

Transit-Vancouver : Re: B8104 and B8107 at VTC!

December-17-07
7:06 PM



B8104 and B8107 at VTC!

At 11:45 PM -0500 12/16/07, Sherman Wong so eloquently expressed:
>>Those D60LFR's arrived about 2-3 months ago, what's with the
delay putting them into service?<<

Among other things, there is some problem with the stanchion configuration on the artic joint. As delivered, there is a pinch point hazard, which will be corrected with a modification of the stanchion locations.

This problem has also affected the trolley artic's too.

Part of the problem is that the joint floor moves differently than on the previous orders of D60LF coaches 8001-8101. Presumably the Hubner joint on these coaches behaves different than the ATG joint on the D60LFR/E60LFR. In fact, the ATG joint floor moves as on the 21 high-floor artic's.

On the high floors and on the D60LFR coaches,
if you were to be standing right on the joint floor leaning on the leaning stanchion, it would appear that both the front and rear are moving relative to you.

On the 8001-8101 series, if you were sitting on the joint seats only the rear moves relative to you.

Sun Dec 16, 2007
8:51 pm

Ba See Lo

Supposedly, those redesigned joint floors that was something from NFI to make it rattle less during bumps and more solid mount if seats were added on it.

Sun
Dec 16, 2007
9:08 pm

Sherman Wong