

--- In Transit-Vancouver@yahoogroups.com, Ba See Lo <decheung@c...> wrote:

A little birdie told me that B8028 has been retrofitted with a brake-pedal-activated retarder, as opposed to the standard power-pedal-activated retarder. The original Allison B400-R/B500-R hydraulic retarder had an inherent lag, causing excessive brake wear before the retarder even had a chance to slow the coach down.

Not sure exactly what was done to the retarder on B8028 to allow for brake-pedal activation, but if the test proves successful, expect more coaches to be retrofitted, and for future bus orders to come so equipped.

At 08:42 -0700 2004/08/16, NEIL PEPPER so eloquently expressed:

>The mods being done at STC are for more effective braking, not for low power.

>

>----- Original Message -----

>From: John Wollenzin <wollenzin@t...>

>Date: Sunday, August 15, 2004 12:10 pm

>Subject: [Transit-Vancouver] Artic Project

>

>> It would seem there is a company wide project to address the power

>> problems on the D60LF artics. During STC route training, I noticed

>> a 1998 model B-line artic from BTC on one of the hoists at STC.

I

>> thought it a bit strange and I asked a mechanic why that coach was

>> at

>> STC. He told me it was there for a special project. Maintenance

>> has

>> been working on finding a cost effective solution for the artic

>> power

>> problems for some time now. I guess STC had an extra hoist

>> available

>> so it was sent there for work.

>>

>> Puts to rest the question as to whether STC can handle artics or

>> not. Once OTC is closed and the new VTC opens, the only depot left

>> that won't be able to handle artics would be NVTC. Of course, I am

>> sure

>> that if and when a new depot for the North Shore is built, it will

>> be

>> designed to accommodate artics as well.

>>  
>> Unfortunately, I didn't get the coach number of the artic at STC  
>> .  
>> I  
>> was on my way from one place to another and didn't have time to  
>> go  
>> in  
>> and get more details.  
>>