

PARTIAL
STURAA TEST
12 YEAR
500,000 MILE BUS
from
NORTH AMERICAN BUS INDUSTRIES
MODEL 436.10

OCTOBER 2002

PTI-BT-R0224

PENNSSTATE



The Pennsylvania Transportation Institute

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EXECUTIVE SUMMARY

North American Bus Industries submitted a model 436.10, diesel-powered 59 seat (including the driver)/60-foot bus, for a partial STURAA test in the 12yr/500,000 mile category. The Federal Transit Administration determined that the following tests would be performed: 4. Performance, 6. Fuel Economy and 7. Noise Tests. Testing started on September 17, 2002 and was completed on October 11, 2002. The Check-In section of the report provides a description of the bus and specifies its major components.

The performance of the bus is illustrated by a speed vs. time plot. Acceleration and gradeability test data are provided in Section 4, Performance. The average time to obtain 50 mph was 46.12 seconds.

A Fuel Economy Test was run on simulated central business district, arterial, and commuter courses. The results were 2.44 mpg, 2.84 mpg, and 5.63 mpg respectively; with an overall average of 3.05 mpg.

A series of Interior and Exterior Noise Tests was performed. These data are listed in Section 7.1 and 7.2 respectively.

ABBREVIATIONS

| | |
|--------|---|
| ABTC | - Altoona Bus Test Center |
| A/C | - air conditioner |
| ADB | - advance design bus |
| ATA-MC | - The Maintenance Council of the American Trucking Association |
| CBD | - central business district |
| CW | - curb weight (bus weight including maximum fuel, oil, and coolant; but without passengers or driver) |
| dB(A) | - decibels with reference to 0.0002 microbar as measured on the "A" scale |
| DIR | - test director |
| DR | - bus driver |
| EPA | - Environmental Protection Agency |
| FFS | - free floor space (floor area available to standees, excluding ingress/egress areas, area under seats, area occupied by feet of seated passengers, and the vestibule area) |
| GVL | - gross vehicle load (150 lb for every designed passenger seating position, for the driver, and for each 1.5 sq ft of free floor space) |
| GVW | - gross vehicle weight (curb weight plus gross vehicle load) |
| GVWR | - gross vehicle weight rating |
| MECH | - bus mechanic |
| mpg | - miles per gallon |
| mph | - miles per hour |
| PM | - preventive maintenance |
| PSBRTF | - Penn State Bus Research and Testing Facility |
| PTI | - Pennsylvania Transportation Institute |
| rpm | - revolutions per minute |
| SAE | - Society of Automotive Engineers |
| SCH | - test scheduler |
| SEC | - secretary |
| SLW | - seated load weight (curb weight plus 150 lb for every designed passenger seating position and for the driver) |
| STURAA | - Surface Transportation and Uniform Relocation Assistance Act |
| TD | - test driver |
| TECH | - test technician |
| TM | - track manager |
| TP | - test personnel |

TEST BUS CHECK-IN

I. OBJECTIVE

The objective of this task is to log in the test bus, assign a bus number, complete the vehicle data form, and perform a safety check.

II. TEST DESCRIPTION

The test consists of assigning a bus test number to the bus, cleaning the bus, completing the vehicle data form, obtaining any special information and tools from the manufacturer, determining a testing schedule, performing an initial safety check, and performing the manufacturer's recommended preventive maintenance. The bus manufacturer must certify that the bus meets all Federal regulations.

III. DISCUSSION

The check-in procedure is used to identify in detail the major components and configuration of the bus.

The test bus consists of a North American Bus Industries, model 436.10. The bus has a front door equipped with a Lift-U model LUO-56-03 platform lift, forward of the front axle, and a rear door forward of the rear axle. Power is provided by a diesel-fueled, Cummins Engine Co. Inc., model ISL 330 engine coupled to an Allison model B500R transmission.

The measured curb weight is 12,310 lbs for the front axle, 8,860 lbs for the middle axle and 20,730 lbs for the rear axle. These combined weights provide a total measured curb weight of 41,900 lbs. There are 59 seats including the driver and room for 30 standing passengers bringing the total passenger capacity to 89. Gross load is $150 \text{ lb} \times 89 = 13,350 \text{ lbs}$. At full capacity, the measured gross vehicle weight is 56,190 lbs.

VEHICLE DATA FORM

| | |
|---|--|
| Bus Number: 0224 | Arrival Date: 9-17-02 |
| Bus Manufacturer: North American Bus Industries | Vehicle Identification Number (VIN): 1N94361002A140105 |
| Model Number: 436.10 | Date: 9-17-02 |
| Personnel: S.C. & T.S. | |

WEIGHT: *Values in parentheses indicate the adjusted weights necessary to avoid exceeding the GAWR. These values were used for all dynamic testing.

Individual Wheel Reactions:

| Weights (lb) | Front Axle | | Middle Axle | | Rear Axle | |
|--------------|------------|-------|-------------|-------|-----------|--------|
| | Right | Left | Right | Left | Right | Left |
| CW | 6,150 | 6,160 | 4,360 | 4,500 | 9920 | 10810 |
| SLW | 7,250 | 7,300 | 6,280 | 6,380 | 10,700 | 11,950 |
| GVW | 8,700 | 8,500 | 7,560 | 7,580 | 11,090 | 12,760 |

Total Weight Details:

| Weight (lb) | CW | SLW | GVW | GAWR |
|-------------|--------|--------|--------|--------------|
| Front Axle | 12,310 | 14,550 | 17,200 | 14,600 |
| Middle Axle | 8,860 | 12,660 | 15,140 | 18,000 |
| Rear Axle | 20,730 | 22,650 | 23,850 | 26,000 |
| Total | 41,900 | 52,510 | 56,190 | GVWR: 58,000 |

Dimensions:

| | | |
|---------------------|-----------------------------|------------|
| Length (ft/in) | 60 / 3.0 | |
| Width (in) | 100.0 | |
| Height (in) | 129.0 | |
| Front Overhang (in) | 103.5 | |
| Rear Overhang (in) | 123.5 | |
| Wheel Base (in) | Front: 264.0 Rear: 232.0 | |
| Wheel Track (in) | Front: 86.2 | |
| | Middle: 76.5 | Rear: 76.5 |

| | |
|------------------|---------------|
| Bus Number: 0224 | Date: 9-17-02 |
|------------------|---------------|

CLEARANCES:

| | | |
|---|--|--|
| Lowest Point Outside Front Axle | Location: Handicap lift | Clearance (in): 10.1 |
| Lowest Point Outside Rear Axle | Location: Trans. cross member | Clearance (in): 11.8 |
| Lowest Point between Axles | Location: front – body rear – frame | Clearance (in): 12.0 Clearance (in): 12.0 |
| Ground Clearance at the center (in) | Front – 13.9 | Rear – 13.8 |
| Front Approach Angle (deg) | 8.2 | |
| Rear Approach Angle (deg) | 8.8 | |
| Ramp Clearance Angle (deg) | Front – 5.2 | Rear – 5.9 |
| Aisle Width (in) | 19.2 | |
| Inside Standing Height at Center Aisle (in) | 80.3 | |

BODY DETAILS:

| | | | |
|------------------------------------|---|--|--|
| Body Structural Type | Monocoque | | |
| Frame Material | Steel | | |
| Body Material | Steel & fiberglass | | |
| Floor Material | Plywood | | |
| Roof Material | Steel & fiberglass | | |
| Windows Type | <input type="checkbox"/> Fixed | <input checked="" type="checkbox"/> Movable | |
| Window Mfg./Model No. | Plexiglass Acrylic / DOT48 M2 10 AS5 GE Polymershapes | | |
| Number of Doors | <u>1</u> Front | <u>1</u> Rear | |
| Mfr. / Model No. | Vapor Corporation / N/A | | |
| Dimension of Each Door (in) | Front – 49.5 x 87.0 | Rear – 40.0 x 87.0 | |
| Passenger Seat Type | <input checked="" type="checkbox"/> Cantilever | <input checked="" type="checkbox"/> Pedestal | <input type="checkbox"/> Other (explain) |
| Mfr. / Model No. | American Seating / 6566 | | |
| Driver Seat Type | <input checked="" type="checkbox"/> Air | <input type="checkbox"/> Spring | <input type="checkbox"/> Other (explain) |
| Mfr. / Model No. | USSC Group Inc. / 9100-100002-038 | | |
| Number of Seats (including Driver) | 59 | | |

| | |
|------------------|---------------|
| Bus Number: 0224 | Date: 9-17-02 |
|------------------|---------------|

BODY DETAILS (Contd..)

| | | | | | |
|---|--------|----------------|----------------|----------------|---------------|
| Free Floor Space (ft ²) | 69.4 | | | | |
| Height of Each Step at Normal Position (in) | Front | 1. <u>14.9</u> | 2. <u>9.6</u> | 3. <u>8.7</u> | 4. <u>N/A</u> |
| | Middle | 1. <u>N/A</u> | 2. <u>N/A</u> | 3. <u>N/A</u> | 4. <u>N/A</u> |
| | Rear | 1. <u>15.1</u> | 2. <u>10.1</u> | 3. <u>10.0</u> | 4. <u>N/A</u> |
| Step Elevation Change - Kneeling (in) | 4.9 | | | | |

ENGINE

| | | | | |
|--|--|---|--|--|
| Type | <input checked="" type="checkbox"/> C.I. | | <input type="checkbox"/> Alternate Fuel | |
| | <input type="checkbox"/> S.I. | | <input type="checkbox"/> Other (explain) | |
| Mfr. / Model No. | Cummins Engine Co. Inc. / ISL 330 | | | |
| Location | <input type="checkbox"/> Front | <input checked="" type="checkbox"/> Rear | <input type="checkbox"/> Other (explain) | |
| Fuel Type | <input type="checkbox"/> Gasoline | <input type="checkbox"/> CNG | <input type="checkbox"/> Methanol | |
| | <input checked="" type="checkbox"/> Diesel | <input type="checkbox"/> LNG | <input type="checkbox"/> Other (explain) | |
| Fuel Tank Capacity (indicate units) | 125 gallons | | | |
| Fuel Induction Type | <input checked="" type="checkbox"/> Injected | | <input type="checkbox"/> Carburetion | |
| Fuel Injector Mfr. / Model No. | Cummins Engine Co. Inc. / ISL 330 | | | |
| Carburetor Mfr. / Model No. | N/A | | | |
| Fuel Pump Mfr. / Model No. | Cummins Engine Co. Inc. / ISL 330 | | | |
| Alternator (Generator) Mfr. / Model No. | C.E. Niehoff / C703 | | | |
| Maximum Rated Output (Volts / Amps) | 28 / 330 | | | |
| Air Compressor Mfr. / Model No. | Wabco / 911 516 500 | | | |
| Maximum Capacity (ft ³ / min) | 18.7 | | | |
| Starter Type | <input type="checkbox"/> Electrical | <input checked="" type="checkbox"/> Pneumatic | <input type="checkbox"/> Other (explain) | |
| Starter Mfr. / Model No. | Ingersoll-Rand Co. / 150BMPE88R53-00L | | | |

| | |
|------------------|---------------|
| Bus Number: 0224 | Date: 9-17-02 |
|------------------|---------------|

TRANSMISSION

| | | | |
|------------------------------------|-------------------------------------|--|--------------------------------|
| Transmission Type | <input type="checkbox"/> Manual | <input checked="" type="checkbox"/> Automatic | |
| Mfr. / Model No. | Allison Transmission / B500R | | |
| Control Type | <input type="checkbox"/> Mechanical | <input checked="" type="checkbox"/> Electrical | <input type="checkbox"/> Other |
| Torque Convertor Mfr. / Model No. | Allison Transmission / B500R | | |
| Integral Retarder Mfr. / Model No. | Allison Transmission / B500R | | |

SUSPENSION

| | | | |
|------------------------|---|---|--|
| Number of Axles | 3 | | |
| Front Axle Type | <input type="checkbox"/> Independent | <input checked="" type="checkbox"/> Beam Axle | |
| Mfr. / Model No. | Meritor / 17101WX365 | | |
| Axle Ratio (if driven) | N/A | | |
| Suspension Type | <input checked="" type="checkbox"/> Air | <input type="checkbox"/> Spring | <input type="checkbox"/> Other (explain) |
| No. of Shock Absorbers | 2 | | |
| Mfr. / Model No. | Sachs Boge / 48 1700 124 382 | | |
| Middle Axle Type | <input type="checkbox"/> Independent | <input checked="" type="checkbox"/> Beam Axle | |
| Mfr. / Model No. | Meritor / 61063WX1 | | |
| Axle Ratio (if driven) | N/A | | |
| Suspension Type | <input checked="" type="checkbox"/> Air | <input type="checkbox"/> Spring | <input type="checkbox"/> Other (explain) |
| No. of Shock Absorbers | 4 | | |
| Mfr. / Model No. | Sachs Boge / 48 1700 124 382 | | |
| Rear Axle Type | <input type="checkbox"/> Independent | <input checked="" type="checkbox"/> Beam Axle | |
| Mfr. / Model No. | Meritor / 61163WX4 | | |
| Axle Ratio (if driven) | 5.36 | | |
| Suspension Type | <input checked="" type="checkbox"/> Air | <input type="checkbox"/> Spring | <input type="checkbox"/> Other (explain) |
| No. of Shock Absorbers | 4 | | |
| Mfr. / Model No. | Sachs Boge / 48 1700 124 382 | | |

| | |
|------------------|---------------|
| Bus Number: 0224 | Date: 9-17-02 |
|------------------|---------------|

WHEELS & TIRES

| | | |
|-------|-----------------------|--------------------------------------|
| Front | Wheel Mfr./ Model No. | Accuride / 22.5 x 8.25 |
| | Tire Mfr./ Model No. | Goodyear Metro Miller / B305/85R22.5 |
| Rear | Wheel Mfr./ Model No. | Accuride / 22.5 x 8.25 |
| | Tire Mfr./ Model No. | Goodyear Metro Miller / B305/85R22.5 |

BRAKES

| | | | |
|-------------------------|---|-------------------------------|--|
| Front Axle Brakes Type | <input checked="" type="checkbox"/> Cam | <input type="checkbox"/> Disc | <input type="checkbox"/> Other (explain) |
| Mfr. / Model No. | Abex/MGM / 14.5 X 6 / 24L | | |
| Middle Axle Brakes Type | <input checked="" type="checkbox"/> Cam | <input type="checkbox"/> Disc | <input type="checkbox"/> Other (explain) |
| Mfr. / Model No. | Abex/MGM / 14.5 X 6 / 30/30 | | |
| Rear Axle Brakes Type | <input checked="" type="checkbox"/> Cam | <input type="checkbox"/> Disc | <input type="checkbox"/> Other (explain) |
| Mfr. / Model No. | Abex/MGM / 14.5 X10 / 36/36 | | |
| Retarder Type | Hydraulic transmission | | |
| Mfr. / Model No. | Allison Transmission / B500R | | |

HVAC

| | | | |
|---------------------------------|---|---|--------------------------------|
| Heating System Type | <input type="checkbox"/> Air | <input checked="" type="checkbox"/> Water | <input type="checkbox"/> Other |
| Capacity (Btu/hr) | 130,000 | | |
| Mfr. / Model No. | Thermo King / Front – R5E Rear- R5E | | |
| Air Conditioner | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | |
| Location | Roof – 2 units | | |
| Capacity (Btu/hr) | 180,000 | | |
| A/C Compressor Mfr. / Model No. | Thermo King / X 640 | | |

STEERING

| | |
|--------------------------------|----------------|
| Steering Gear Box Type | Hydraulic gear |
| Mfr. / Model No. | Bendix / RBL |
| Steering Wheel Diameter | 20.0 |
| Number of turns (lock to lock) | 4.5 |

| | |
|------------------|---------------|
| Bus Number: 0224 | Date: 9-17-02 |
|------------------|---------------|

OTHERS

| | | |
|-------------------|--|----------------------|
| Wheel Chair Ramps | Location: N/A | Type: N/A |
| Wheel Chair Lifts | Location: Right front | Type: Platform |
| Mfr. / Model No. | Lift – U / LUO-56-03 | |
| Emergency Exit | Location: Roof hatch Windows Doors | Number: 2 15 2 |

CAPACITIES

| | |
|---|-------|
| Fuel Tank Capacity (gallons) | 125 |
| Engine Crankcase Capacity (gallons) | 7.3 |
| Transmission Capacity (gallons) | 6.0 |
| Differential Capacity (gallons) | 5.0 |
| Cooling System Capacity (gallons) | 28.0 |
| Power Steering Fluid Capacity (gallons) | 10.25 |

COMPONENT/SUBSYSTEM INSPECTION FORM

| | |
|------------------|---------------|
| Bus Number: 0224 | Date: 9-17-02 |
|------------------|---------------|

| Subsystem | Checked | Comments |
|--|---------|----------|
| Air Conditioning Heating and Ventilation | ✓ | |
| Body and Sheet Metal | ✓ | |
| Frame | ✓ | |
| Steering | ✓ | |
| Suspension | ✓ | |
| Interior/Seating | ✓ | |
| Axles | ✓ | |
| Brakes | ✓ | |
| Tires/Wheels | ✓ | |
| Exhaust | ✓ | |
| Fuel System | ✓ | |
| Power Plant | ✓ | |
| Accessories | ✓ | |
| Lift System | ✓ | |
| Interior Fasteners | ✓ | |
| Batteries | ✓ | |

CHECK - IN



**NORTH AMERICAN BUS INDUSTRIES
MODEL 436.10**

4. PERFORMANCE - AN ACCELERATION, GRADEABILITY, AND TOP SPEED TEST

4-I. TEST OBJECTIVE

The objective of this test is to determine the acceleration, gradeability, and top speed capabilities of the bus.

4-II. TEST DESCRIPTION

In this test, the bus will be operated at SLW on the skid pad at the PSBRTF. The bus will be accelerated at full throttle from a standstill to a maximum "geared" or "safe" speed as determined by the test driver. The vehicle speed is measured using a Correvit non-contacting speed sensor. The times to reach speed between ten mile per hour increments are measured and recorded using a stopwatch with a lap timer. The time to speed data will be recorded on the Performance Data Form and later used to generate a speed vs time plot and gradeability calculations.

4-III. DISCUSSION

This test consists of three runs in both the clockwise and counterclockwise directions on the Test Track. Velocity versus time data is obtained for each run and results are averaged together to minimize any test variability which might be introduced by wind or other external factors. The test was performed up to a maximum speed of 50 mph. The fitted curve of velocity vs time is attached, followed by the calculated gradeability results. The average time to obtain 50 mph was 46.12 seconds.

PERFORMANCE DATA FORM

| | | | |
|--|-------|---------------------|-------|
| Bus Number: 0224 | | Date: 10-7-02 | |
| Personnel: S.C., T.S. & B.S. | | | |
| Temperature (°F): 62 | | Humidity (%): 64 | |
| Wind Direction: NW | | Wind Speed (mph): 5 | |
| Barometric Pressure (in.Hg): 30.09 | | | |
| Air Conditioning compressor-OFF | | ✓ Checked | |
| Ventilation fans-ON HIGH | | ✓ Checked | |
| Heater pump motor-Off | | ✓ Checked | |
| Defroster-OFF | | ✓ Checked | |
| Exterior and interior lights-ON | | ✓ Checked | |
| Windows and doors-CLOSED | | ✓ Checked | |
| ACCELERATION, GRADEABILITY, TOP SPEED | | | |
| Counter Clockwise Recorded Interval Times | | | |
| Speed | Run 1 | Run 2 | Run 3 |
| 10 mph | 4.89 | 5.02 | 4.93 |
| 20 mph | 9.08 | 9.30 | 9.40 |
| 30 mph | 15.18 | 15.43 | 15.71 |
| 40 mph | 26.30 | 26.11 | 25.90 |
| Top Test Speed(mph) 50 | 46.27 | 46.58 | 47.45 |
| Clockwise Recorded Interval Times | | | |
| Speed | Run 1 | Run 2 | Run 3 |
| 10 mph | 5.05 | 5.06 | 4.99 |
| 20 mph | 9.40 | 9.43 | 9.56 |
| 30 mph | 15.99 | 15.77 | 15.65 |
| 40 mph | 26.21 | 25.84 | 25.49 |
| Top Test Speed(mph) 50 | 45.59 | 45.43 | 45.62 |

PERFORMANCE SUMMARY SHEET

BUS MANUFACTURER :NABI
 BUS MODEL :436.10

BUS NUMBER :0224
 TEST DATE :10-01-02

TEST CONDITIONS :

 TEMPERATURE (DEG F) : 62.0
 WIND DIRECTION : NW
 WIND SPEED (MPH) : 5.0
 HUMIDITY (%) : 64
 BAROMETRIC PRESSURE (IN. HG) : 30.1

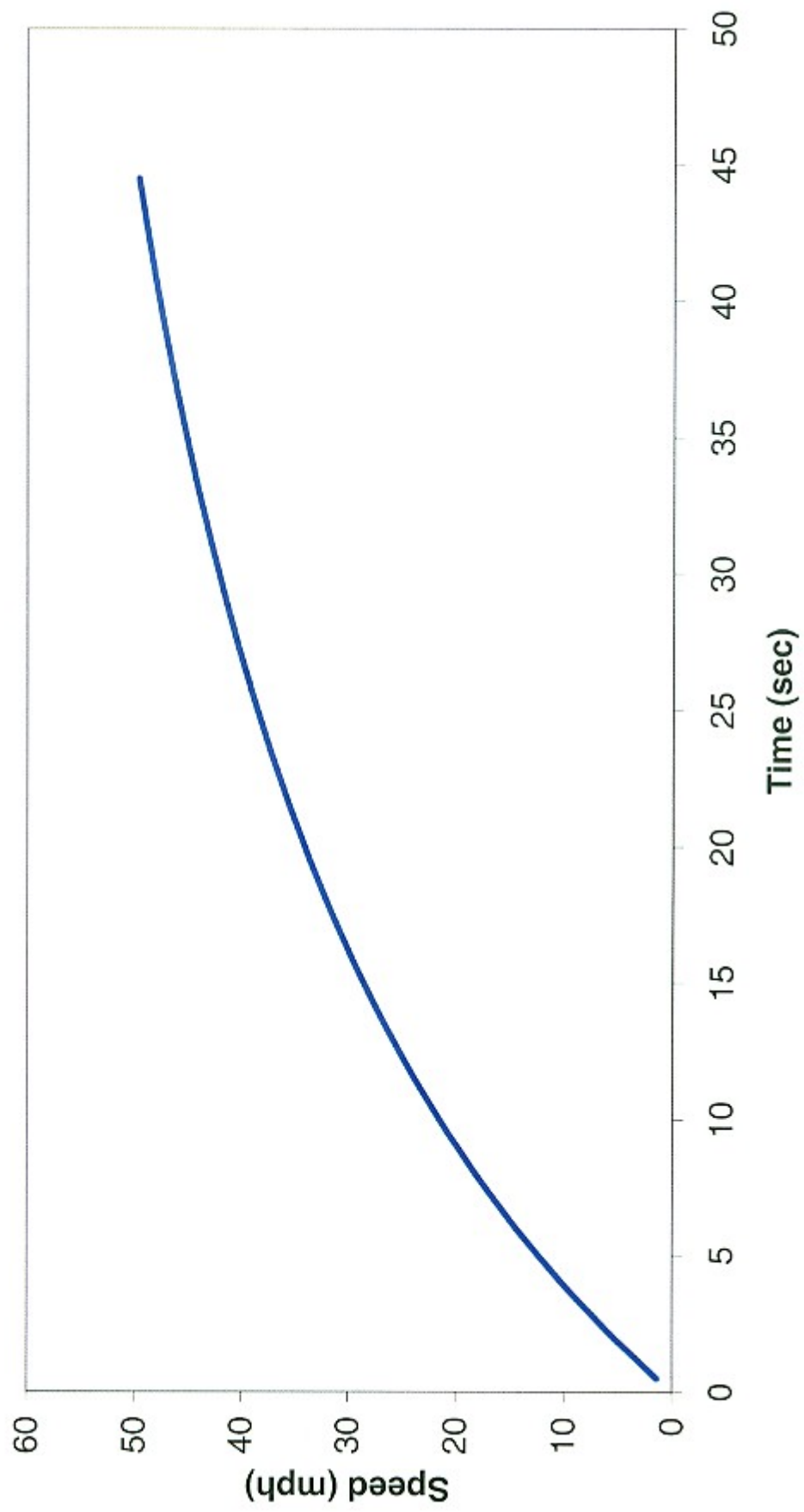
| VEHICLE SPEED (MPH) | AVERAGE TIME (SEC) | | |
|------------------------|--------------------|--------------|-------|
| | CCW DIRECTION | CW DIRECTION | TOTAL |
| 10.0 | 4.95 | 5.03 | 4.99 |
| 20.0 | 9.26 | 9.46 | 9.36 |
| 30.0 | 15.44 | 15.80 | 15.62 |
| 40.0 | 26.10 | 25.85 | 25.98 |
| 50.0 | 46.70 | 45.55 | 46.12 |

TEST SUMMARY :

| VEHICLE SPEED (MPH) | TIME (SEC) | ACCELERATION (FT/SEC^2) | MAX. GRADE (%) |
|------------------------|---------------|----------------------------|-------------------|
| 1.0 | .35 | 4.1 | 12.8 |
| 5.0 | 1.85 | 3.7 | 11.7 |
| 10.0 | 3.94 | 3.3 | 10.3 |
| 15.0 | 6.32 | 2.9 | 9.0 |
| 20.0 | 9.07 | 2.5 | 7.7 |
| 25.0 | 12.31 | 2.1 | 6.5 |
| 30.0 | 16.19 | 1.7 | 5.3 |
| 35.0 | 20.94 | 1.4 | 4.3 |
| 40.0 | 26.91 | 1.1 | 3.4 |
| 45.0 | 34.72 | .8 | 2.5 |
| 50.0 | 45.45 | .6 | 1.8 |

NOTE : Gradeability results were calculated from performance
 ----- test data. Actual sustained gradeability performance
 for vehicles equipped with auto transmission may be
 lower than the values indicated here.

Velocity vs. Time
NABI #0224



6. FUEL ECONOMY TEST - A FUEL CONSUMPTION TEST USING AN APPROPRIATE OPERATING CYCLE

6-I. TEST OBJECTIVE

The objective of this test is to provide accurate comparable fuel consumption data on transit buses produced by different manufacturers. This fuel economy test bears no relation to the calculations done by the Environmental Protection Agency (EPA) to determine levels for the Corporate Average Fuel Economy Program. EPA's calculations are based on tests conducted under laboratory conditions intended to simulate city and highway driving. This fuel economy test, as designated here, is a measurement of the fuel expended by a vehicle traveling a specified test loop under specified operating conditions. The results of this test will not represent actual mileage but will provide data that can be used by recipients to compare buses tested by this procedure.

6-II. TEST DESCRIPTION

This test requires operation of the bus over a course based on the Transit Coach Operating Duty Cycle (ADB Cycle) at seated load weight using a procedure based on the Fuel Economy Measurement Test (Engineering Type) For Trucks and Buses: SAE 1376 July 82. The procedure has been modified by elimination of the control vehicle and by modifications as described below. The inherent uncertainty and expense of utilizing a control vehicle over the operating life of the facility is impractical.

The fuel economy test will be performed as soon as possible (weather permitting) after the completion of the GVW portion of the structural durability test. It will be conducted on the bus test lane at the Penn State Test Facility. Signs are erected at carefully measured points which delineate the test course. A test run will comprise 3 CBD phases, 2 Arterial phases, and 1 Commuter phase. An electronic fuel measuring system will indicate the amount of fuel consumed during each phase of the test. The test runs will be repeated until there are at least two runs in both the clockwise and counterclockwise directions in which the fuel consumed for each run is within ± 4 percent of the average total fuel used over the 4 runs. A 20-minute idle consumption test is performed just prior to and immediately after the driven portion of the fuel economy test. The amount of fuel consumed while operating at normal/low idle is recorded on the Fuel Economy Data Form. This set of four valid runs along with idle consumption data comprise a valid test.

The test procedure is the ADB cycle with the following four modifications:

1. The ADB cycle is structured as a set number of miles in a fixed time in the following order: CBD, Arterial, CBD, Arterial, CBD, Commuter. A separate idle fuel consumption measurement is performed at the beginning and end of the fuel economy test. This phase sequence permits the reporting of fuel consumption for each of these phases separately, making the data more useful to bus manufacturers and transit properties.
2. The operating profile for testing purposes shall consist of simulated transit type service at seated load weight. The three test phases (figure 6-1) are: a central business district (CBD) phase of 2 miles with 7 stops per mile and a top speed of 20 mph; an arterial phase of 2 miles with 2 stops per mile and a top speed of 40 mph; and a commuter phase of 4 miles with 1 stop and a maximum speed of 40 mph. At each designated stop the bus will remain stationary for seven seconds. During this time, the passenger doors shall be opened and closed.
3. The individual ADB phases remain unaltered with the exception that 1 mile has been changed to 1 lap on the Penn State Test Track track. One lap is equal to 5,042 feet. This change is accommodated by adjusting the cruise distance and time.
4. The acceleration profile, for practical purposes and to achieve better repeatability, has been changed to "full throttle acceleration to cruise speed".

Several changes were made to the Fuel Economy Measurement Test (Engineering Type) For Trucks and Buses: SAE 1376 July 82:

1. Sections 1.1, and 1.2 only apply to diesel, gasoline, methanol, and any other fuel in the liquid state (excluding cryogenic fuels).

- 1.1 SAE 1376 July 82 requires the use of at least a 16-gal fuel tank. Such a fuel tank when full would weigh approximately 160 lb. It is judged that a 12-gal tank weighing approximately 120 lb will be sufficient for this test and much easier for the technician and test personnel to handle.

1.2 SAE 1376 July 82 mentions the use of a mechanical scale or a flowmeter system. This test procedure uses a load cell readout combination that provides an accuracy of 0.5 percent in weight and permits on-board weighing of the gravimetric tanks at the end of each phase. This modification permits the determination of a fuel economy value for each phase as well as the overall cycle.

2. Section 2.1 applies to compressed natural gas (CNG), liquified natural gas (LNG), cryogenic fuels, and other fuels in the vapor state.

2.1 A laminar type flowmeter will be used to determine the fuel consumption. The pressure and temperature across the flow element will be monitored by the flow computer. The flow computer will use this data to calculate the gas flow rate. The flow computer will also display the flow rate (scfm) as well as the total fuel used (scf). The total fuel used (scf) for each phase will be recorded on the Fuel Economy Data Form.

3. Use both Sections 1 and 2 for dual fuel systems.

FUEL ECONOMY CALCULATION PROCEDURE

A. For diesel, gasoline, methanol and fuels in the liquid state.

The reported fuel economy is based on the following: measured test quantities-- distance traveled (miles) and fuel consumed (pounds); standard reference values-- density of water at 60°F (8.3373 lbs/gal) and volumetric heating value of standard fuel; and test fuel specific gravity (unitless) and volumetric heating value (BTU/gal). These combine to give a fuel economy in miles per gallon (mpg) which is corrected to a standard gallon of fuel referenced to water at 60°F. This eliminates fluctuations in fuel economy due to fluctuations in fuel quality. This calculation has been programmed into a computer and the data processing is performed automatically.

The fuel economy correction consists of three steps:

- 1.) Divide the number of miles of the phase by the number of pounds of fuel consumed

| <u>phase</u> | <u>miles per phase</u> | <u>total miles per run</u> |
|--------------|------------------------|--------------------------------|
| CBD | 1.9097 | 5.7291 |
| ART | 1.9097 | 3.8193 |
| COM | 3.8193 | 3.8193 |

$$FE_{\text{mi/lb}} = \text{Observed fuel economy} = \frac{\text{miles}}{\text{lb of fuel}}$$

- 2.) Convert the observed fuel economy to miles per gallon [mpg] by multiplying by the specific gravity of the test fuel G_s (referred to water) at 60°F and multiply by the density of water at 60°F

$$FE_{\text{mpg}} = FE_{\text{mi/lb}} \times G_s \times G_w$$

where G_s = Specific gravity of test fuel at 60°F (referred to water)
 G_w = 8.3373 lb/gal

- 3.) Correct to a standard gallon of fuel by dividing by the volumetric heating value of the test fuel (H) and multiplying by the volumetric heating value of standard reference fuel (Q). Both heating values must have the same units.

$$FE_c = FE_{\text{mpg}} \times \frac{Q}{H}$$

where

H = Volumetric heating value of test fuel [BTU/gal]
 Q = Volumetric heating value of standard reference fuel

Combining steps 1-3 yields

$$\implies FE_c = \frac{\text{miles}}{\text{lbs}} \times (G_s \times G_w) \times \frac{Q}{H}$$

- 4.) Convert the fuel economy from mpg to an energy equivalent of miles per BTU. Since the number would be extremely small in magnitude, the energy equivalent will be represented as miles/BTU $\times 10^6$.

Eq = Energy equivalent of converting mpg to mile/BTU $\times 10^6$.

$$Eq = ((\text{mpg})/(H)) \times 10^6$$

B. CNG, LNG, cryogenic and other fuels in the vapor state.

The reported fuel economy is based on the following: measured test quantities-- distance traveled (miles) and fuel consumed (scf); density of test fuel, and volumetric heating value (BTU/lb) of test fuel at standard conditions (P=14.73 psi and T=60 °F).

These combine to give a fuel economy in miles per lb. The energy equivalent (mile/BTUx10⁶) will also be provided so that the results can be compared to buses that use other fuels.

- 1.) Divide the number of miles of the phase by the number of standard cubic feet (scf) of fuel consumed.

| phase | miles per phase | total miles per run |
|-------|-----------------|------------------------|
| CBD | 1.9097 | 5.7291 |
| ART | 1.9097 | 3.8193 |
| COM | 3.8193 | 3.8193 |

$$FEO_{mi/scf} = \text{Observed fuel economy} = \frac{\text{miles}}{\text{scf of fuel}}$$

- 2.) Convert the observed fuel economy to miles per lb by dividing FEO by the density of the test fuel at standard conditions (Lb/ft³).

Note: The density of test fuel must be determined at standard conditions as described above. If the density is not defined at the above standard conditions, then a correction will be needed before the fuel economy can be calculated.

$$FEO_{mi/lb} = FEO / Gm$$

where Gm = Density of test fuel at standard conditions

- 3.) Convert the observed fuel economy (FEOmi/lb) to an energy equivalent of (miles/BTUx10⁶) by dividing the observed fuel economy (FEOmi/lb) by the heating value of the test fuel at standard conditions.

$$Eq = ((FEOmi/lb)/H) \times 10^6$$

where

Eq = Energy equivalent of miles/lb to mile/BTUx10⁶

H = Volumetric heating value of test fuel at standard conditions

6-III. DISCUSSION

This is a comparative test of fuel economy using diesel fuel with a heating value of 20,214.0 btu/lb. The driving cycle consists of Central Business District (CBD), Arterial (ART), and Commuter (COM) phases as described in 6-II. The fuel consumption for each driving cycle and for idle is measured separately. The results are corrected to a reference fuel with a volumetric heating value of 127,700.0 btu/gal.

An extensive pretest maintenance check is made including the replacement of all lubrication fluids. The details of the pretest maintenance are given in the first three Pretest Maintenance Forms. The fourth sheet shows the Pretest Inspection. The next sheet shows the correction calculation for the test fuel. The next four Fuel Economy Forms provide the data from the four test runs. Finally, the summary sheet provides the average fuel consumption. The overall average is based on total fuel and total mileage for each phase. The overall average fuel consumption values were: CBD – 2.44 mpg, ART – 2.84 mpg, and COM – 5.63 mpg. Average fuel consumption at idle was 4.50 lb/hr (0.72 gph).

FUEL ECONOMY PRE-TEST MAINTENANCE FORM

| | | |
|------------------------|---------------|-------------------|
| Bus Number: 0224 | Date: 9-30-02 | SLW (lbs): 52,510 |
| Personnel: S.C. & T.S. | | |

| FUEL SYSTEM | OK | Date | Initials |
|--|--------|---------|----------|
| Install fuel measurement system | ✓ | 9-30-02 | S.C. |
| Replace fuel filter | ✓ | 9-30-02 | T.S. |
| Check for fuel leaks | ✓ | 9-30-02 | S.C. |
| Specify fuel type (refer to fuel analysis) | Diesel | | |
| Remarks: none | | | |
| | | | |
| BRAKES/TIRES | OK | Date | Initials |
| Inspect hoses | ✓ | 9-30-02 | S.C. |
| Inspect brakes | ✓ | 9-30-02 | S.C. |
| Relube wheel bearings | ✓ | 9-30-02 | S.C. |
| Check tire inflation pressures (mfg. specs.) | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |
| COOLING SYSTEM | OK | Date | Initials |
| Check hoses and connections | ✓ | 9-30-02 | S.C. |
| Check system for coolant leaks | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |

FUEL ECONOMY PRE-TEST MAINTENANCE FORM (page 2)

| | | | |
|---|---------------|---------|----------|
| Bus Number: 0224 | Date: 9-30-02 | | |
| Personnel: S.C. & T.S. | | | |
| ELECTRICAL SYSTEMS | OK | Date | Initials |
| Check battery | ✓ | 9-30-02 | S.C. |
| Inspect wiring | ✓ | 9-30-02 | S.C. |
| Inspect terminals | ✓ | 9-30-02 | S.C. |
| Check lighting | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |
| DRIVE SYSTEM | OK | Date | Initials |
| Drain transmission fluid | ✓ | 9-30-02 | S.C. |
| Replace filter/gasket | ✓ | 9-30-02 | S.C. |
| Check hoses and connections | ✓ | 9-30-02 | T.S. |
| Replace transmission fluid | ✓ | 9-30-02 | S.C. |
| Check for fluid leaks | ✓ | 9-30-02 | T.S. |
| Remarks: none | | | |
| | | | |
| LUBRICATION | OK | Date | Initials |
| Drain crankcase oil | ✓ | 9-30-02 | S.C. |
| Replace filters | ✓ | 9-30-02 | S.C. |
| Replace crankcase oil | ✓ | 9-30-02 | S.C. |
| Check for oil leaks | ✓ | 9-30-02 | S.C. |
| Check oil level | ✓ | 9-30-02 | S.C. |
| Lube all chassis grease fittings | ✓ | 9-30-02 | T.S. |
| Lube universal joints | ✓ | 9-30-02 | T.S. |
| Replace differential lube including axles | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |

FUEL ECONOMY PRE-TEST MAINTENANCE FORM (page 3)

| | | | |
|---|---------------|---------|----------|
| Bus Number: 0224 | Date: 9-30-02 | | |
| Personnel: S.C. & T.S. | | | |
| EXHAUST/EMISSION SYSTEM | OK | Date | Initials |
| Check for exhaust leaks | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |
| ENGINE | OK | Date | Initials |
| Replace air filter | ✓ | 9-30-02 | S.C. |
| Inspect air compressor and air system | ✓ | 9-30-02 | S.C. |
| Inspect vacuum system, if applicable | NA | 9-30-02 | S.C. |
| Check and adjust all drive belts | ✓ | 9-30-02 | S.C. |
| Check cold start assist, if applicable | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |
| STEERING SYSTEM | OK | Date | Initials |
| Check power steering hoses and connectors | ✓ | 9-30-02 | S.C. |
| Service fluid level | ✓ | 9-30-02 | S.C. |
| Check power steering operation | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |
| | OK | Date | Initials |
| Ballast bus to seated load weight | ✓ | 9-30-02 | S.C. |
| | | | |
| TEST DRIVE | OK | Date | Initials |
| Check brake operation | ✓ | 9-30-02 | S.C. |
| Check transmission operation | ✓ | 9-30-02 | S.C. |
| Remarks: none | | | |
| | | | |

FUEL ECONOMY PRE-TEST INSPECTION FORM

| | |
|--|----------------|
| Bus Number: 0224 | Date: 9-30-02 |
| Personnel: S.C. | |
| PRE WARM-UP | If OK, Initial |
| Fuel Economy Pre-Test Maintenance Form is complete | S.C. |
| Cold tire pressure (psi): Front <u>120</u> Middle <u>120</u> Rear <u>120</u> | S.C. |
| Tire wear: | S.C. |
| Engine oil level | S.C. |
| Engine coolant level | S.C. |
| Interior and exterior lights on, evaporator fan on | S.C. |
| Fuel economy instrumentation installed and working properly. | S.C. |
| Fuel line -- no leaks or kinks | S.C. |
| Speed measuring system installed on bus. Speed indicator installed in front of bus and accessible to TECH and Driver. | S.C. |
| Bus is loaded to SLW | S.C. |
| WARM-UP | If OK, Initial |
| Bus driven for at least one hour warm-up | S.C. |
| No extensive or black smoke from exhaust | S.C. |
| POST WARM-UP | If OK, Initial |
| Warm tire pressure (psi): Front <u>122</u> Middle <u>122</u> Rear <u>123</u> | S.C. |
| Environmental conditions Average wind speed <12 mph and maximum gusts <15 mph Ambient temperature between 30°(-1°) and 90°F(32°C) Track surface is dry Track is free of extraneous material and clear of interfering traffic | S.C. |

FUEL ECONOMY DATA FORM (Liquid Fuels)

| Bus Number: 0224 | | Manufacturer: NABI | | | Date: 10-2-02 | | |
|--|----------------|-------------------------------------|----------------------|-----------------------|------------------------------------|--------|-----------------|
| Run Number: 1 | | Personnel: S.C. & B.S. | | | | | |
| Test Direction: <input type="checkbox"/> CW or <input checked="" type="checkbox"/> CCW | | Temperature (°F): 77 | | | Humidity (%): 78 | | |
| SLW (lbs): 52,510 | | Wind Speed (mph) & Direction: 5 / W | | | Barometric Pressure (in.Hg): 30.12 | | |
| Cycle Type | Time (min:sec) | | Cycle Time (min:sec) | Fuel Temperature (°C) | Load Cell Reading (lb) | | Fuel Used (lbs) |
| | Start | Finish | | Start | Start | Finish | |
| CBD #1 | 0 | 8:50 | 8:50 | 25.4 | 90.75 | 85.65 | 5.10 |
| ART #1 | 0 | 4:20 | 4:20 | 26.7 | 85.65 | 81.35 | 4.30 |
| CBD #2 | 0 | 8:52 | 8:52 | 27.8 | 78.95 | 74.00 | 4.95 |
| ART #2 | 0 | 4:19 | 4:19 | 28.9 | 74.00 | 69.90 | 4.10 |
| CBD #3 | 0 | 8:57 | 8:57 | 30.3 | 69.90 | 64.95 | 4.95 |
| COMMUTER | 0 | 6:06 | 6:06 | 31.6 | 64.95 | 60.75 | 4.20 |
| Total Fuel = 27.60 lbs | | | | | | | |
| 20 minute idle : Total Fuel Used = 1.60 lbs | | | | | | | |
| Heating Value = 20,214.0 BTU/LB | | | | | | | |
| Comments: none | | | | | | | |
| | | | | | | | |

FUEL ECONOMY DATA FORM (Liquid Fuels)

| | | | | | |
|--|--|-------------------------------------|--|------------------------------------|--|
| Bus Number: 0224 | | Manufacturer: NABI | | Date: 10-2-02 | |
| Run Number: 2 | | Personnel: S.C. & B.S. | | | |
| Test Direction: <input checked="" type="checkbox"/> CW or <input type="checkbox"/> CCW | | Temperature (°F): 79 | | Humidity (%): 78 | |
| SLW (lbs): 52,510 | | Wind Speed (mph) & Direction: 5 / W | | Barometric Pressure (in.Hg): 30.12 | |

| Cycle Type | Time (min:sec) | | Cycle Time (min:sec) | Fuel Temperature (°C) | Load Cell Reading (lb) | | Fuel Used (lbs) |
|------------------------|----------------|--------|----------------------|-----------------------|------------------------|--------|-----------------|
| | Start | Finish | | | Start | Finish | |
| CBD #1 | 0 | 8:52 | 8:52 | 32.8 | 60.80 | 55.95 | 4.85 |
| ART #1 | 0 | 4:20 | 4:20 | 33.0 | 55.95 | 51.80 | 4.15 |
| CBD #2 | 0 | 8:52 | 8:52 | 33.7 | 51.80 | 47.00 | 4.80 |
| ART #2 | 0 | 4:26 | 4:26 | 34.3 | 47.00 | 43.05 | 3.95 |
| CBD #3 | 0 | 8:54 | 8:54 | 34.9 | 43.05 | 38.25 | 4.80 |
| COMMUTER | 0 | 6:01 | 6:01 | 35.5 | 38.25 | 34.00 | 4.25 |
| Total Fuel = 26.80 lbs | | | | | | | |

| |
|--|
| 20 minute idle : Total Fuel Used = N/A lbs |
| Heating Value = 20,214.0 BTU/LB |
| Comments: none |
| |

FUEL ECONOMY DATA FORM (Liquid Fuels)

| Bus Number: 0224 | | Manufacturer: NABI | | Date: 10-2-02 | | | |
|--|----------------|-------------------------------------|----------------------|------------------------------------|------------------------|--------|-----------------|
| Run Number: 3 | | Personnel: S.C. & B.S. | | | | | |
| Test Direction: <input type="checkbox"/> CW or <input checked="" type="checkbox"/> CCW | | Temperature (°F): 80 | | Humidity (%): 73 | | | |
| SLW (lbs): 52,510 | | Wind Speed (mph) & Direction: 8 / W | | Barometric Pressure (in.Hg): 30.12 | | | |
| Cycle Type | Time (min:sec) | | Cycle Time (min:sec) | Fuel Temperature (°C) | Load Cell Reading (lb) | | Fuel Used (lbs) |
| | Start | Finish | | | Start | Finish | |
| CBD #1 | 0 | 8:53 | 8:53 | 31.2 | 104.25 | 99.30 | 4.95 |
| ART #1 | 0 | 4:20 | 4:20 | 31.9 | 99.30 | 94.85 | 4.45 |
| CBD #2 | 0 | 8:55 | 8:55 | 32.5 | 94.85 | 90.00 | 4.85 |
| ART #2 | 0 | 4:23 | 4:23 | 32.9 | 90.00 | 85.50 | 4.50 |
| CBD #3 | 0 | 8:51 | 8:51 | 33.7 | 85.50 | 80.65 | 4.85 |
| COMMUTER | 0 | 6:07 | 6:07 | 34.1 | 80.65 | 76.40 | 4.25 |
| Total Fuel = 27.85 lbs | | | | | | | |
| 20 minute idle : Total Fuel Used = N/A lbs | | | | | | | |
| Heating Value = 20,214.0 BTU/LB | | | | | | | |
| Comments: none | | | | | | | |
| | | | | | | | |

FUEL ECONOMY DATA FORM (Liquid Fuels)

| Bus Number: 0224 | | Manufacturer: NABI | | Date: 0224 | | | |
|--|----------------|-------------------------------------|----------------------|------------------------------------|------------------------|--------|-----------------|
| Run Number: 4 | | Personnel: S.C. & B.S. | | | | | |
| Test Direction: <input checked="" type="checkbox"/> CW or <input type="checkbox"/> CCW | | Temperature (°F): 83 | | Humidity (%): 78 | | | |
| SLW (lbs): 52,510 | | Wind Speed (mph) & Direction: 8 / W | | Barometric Pressure (in.Hg): 30.12 | | | |
| Cycle Type | Time (min:sec) | | Cycle Time (min:sec) | Fuel Temperature (°C) | Load Cell Reading (lb) | | Fuel Used (lbs) |
| | Start | Finish | | | Start | Finish | |
| CBD #1 | 0 | 8:56 | 8:56 | 34.3 | 76.40 | 71.30 | 5.10 |
| ART #1 | 0 | 4:20 | 4:20 | 35.0 | 71.30 | 67.20 | 4.10 |
| CBD #2 | 0 | 8:55 | 8:55 | 35.8 | 67.20 | 62.30 | 4.90 |
| ART #2 | 0 | 4:22 | 4:22 | 36.6 | 62.30 | 58.10 | 4.20 |
| CBD #3 | 0 | 8:59 | 8:59 | 37.8 | 58.10 | 53.20 | 4.90 |
| COMMUTER | 0 | 6:09 | 6:09 | 38.7 | 53.20 | 48.90 | 4.30 |
| Total Fuel = 27.50 lbs | | | | | | | |
| 20 minute idle : Total Fuel Used = 1.40 lbs | | | | | | | |
| Heating Value = 20,214.0 BTU/LB | | | | | | | |
| Comments: none | | | | | | | |
| | | | | | | | |

7. NOISE

7.1 INTERIOR NOISE AND VIBRATION TESTS

7.1-I. TEST OBJECTIVE

The objective of these tests is to measure and record interior noise levels and check for audible vibration under various operating conditions.

7.1-II. TEST DESCRIPTION

During this series of tests, the interior noise level will be measured at several locations with the bus operating under the following three conditions:

1. With the bus stationary, a white noise generating system shall provide a uniform sound pressure level equal to 80 dB(A) on the left, exterior side of the bus. The engine and all accessories will be switched off and all openings including doors and windows will be closed. This test will be performed at the ABTC.
2. The bus accelerating at full throttle from a standing start to 35 mph on a level pavement. All openings will be closed and all accessories will be operating during the test. This test will be performed on the track at the Test Track Facility.
3. The bus will be operated at various speeds from 0 to 55 mph with and without the air conditioning and accessories on. Any audible vibration or rattles will be noted. This test will be performed on the test segment between the Test Track and the Bus Testing Center.

All tests will be performed in an area free from extraneous sound-making sources or reflecting surfaces. The ambient sound level as well as the surrounding weather conditions will be recorded in the test data.

7.1-III. DISCUSSION

This test is performed in three parts. The first part exposes the exterior of the vehicle to 80.0 dB(A) on the left side of the bus and the noise transmitted to the interior is measured. The overall average of the six measurements was 57.7 dB(A); ranging from 55.8 dB(A) in line with the front speaker to 60.2 dB(A) in line with the rear speaker. The interior ambient noise level for this test was 36.1 dB(A).

The second test measures interior noise during acceleration from 0 to 35 mph. This noise level ranged from 72.3 dB(A) at the driver's seat to 75.4 dB(A) at the rear passenger seats. The overall average was 73.5 dB(A). The interior ambient noise level for this test was 36.9 dB(A).

The third part of the test is to listen for resonant vibrations, rattles, and other noise sources while operating over the road. No vibrations or rattles were noted.

INTERIOR NOISE TEST DATA FORM
Test Condition 1: 80 dB(A) Stationary White Noise

| | |
|---|--|
| Bus Number: 0224 | Date: 10-10-02 |
| Personnel: S.C. & T.S. | |
| Temperature (°F): 52 | Humidity (%): 65 |
| Wind Speed (mph): Calm | Wind Direction: Calm |
| Barometric Pressure (in.Hg): 30.05 | |
| Initial Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. | |
| Interior Ambient Noise Level dB(A): 36.1 | Exterior Ambient Noise Level dB(A): 53.5 |
| Microphone Height During Testing (in): 48.0 | |

| Measurement Location | Measured Sound Level dB(A) |
|-----------------------------|----------------------------|
| Driver's Seat | 57.3 |
| Front Passenger Seats | 56.8 |
| In Line with Front Speaker | 55.8 |
| In Line with Middle Speaker | 58.4 |
| In Line with Rear Speaker | 60.2 |
| Rear Passenger Seats | 57.6 |

| |
|---|
| Final Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. |
|---|

| |
|---|
| Comments: All readings taken in the center aisle. |
| |
| |
| |
| |

INTERIOR NOISE TEST DATA FORM
Test Condition 2: 0 to 35 mph Acceleration Test

| | |
|---|--|
| Bus Number: 0224 | Date: 10-8-02 |
| Personnel: S.C., T.S. & B.S. | |
| Temperature (°F): 61 | Humidity (%): 44 |
| Wind Speed (mph): 10 | Wind Direction: W |
| Barometric Pressure (in.Hg): 30.03 | |
| Initial Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. | |
| Interior Ambient Noise Level dB(A): 36.9 | Exterior Ambient Noise Level dB(A): 46.1 |
| Microphone Height During Testing (in): 48.0 | |

| Measurement Location | Measured Sound Level dB(A) |
|------------------------|----------------------------|
| Driver's Seat | 72.3 |
| Front Passenger Seats | 72.4 |
| Middle Passenger Seats | 73.8 |
| Rear Passenger Seats | 75.4 |

| |
|---|
| Final Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. |
|---|

| |
|--|
| Comments: All readings taken in the center aisle. |
| |
| |
| |
| |

INTERIOR NOISE TEST DATA FORM
Test Condition 3: Audible Vibration Test

| | |
|------------------------------------|-------------------|
| Bus Number: 0224 | Date: 10/8/02 |
| Personnel: S.C., T.S. & B.S. | |
| Temperature (°F): 61 | Humidity (%): 44 |
| Wind Speed (mph): 10 | Wind Direction: W |
| Barometric Pressure (in.Hg): 30.03 | |

Describe the following possible sources of noise and give the relative location on the bus.

| Source of Noise | Location |
|-----------------------------|-------------|
| Engine and Accessories | None noted. |
| Windows and Doors | None noted. |
| Seats and Wheel Chair lifts | None noted. |

| |
|--|
| Comment on any other vibration or noise source which may have occurred that is not described above: |
| None noted. |
| |
| |
| |

7.1 INTERIOR NOISE TEST



**TEST BUS SET-UP FOR 80 dB(A)
INTERIOR NOISE TEST**

7.2 EXTERIOR NOISE TESTS

7.2-I. TEST OBJECTIVE

The objective of this test is to record exterior noise levels when a bus is operated under various conditions.

7.2-II. TEST DESCRIPTION

In the exterior noise tests, the bus will be operated at a SLW in three different conditions using a smooth, straight and level roadway:

1. Accelerating at full throttle from a constant speed at or below 35 mph and just prior to transmission upshift.
2. Accelerating at full throttle from standstill.
3. Stationary, with the engine at low idle, high idle, and wide open throttle.

In addition, the buses will be tested with and without the air conditioning and all accessories operating. The exterior noise levels will be recorded.

The test site is at the PSBRTF and the test procedures will be in accordance with SAE Standards SAE J366b, Exterior Sound Level for Heavy Trucks and Buses. The test site is an open space free of large reflecting surfaces. A noise meter placed at a specified location outside the bus will measure the noise level.

During the test, special attention should be paid to:

1. The test site characteristics regarding parked vehicles, signboards, buildings, or other sound-reflecting surfaces
2. Proper usage of all test equipment including set-up and calibration
3. The ambient sound level

7.2-III. DISCUSSION

The Exterior Noise Test determines the noise level generated by the vehicle under different driving conditions and at stationary low and high idle, with and without air conditioning and accessories operating. The test site is a large, level, bituminous paved area with no reflecting surfaces nearby.

With an outside ambient noise level of 45.4 dB(A), the average test result obtained while accelerating from a constant speed was 76.2 dB(A) on the right side and 76.9 dB(A) on the left side.

When accelerating from a standstill with an exterior ambient noise level of 45.8 dB(A), the average of the results obtained were 78.1 dB(A) on the right side and 79.1 dB(A) on the left side.

With the vehicle stationary and the engine, accessories, and air conditioning on, the measurements averaged 67.1 dB(A) at high idle, and 74.5 dB(A) at wide open throttle. With the accessories and air conditioning off, the readings averaged 62.1 dB(A) at low idle, 1.7 dB(A) lower at high idle, and 0.2 dB(A) lower at wide open throttle. The exterior ambient noise level measured during this test was 44.8 dB(A). Note: with accessories and air conditioning on the engine automatically goes into high idle.

EXTERIOR NOISE TEST DATA FORM

Accelerating from Constant Speed

| | |
|--|-------------------|
| Bus Number: 0224 | Date: 10-8-02 |
| Personnel: S.C., T.S. & B.S. | |
| Temperature (°F): 61 | Humidity (%): 44 |
| Wind Speed (mph): 10 | Wind Direction: W |
| Barometric Pressure (in.Hg): 30.03 | |
| Verify that microphone height is 4 feet, wind speed is less than 12 mph and ambient temperature is between 30°F and 90°F: <input checked="" type="checkbox"/> checked by: S.C. | |
| Initial Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. | |
| Exterior Ambient Noise Level dB(A): 45.4 | |

| Accelerating from Constant Speed Curb (Right) Side | | Accelerating from Constant Speed Street (Left) Side | |
|---|----------------------------|---|----------------------------|
| Run # | Measured Noise Level dB(A) | Run # | Measured Noise Level dB(A) |
| 1 | 76.0 | 1 | 76.4 |
| 2 | 76.1 | 2 | 76.8 |
| 3 | 76.3 | 3 | 76.7 |
| 4 | 75.4 | 4 | 76.9 |
| 5 | 74.9 | 5 | 76.5 |
| Average of two highest actual noise levels = 76.2 dB(A) | | Average of two highest actual noise levels = 76.9 dB(A) | |

| |
|---|
| Final Sound Level Meter Calibration Check: <input checked="" type="checkbox"/> checked by: S.C. |
| Comments: none |
| |
| |

EXTERIOR NOISE TEST DATA FORM
Accelerating from Standstill

| | |
|--|-------------------|
| Bus Number: 0224 | Date: 10-8-02 |
| Personnel: S.C., T.S. & B.S. | |
| Temperature (°F): 61 | Humidity (%): 44 |
| Wind Speed (mph): 10 | Wind Direction: W |
| Barometric Pressure (in.Hg): 30.03 | |
| Verify that microphone height is 4 feet, wind speed is less than 12 mph and ambient temperature is between 30°F and 90°F: <input checked="" type="checkbox"/> checked by: S.C. | |
| Initial Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. | |
| Exterior Ambient Noise Level dB(A): 45.8 | |

| Accelerating from Standstill Curb (Right) Side | | Accelerating from Standstill Street (Left) Side | |
|---|----------------------------|---|----------------------------|
| Run # | Measured Noise Level dB(A) | Run # | Measured Noise Level dB(A) |
| 1 | 77.6 | 1 | 78.7 |
| 2 | 77.8 | 2 | 78.8 |
| 3 | 78.0 | 3 | 78.9 |
| 4 | 78.1 | 4 | 79.2 |
| 5 | 77.9 | 5 | 79.0 |
| Average of two highest actual noise levels = 78.1 dB(A) | | Average of two highest actual noise levels = 79.1 dB(A) | |

| |
|---|
| Final Sound Level Meter Calibration Check: <input checked="" type="checkbox"/> checked by: S.C. |
| Comments: none |
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| |

EXTERIOR NOISE TEST DATA FORM Stationary

| Bus Number: 0224 | | Date: 10-8-02 | |
|--|------------|-------------------------|--------------------------|
| Personnel: S.C., T.S. & B.S. | | | |
| Temperature (°F): 61 | | Humidity (%): 44 | |
| Wind Speed (mph): 10 | | Wind Direction: W | |
| Barometric Pressure (in.Hg): 30.03 | | | |
| Verify that microphone height is 4 feet, wind speed is less than 12 mph and ambient temperature is between 30°F and 90°F: <input checked="" type="checkbox"/> checked by: S.C. | | | |
| Initial Sound Level Meter Calibration: <input checked="" type="checkbox"/> checked by: S.C. | | | |
| Exterior Ambient Noise Level dB(A): 44.8 | | | |
| Accessories and Air Conditioning ON | | | |
| Throttle Position | Engine RPM | Curb (Right) Side dB(A) | Street (Left) Side db(A) |
| | | Measured | Measured |
| Low Idle | N/A | N/A | N/A |
| High Idle | 1,098 | 67.7 | 66.4 |
| Wide Open Throttle | 2,203 | 74.5 | 74.4 |
| Accessories and Air Conditioning OFF | | | |
| Throttle Position | Engine RPM | Curb (Right) Side dB(A) | Street (Left) Side db(A) |
| | | Measured | Measured |
| Low Idle | 800 | 61.1 | 63.0 |
| High Idle | 1,099 | 65.3 | 65.4 |
| Wide Open Throttle | 2,202 | 74.7 | 73.9 |
| Final Sound Level Meter Calibration Check: <input checked="" type="checkbox"/> checked by: S.C. | | | |
| Comments: none | | | |
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