

ABS Braking

At 03:39 +0000 2004/07/03, Keith so eloquently expressed:

>I was at Hasting & Willingdon around 5PM today in the rain, when
>P3163 on rte 160 was E/B on Hastings and the light changed. For wha
t
>ever reason the driver chose to stop for the light rather than
>continuing through. It nosed dived in the front and the rear duals
>locked up, and skidded for about 15-20 feet making one heck of a
>noise, but she kept it fairly straight. Some of the passengers were
>bracing themselves as the coach finally came to a halt just into th
e
>crosswalk. I guess that coach doesn't have ABS on it, do any of the
>buses have ABS on them. I was surprised at how slick it was on the
>street as I could slip abit with my shoes with the rain.
The first coaches with ABS were 8001-8021 (1998?). All subsequent
orders have ABS.
The first rain after a long dry spell brings up the oil from the
pavement. Makes for a slick situation indeed!
From: John Wollenzin <wollenzin@t...>

Date: Sun Jul 4, 2004 9:04 am

Subject: Re: [Transit-Vancouver] slicker than snot

On 7/2/04, Ba See Lo formed the correct sequence of 1s and 0s to sta
te:

>
>The first coaches with ABS were 8001-8021 (1998?). All subsequent
>orders have ABS.
>

Actually, in 1998 only the D60LFs had the ABS. It wasn't until 1999
that 40 footers starting coming with ABS. The ABS equipped coaches
at CMBC are:

7299/7301-7399/7401-7446, 8001-8099/8101, 9201-9276

CMBC ordered ABS and traction control (they come together as a
package) for the D60LFs in order to combat the jackknifing problems
the older D60s had. By 1999 it had become law that all Canadian
commercial buses built must be equipped with ABS.

At CMBC's Training Department, there is an interesting video taken a
t
Boundary Bay Airport where Instructors took a D60 and D60LF out to d
o
braking and traction tests. The idea was to demonstrate just how
poorly the D60s performed when it was slick as opposed to the D60LF.

The tarmac would be covered with a soapy substance to simulate slick
pavement. The D60 hammered its brakes at progressive speeds up to 50
KPH. Every time the brakes would be hammered, the trailer section

would kick to the right by a substantial margin. When the D60LF was tested with ABS, the bus always remained straight and was able to stop in a shorter distance. Similarly with traction control, when the D60 was stopped at an extreme angle and then the accelerator tromped on.....the mid section would slide out quite a bit. The D60LF did not do this as much. Even with traction control however, this problem cannot be completely eliminated on a pusher type artic.

Unfortunately, I can't remember the number of the coaches that participated in the test. The D60LF was from the 8001-8021 class.

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John Wollenzin
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[Non-text portions of this message have been removed]