the life of the tire.
 - Check appearance of front and rear windows. Report any damage to Glass Sections if damaged or cracked.
- Other checks:**
 - Check for 2008 inspection label and
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Mechanic Training and Involvement :



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Commitment to Communication

Orion TSS Camera System Operational Checks

Remote LED:

The remote LED (system status indicator light) is located at the rear of the driver's left hand switch panel (see figure 1). The color of the remote LED will tell you the status of the camera system.

AMBER

System is attempting to power (boot) up.

GREEN

System is powered up and recording.

RED

System has stopped recording (see troubleshooting steps below).

Remote LED Sequence:

With a properly functioning camera system, the remote LED will light **AMBER** approximately 3 minutes after coach master (run control) switch is turned on (there is a programmed 180 second delay before the camera system begins its boot up cycle).

The remote LED will remain **AMBER** for another approximately 3 to 4 minutes while the system completes its boot up cycle (time will vary).

The remote LED will then turn **GREEN** to indicate that the system is powered up and recording (total time of approximately 6-7 minutes after bus power is turned on).

Primary Troubleshooting Steps:

| | |
|--|--|
| Remote LED does not light | Check 24v power supply fuse in rear door overhead (see figure 2) |
| | Check Multiplex Zone D1 output #6 (ignition signal). |
| | Return coach to Body Shop for diagnosis. |
| Remote LED lights, but stays AMBER | Check DVS unit front panel circuit breaker (see figure 3). |
| | Return coach to Body Shop for diagnosis. |
| Remote LED turns RED or cycles between colors | Return to Body Shop for diagnosis. |

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Golden Gate Transit

Maintenance Department

Interoffice Memorandum



To: All Bus Maintenance Personnel
From: Steven Miller
Date: September 1, 2005
Subject: Proper Adjustment of Orion Mirrors

Dear All,

Please study the following photos and captions regarding proper adjustment of outside mirrors on our Orion coaches.

The Orion mirrors feature a spring loaded "breakaway" mechanism to protect the body "A" pillar from damage in the event of a collision between the mirror and roadside objects. The spring mechanism must be properly adjusted to enable performance of the breakaway feature and protect the "A" pillar from serious and costly damage.






Note that the spring is fully compressed when the mirror arm is seated in its detents. This mirror was adjusted too tight and did not breakaway when hit.

Note the damage to the "A" pillar as a result of improper adjustment. The mounting screws have been pulled out of their threads.

Yes, the breakaway feature will cause some mirror vibration. Yes, coach operators will request that you tighten them more. Under no circumstances must you tighten the mirrors beyond the below described procedure.




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Assistance from CHP Motor Carrier Specialist

 Problem:

 Operators state that brand new fleet is too slow in building service air pressure

 Panic?:


 Yes


●Solution:

●Consult CHP Motor Carrier Specialist



49CFR571.121 (FMVSS Standard 121):

 S5.1.1 ...air compressor of sufficient capacity to increase air pressure in the supply and service reservoirs from 85 psi to 100 psi... within a time, in seconds, determined by the quotient (Actual reservoir capacityx25)/Required reservoir capacity.

 S5.1.2.1 The combined volume of all service reservoirs and supply reservoirs shall be at least 12 times the combined volume of all service brake chambers.



Assistance from CHP Motor Carrier Specialist

 Problem:

 Motor Carrier Specialist Fails Exit Door
Sensitive Edges During Inspections

 Panic?:


 Yes


● Solution:

● CHP Motor Carrier Specialist








13 CCR § 1267 :

 (i) Except as provided in (iii), doors on buses manufactured on or after January 1, 1993, shall release when the door closes on an object as small as a 1/2-inch diameter smooth cylinder held perpendicular to the plane of the door opening at any point where the door halves meet...

 (iii) For buses equipped with a 4-inch or larger gap between the power-closed doors, the doors shall react as specified in (i) when closing on a 1-inch diameter smooth cylinder.



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