Preliminary

Use for pilot bus only!

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DRIVER'S HANDBOOK

Miami-Dade County

Chassis Number: 194452
Coach Number: 19232

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INTRODUCTION

WELCOME TO THE GILLIG LOW FLOOR BUS

Welcome to the GILLIG Low Floor bus, the culmination of GILLIG's 125 years of coach-building expertise. With its revolutionary easy-access low floor design and computerized systems, this Low Floor represents the best of bus technology, design, and manufacturing practices.

This handbook was written to acquaint you, the driver, with the various features and operating techniques of this vehicle. Keep in mind that this manual is intended as a supplement to your employer's driver training program, not as a substitute for it.

Study this manual thoroughly before you try to drive the bus. Some of the features and procedures described here may not be your direct responsibility, but it is helpful for you to have a general understanding of the bus and all its systems in order to drive it safely.

Some of the special equipment installed in your bus (such as audiovisual devices, P.A. systems, two-way radios, etc.) may not be covered by this manual. Any questions about this optional equipment should be directed to your supervisor or your company's driver training expert.

This manual consists of four chapters, each devoted to a specific area of vehicle operation. Chapter 1 – *Driver's Area* covers the standard driver's controls and accessories. Chapter 2 – *Passenger Area* deals with emergency exits and equipment, wheelchair seating, and other features of the Low Floor's interior. Chapter 3 – *Bus Operation* describes the procedures used during bus start-up and operation. Chapter 4 – *Passenger Ramp* covers the operation of the special ramp used to ease access for disabled passengers.

NOTICES, CAUTIONS, AND WARNINGS

When reading this manual, be sure to pay careful attention to the **WARNING**, **CAUTION**, and **NOTICE** boxes, which can be found in all sections (see below for examples). It is your responsibility to learn the instructions found in these boxes; failure to do so may result in damage to the bus or even serious injury to you and your passengers.

NOTICE

Describes an essential procedure for proper bus operation.

CAUTION

Cautions the driver of hazards which could damage or destroy the bus or its components.

WARNING

Warns the driver of dangers which could cause injury or death to the driver, passengers, or others.

CLEARANCE HEIGHT

Your GILLIG CNG powered Low Floor Bus is equipped with roof-mounted CNG tanks, resulting in a taller profile than diesel powered GILLIG buses. Verify that there is sufficient overhead clearance before driving the bus into tunnels or buildings, or under bridges or overhangs. Clearance height information is provided below.

Clearance Height for CNG-Powered Bus	**11 ft, 11 in (143 in)**	**3.63 m**

WARNING

Do not drive the bus under buildings, bridges, overhangs, or trees with low branches. Collision with the roof-mounted CNG tanks could result in personal injury and equipment damage. If a collision or any damage to the fuel storage system occurs, park the bus in a safe outside location and notify your supervisor.

FIRE PRECAUTIONS

GILLIG buses are designed to maximize safety and reliability. However, as in all vehicles, malfunctions could result in a fire. Bus fires can be dangerous and costly, yet most fires can be avoided or controlled. If the fire detection system is activated, the fire alarm bell will sound and the engine will shut down within 15 seconds. If you are unable to park the bus in a safe location within 15 seconds, the "Stop Engine Override" switch may be used, if necessary, for an additional 15-second delay. (See Chapter 3 – *Automatic Engine Shutdown* for further information.) At the first sign of smoke, or if you notice a burning smell or sluggish performance, quickly stop the bus in a safe location and call your dispatcher. In such a situation, immediate investigative and corrective action is required; avoid continued driving, as this will worsen the fire. Follow your employer's guidelines for dealing with the situation or a fire, should one occur.

WARNING

To avoid worsening a fire, NEVER continue driving after you or your passengers notice smoke or a burning smell inside or outside the bus!

MAXIMUM WEIGHTS

The GILLIG Low Floor bus is designed to operate safely at or below specific gross vehicle weight (GVW) figures. GVW figures are displayed on the Vehicle Identification Number (VIN) tag, which can be found on the Overhead Console Compartment door above the driver's seat. Do not operate the bus if gross weight exceeds these figures.

MAXIMUM SPEED

Some transit tires have maximum speed limits, such as 55 MPH; before operating your bus at highway speeds, check with your supervisor to determine the maximum safe speed for the tires currently mounted on your bus.

COMPRESSED NATURAL GAS (CNG) WARNINGS

Heed these important Warnings when operating your GILLIG CNG powered bus.

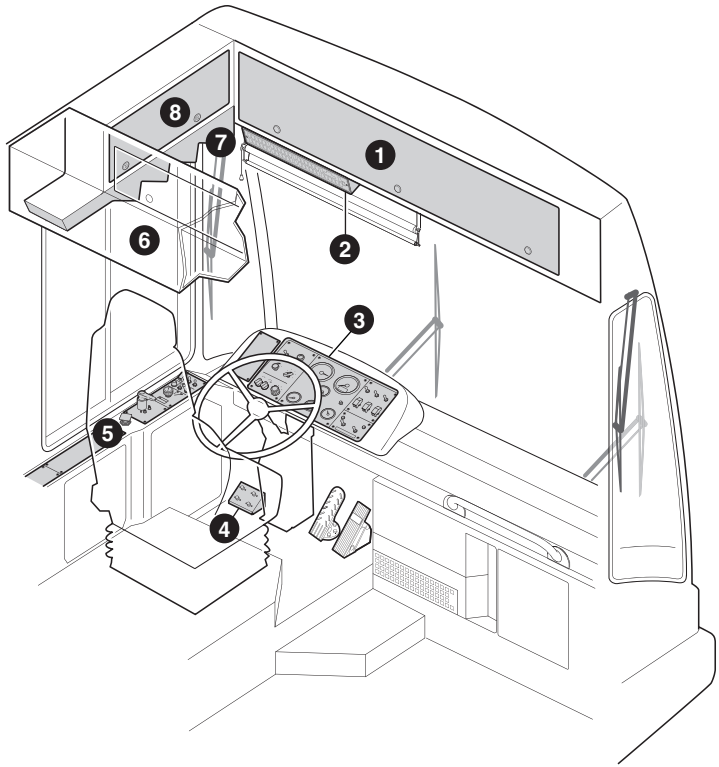
WARNING

- **Do not start the engine if a natural gas leak is detected.**
- **Avoid open flames and sparks near the compressed natural gas vehicle.**
- **Do not smoke within 30 feet of a compressed natural gas vehicle or a dispensing/filling station.**
- **Do not attempt to repair a CNG leak. If a leak is detected, park the bus in a safe outdoor location, evacuate passengers, and notify your supervisor.**
- **Each CNG tank is equipped with a pressure relief device. In the event of a fire, these pressure relief devices will vent fuel from the CNG tanks at a high rate through vent piping facing upward. This discharge will be loud.**
- **Carefully read the information in Chapter 1 about the methane-detection system installed on your bus before operating the bus, and follow instructions provided by your supervisor for checking this system daily.**

WARRANTY INFORMATION

Any changes or modifications to this vehicle without the written permission of GILLIG LLC, regardless of the intended purpose, void GILLIG LLC's warranty obligation. This *Driver's Handbook* and the accompanying *Service Manual* specifically cover permissible and recommended adjustments to the vehicle's equipment.

CHAPTER 1 – DRIVER'S AREA

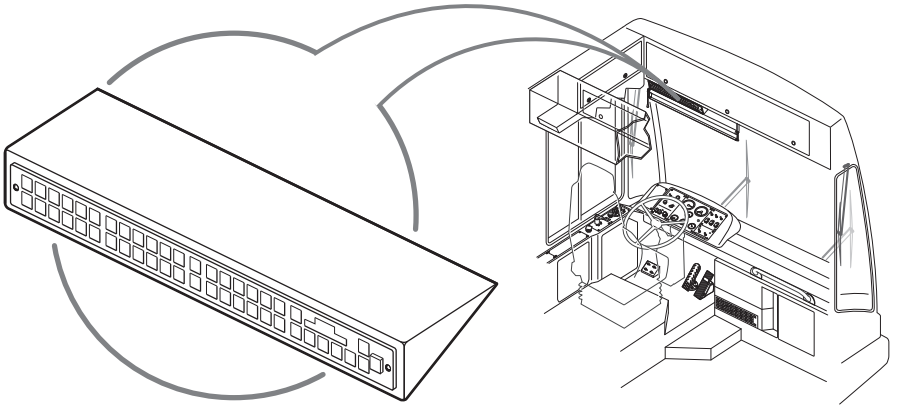


Driver's Area

Welcome to your new workplace—the GILLIG Low Floor Bus driver's area. Take a look around and familiarize yourself with its features, including:

1. Destination Sign Compartment
2. Indicator Lamp Strip
3. Dash Panels
4. Floor-Mounted Controls
5. Driver's Console
6. Electrical Component Compartment
7. Overhead Console
8. Overhead Console Compartment

INDICATOR LAMP STRIP



Indicator Lamp Strip

Located at the top of the driver's windshield and easily visible from the driver's seat, the Indicator Lamp Strip features two rows of lamps, which inform the driver of important vehicle conditions.

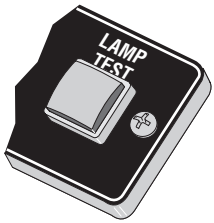
Some indicator lamps turn on to indicate normal bus functions, while others indicate mechanical problems. A few lamps warn you of very dangerous situations. For this reason, all drivers must learn the meaning of each of the indicator lamps before driving the bus. Never ignore an indicator lamp!

Some of the following indicator lamps are only used with optional equipment that may not be included on your bus. Lamps that are used with optional equipment are noted in the lamp descriptions. Check with your supervisor to learn which optional features are included on your bus.

Indicator Lamp Test

Make sure that the indicator lamps are working properly by observing them while you start the bus. After you turn on the ignition, the indicators on the Indicator Lamp Strip will light for a few seconds. All indicator lamps (except for the "MIL" lamp [1]) should light.

To test the indicator lamps any time the ignition is on, touch the Lamp Test button at the right of the Indicator Lamp Strip. If an indicator does not turn on, there could be a problem with the communication or programming for that indicator lamp, the physical bulb may need to be replaced, or there could be another problem. Contact your supervisor immediately.



WARNING

Failure to detect a problem or malfunction because of a bad indicator lamp could result in damage to the bus or injury to the passengers! Always check the indicator lamps before driving.

Alarms

Some indicator lamps are connected to buzzers or alarms. In some cases, alarms alert the driver to extremely dangerous situations; in others they serve as reminders during normal operation.

[1] The "MIL" lamp is directly controlled by the engine's control module, as per EPA requirements.

Individual Indicator Lamps

Some of the following indicator lamps are only used with optional equipment, as noted in their descriptions. Check with your supervisor to learn which optional features are included on your bus.

AC STOP AC Stop

This lamp indicates a problem with the passenger area climate control system. If the "AC Stop" lamp stays on, turn off the climate control system and report the problem to your supervisor.

 Aid Passenger

This lamp indicates that a passenger in the wheelchair seating area has requested a stop using the touch tape and will require assistance in exiting the bus.

ABS Antilock (ABS)

The Anti-Lock Braking System (ABS) increases vehicle stability by reducing wheel lock-up during hard braking. The "Antilock (ABS)" lamp indicates a problem with the ABS system. This lamp should come on briefly when the ignition is first turned on; if you see it at any other time, contact your supervisor.

BIKE RACK DEPLOYED Bike Rack Deployed

This lamp turns on when the optional bicycle rack is folded down. Allow extra room between the front bumper and vehicles or objects in front of you when this lamp is on.

BRAKE AIR (LOW) Brake Air (Low)

This lamp turns on if the service brake air pressure drops below approximately 65 psi. If this lamp turns on, park the bus **immediately** and contact service personnel.

WARNING

The bus must be parked IMMEDIATELY if the "Brake Air (Low)" lamp turns on or the Low Air Pressure Alarm sounds. Brake failure or sudden emergency brake application may occur if you ignore these warnings!

BRAKES Brakes

The "Brakes" indicator lamp turns on when the service brakes are used or when the brake interlock system is activated (by opening the door, kneeling the bus, or operating the passenger ramp). Once the condition that initiated the interlock has been deactivated, apply the service brake to disengage the interlock system.

CHECK 12V SYSTEM Check 12V System

This lamp indicates a problem with the 12 volt electrical system. The bus should be checked by mechanics as soon as possible if this lamp turns on.

CAUTION

Continued operation of the bus after the "Check 12V System" lamp turns on can cause serious damage to the electrical system.

CHECK ENGINE Check Engine

The Check Engine lamp can indicate either a serious engine problem, or that the idle shutdown feature is about to shut down the engine.

If this lamp turns on **solid**, it indicates that the engine computer has detected a serious engine problem. Park the bus in a safe location and notify your supervisor.

If this lamp starts **flashing**, it indicates that the idle shutdown feature will shut down the engine in 30 seconds. This feature, intended to limit excess emissions and fuel consumption, will shut down the engine after 15 minutes of unattended idling. When idling in neutral, unless the coolant temperature is below 30 °F, the 15-minute idle shutdown timer will start. After 14 1/2 minutes, the Check Engine lamp will start flashing to indicate that the engine will shut down in 30 seconds. After the engine shuts down, the Check Engine lamp will also turn off.

If you interrupt the 15-minute timer by hitting the service brake or accelerator, or if you turn on fast idle or put the transmission into gear, the idle shutdown timer will stop, the Check Engine lamp will not flash, and the engine will continue running.

To restart the engine after an idle shutdown, the Ignition Select Switch must be turned to the "OFF" position first, and then rotated to the "DAY RUN" or (Night Run) position before pressing the "Engine Start" button.

WARNING

If this lamp turns on while driving, stop the bus as soon as it is safe to do so and contact your supervisor immediately.

CHECK TRANS

Check Trans

This lamp turns on if the transmission's computer detects a serious problem. This lamp will turn on for a few seconds at startup to indicate that the lamp circuit is working properly. If the lamp appears while driving, park the bus in a safe location and contact service personnel. When this lamp is on, the transmission may not change gears properly, and it may not shift from Neutral to Drive or Reverse.

WARNING

If this lamp turns on while driving, stop the bus as soon as it is safe to do so and contact maintenance immediately.

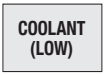
COMM. FAULT

Comm. Fault

This lamp indicates a communication problem exists between the I/O multiplexing modules. These modules control various functions on the bus, such as doors, signal lights, climate control, etc. If this lamp turns on, contact service personnel immediately.

WARNING

If this indicator turns on while driving, stop the bus as soon as it is safe to do so and contact maintenance immediately.



Coolant (Low)

This lamp can indicate either a dangerously low engine coolant level or a low coolant level in the separate chassis heater circuit.

If this lamp turns on **solid,** the engine coolant level is dangerously low and you must *immediately* park the bus in a safe location because the engine will automatically shut down in 30 seconds. If you think that you will not be able to park the bus in a safe location within 30 seconds, pressing the "Stop Engine Override"switch before the engine shuts down will postpone engine shutdown an additional 30 seconds.

If this lamp **flashes**, the level of coolant in the chassis heater circuit is low. Low coolant in the chassis heater circuit will not affect engine operation. Report this condition to your supervisor and/or maintenance personnel.

WARNING

A low coolant level will cause the engine to automatically shut down. Refer to the "Automatic System Shutdown" section of Chapter 3 – *Bus Operation* for emergency shutdown procedures.

CAUTION

Continued operation of the bus after the "Coolant (Low)" lamp turns on can result in severe engine damage.

Coolant Temp

This lamp flashes and the electronic buzzer sounds if the engine coolant temperature exceeds the normal range. If this occurs, *immediately* park the bus in a safe location because the engine will automatically shut down in 30 seconds. If you think that you will not be able to park the bus in a safe location within 30 seconds, pressing the "Stop Engine Override" switch before the engine shuts down will postpone engine shutdown an additional 30 seconds.

WARNING

High coolant temperature will cause the engine to automatically shut down. Refer to the "Automatic System Shutdown" section of Chapter 3 – Bus Operation for emergency shutdown procedures.

CAUTION

Continued operation of the bus after the "Coolant Temp" lamp turns on can result in severe engine damage.

Defuel

This lamp is only functional on buses with optional CNG tank electric solenoid valves. It will light if the Defuel switch, installed on buses with this option, is turned on. This lets the driver know why the bus cannot be started (the bus cannot be started when this switch is in the "ON" position).

DOOR ALARM

Door Alarm

This lamp warns the driver if someone gets caught between the edges of the doors as they are closing, or if someone pushes or pulls on the closed bus door.

WARNING

Stop the bus immediately if the "Door Alarm" lamp lights when pulling away from a stop. This could indicate that a passenger is caught in the door and may be injured or killed!

DOORS AIR (LOW)

Doors Air (Low)

This lamp indicates that the front door cannot be controlled by the Door Control handle/switch because air pressure has dropped below the door's operational level (50 psi). This lamp will turn on when the Door Air lever (located on the Driver's Console) is in the "RELEASE" position. If it turns on when the lever is in the "NORMAL" position, contact service personnel.

EXIT DOOR

Exit Door

The "Exit Door" lamp turns on when the optional rear door is open or unlocked.

Fasten Seat Belt

This indicator serves as a safety reminder by lighting for a few seconds after engine start-up.

Fast Idle

This lamp turns on when the engine is running at Fast Idle. Fast Idle operation disengages the throttle and raises the engine idle speed, which is useful for quickly warming up the engine and building air pressure at initial start-up. This decreases the vehicle's fuel economy, however, so usage should be minimized. Fast Idle will be enabled when the bus is stopped, the parking brake is applied, the transmission is in Neutral, and the Fast Idle switch on the Driver's Console has been switched to the "ON" position. Ensure that the "Fast Idle" switch is turned "OFF" and the service brake has been applied before attempting to drive the bus.

FIRE

Fire

If sensors detect dangerously high temperatures in the engine compartment, the "Fire" warning lamp turns on, the fire alarm bell sounds, and the engine shutdown sequence begins. The engine will automatically shut down 15 seconds after fire conditions have been detected. If you think that you will not be able to park the bus in a safe location within 15 seconds, pressing the "Stop Engine Override" switch before the engine shuts down will postpone engine shutdown an additional 15 seconds. Refer to the "Automatic System Shutdown" section of Chapter 3 – *Bus Operation* for emergency shutdown procedures.

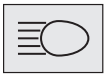
WARNING

If the Fire warning lamp and bell activate, you must IMMEDIATELY:

1. **Stop the bus in a safe place. Continued driving worsens any fire and could make evacuation more dangerous. The engine will shut down in 15 seconds unless postponed using the "Stop Engine Override" switch.**
2. **Apply the parking brake, open all doors, and then move the Door Air lever/switch to the "RELEASE" position.**
3. **Turn off the ignition switch. This shuts down the engine and potentially reduces fire damage.**
4. **Evacuate all passengers per your company's established procedures.**
5. **Extinguish the fire (if possible) with the fire extinguisher. Be very careful when opening engine compartment doors.**
6. **Shut off electrical power using the Battery Disconnect Switch, located in the exterior battery compartment below the driver's window.**

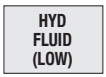
Fuel Door

This lamp turns on if one or both of the fuel doors are open. The engine cannot run when either fuel door is open. Note that service technicians *can* run the engine from the rear run box with the fuel doors open.



High Beams

This lamp indicates that the high beam headlights are on. The high beam headlights are controlled by the dimmer switch on the floor. See the "Floor-Mounted Controls" section of this chapter for more information.



Hyd Fluid (Low)

This lamp indicates a low fluid level in the hydraulic system. If this lamp turns on while the engine is running, *immediately* park the bus, shut down the engine, and call maintenance personnel.

WARNING

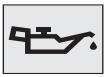
Loss of hydraulic fluid can result in steering failure or engine overheating; leaking fluid is very flammable and can cause a fire. DO NOT operate a bus with low hydraulic fluid; park and shut it down immediately and contact service personnel for assistance.

Kneel

This lamp turns on when the kneeling system is activated. It remains on until the bus has been returned to normal ride height. Once the bus has returned to normal ride height, apply the service brake to disengage the interlock system.

Low Fuel

This lamp turns on when remaining fuel amount is less than 1/8 of the CNG fuel tanks' capacity.



Low Oil (Engine)

This lamp indicates dangerously low oil pressure. If this lamp turns on, *immediately* park the bus in a safe location because the engine will automatically shut down in 30 seconds. If you think that you will not be able to park the bus in a safe location within 30 seconds, pressing the "Stop Engine Override" switch before the engine shuts down will postpone engine shutdown an additional 30 seconds.

WARNING

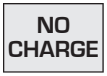
Low oil pressure may cause the engine to automatically shut down. Refer to the "Automatic System Shutdown" section of Chapter 3 – *Bus Operation* for emergency shutdown procedures.

CAUTION

Continued operation of the bus after the "Low Oil (Engine)" lamp turns on can result in severe engine damage.

MIL

This MIL (malfunction indicator lamp) will illuminate when the Cummins OBD (on-board diagnostics) system detects a malfunction related to the emissions control system, alerting you that the engine needs proper troubleshooting and possible repair at the first available opportunity.



No Charge

This lamp turns on if the alternator fails to charge the batteries. This lamp indicates that the bus is running on battery power only, and the batteries are being drained. Contact your supervisor if you see the "No Charge" lamp.

NOTICE

Continued operation of the bus after the "Volt Low 24V Sys" and "No Charge" indicator lamps turn on may result in the complete discharge of batteries and engine shutdown.

Park Brake

This lamp will turn on when you apply the parking brake. If you turn the Ignition Select Switch to the "OFF" or  (Marker Lights) position without first setting the Parking Brake, this indicator lamp will flash and the interior alarm buzzer, along with the exterior ramp warning beeper, will activate. To deactivate this alarm, you must first set the Parking Brake and then hold the Exterior Lamp Test switch (located overhead on the Overhead Console) in the "TEST" position for five seconds.

Ramp

This lamp shows that the wheelchair ramp power switch is in the "ON" position. The "Ramp" indicator lamp will remain on during ramp operation. Once ramp operation is complete, apply the service brake to disengage the interlock system.

REAR IGNITION

Rear Ignition

This lamp turns on if the engine was started from the rear engine compartment. However, the bus cannot be driven when it was started from the rear compartment. To drive the bus, shut it down from the rear engine compartment, then restart the engine from the driver's seat and apply the service brake to disengage the interlock system.

RETARDER APPLIED

Retarder Applied

The "Retarder Applied" lamp turns on when the retarder is actively slowing the bus. If this lamp does not come on when slowing down or if it remains on during acceleration, contact maintenance personnel.

WARNING

The Retarder should be switched off when slippery or hazardous road conditions are encountered.

RETARDER DISABLED

Retarder Disabled

The "Retarder Disabled" lamp remains lit when the retarder has been disabled using the "Retarder" switch.

WARNING

The Retarder should be switched off when slippery or hazardous road conditions are encountered.

SPEED SWITCH

Speed Switch

This lamp turns on when bus slows to 3 MPH or less. Speeds above 3 MPH automatically disable the kneeling and brake interlock systems, door control, fast idle, and passenger ramp functions.

STARTER Starter

This lamp will turn on as you press the "Engine Start" button. This lamp should light *only* when the starter motor is actually cranking the engine. A "Starter" lamp that remains lit after the "Engine Start" button is released indicates a "runaway" starter motor. If this happens, you should *immediately* turn the Ignition Select Switch to "OFF" and disconnect the batteries using the Battery Disconnect Switch. The Battery Disconnect Switch is located in the battery compartment (see Chapter 3 – *Bus Operation*).

WARNING

A runaway starter motor can overheat and start a fire. Power to the starter motor must be turned off using the Battery Disconnect Switch if the "Starter" lamp stays on after releasing the "Engine Start" button.

STOP ENGINE Stop Engine

The "Stop Engine" lamp turns on if a very serious problem (such as fire, low oil pressure, high coolant temperature, low coolant level, etc.) is detected. The fire alarm bell sounds if a fire is detected; the electronic buzzer sounds if serious engine problems are detected. If this happens, *immediately* park the bus in a safe location because you have only 15 seconds (in the event of fire) or 30 seconds (for serious engine problems) before automatic engine shutdown. Refer to the "Automatic Engine Shutdown" section of Chapter 3 – *Bus Operation* for instructions on postponing automatic shutdown using the Stop Engine Override switch.

CAUTION

The Stop Engine Override switch should be used to postpone an automatic engine shutdown only when necessary to get the bus off the road and into a safe parking location. Serious engine damage may result from overriding an engine shutdown.

STOP REQUEST Stop Request

This lamp indicates that a passenger has requested a stop using the stop request cable or touch tape.

TRACTION CONTROL Traction Control

The optional Automatic Traction Control (ATC) system will automatically reduce engine power if the rear wheels slip during acceleration. This lamp is normally off. It will blink when the system is actively reducing wheelspin. This is a warning that traction is low; adjust your driving accordingly. If the optional "Mud/Snow" or "ATC Off" switch is installed on your bus, this lamp will blink continuously when the switch is turned on.

TRANS FLUID (LOW) Trans Fluid (Low)

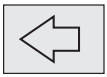
Mechanics can initiate a test sequence that uses this lamp to show the transmission fluid level. This lamp will not turn on during normal driving.

Trans Temp

This lamp will turn on if the transmission fluid exceeds normal temperature. If this lamp turns on, pull over, shift to Neutral, set the parking brake, and turn on Fast Idle. If the lamp does not turn off after running at Fast Idle for 2–3 minutes, shut down the engine and contact your supervisor.

NOTICE

Using the retarder to slow the bus on very long downhill grades can cause the "Trans Temp" lamp to turn on. If this happens, turn off the retarder and use the brakes to slow the bus. If the "Trans Temp" lamp does not turn off within 2–3 minutes, follow the procedure above.



Turn Indicators

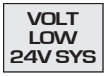
Separate indicators show activation of left or right turn signals; both lamps flash when the hazard lights are used.

Volt High 24V System

This lamp indicates that the alternator is overcharging the electrical system. If this lamp turns on, park and shut down the bus immediately, and have the electrical system checked by qualified service personnel.

CAUTION

Continued operation of the vehicle after the "Volt High 24V Sys" lamp turns on can cause battery fluid to boil, electrical system damage, or a fire.



Volt Low 24V System

This lamp indicates that the electrical system voltage is below normal and the batteries are being drained. The "No Charge" lamp on the indicator strip is likely to be on as well. Contact your supervisor if you see this lamp.

NOTICE

Continued operation of the bus after the "Volt Low 24V Sys" and "No Charge" indicator lamps turn on may result in the complete discharge of batteries and engine shutdown.

Warning – Interlock Deactivated

This lamp warns that the Interlock Override switch is in the "OVERRIDE" position, which means that the safety interlock system is turned off. If the safety interlock system is deactivated, the bus can move unexpectedly, even if a door is open or the ramp is operating. Do not operate the bus with this indicator lamp on unless you have permission to do so from your supervisor!

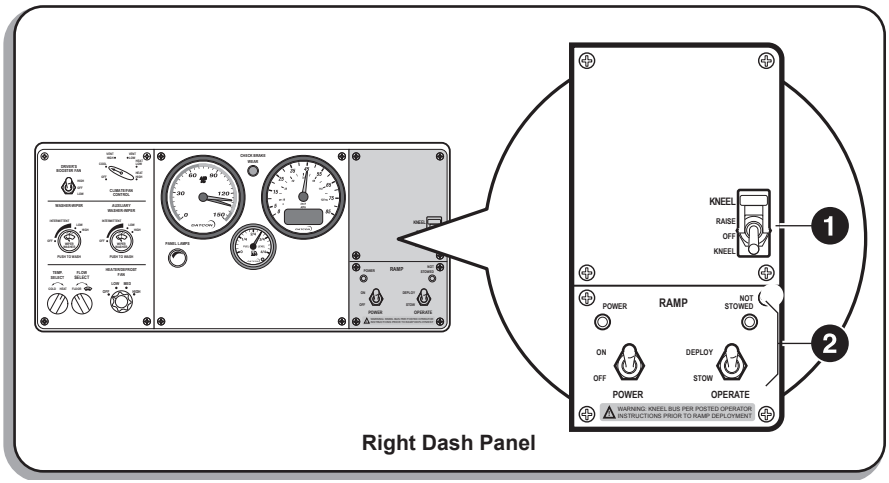
WARNING

Bus operation is much more dangerous with the Interlock System deactivated! Always get your supervisor's permission before touching the Interlock Override switch in the Electrical Component Compartment.

DASH PANELS

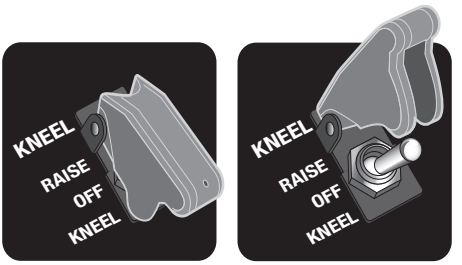
The dash panels are located in front of the driver and contain switches and gauges designed to aid the driver in controlling the vehicle. There are three individual dash panels. The following sections contain detailed descriptions of the switches, gauges, and controls found on these panels.

Right Dash Panel



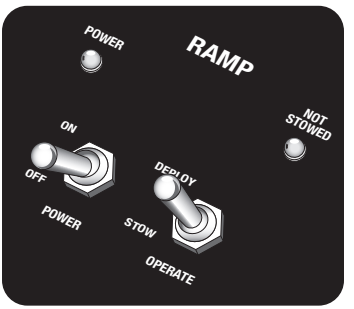
Right Dash Panel

❶ Kneel



The kneeling system lowers the front of the bus about 3" below normal ride height to make passenger loading easier. To make the bus kneel, raise the toggle guard on the switch and hold the toggle in the "KNEEL" position until the bus drops to the correct height. When the bus kneels, the interlock system disables the throttle and applies the brake interlock. To raise the bus back to its normal ride height, push the Kneel toggle switch to the "RAISE" position and release it immediately. After 2.5 seconds of raising motion, you can apply the service brake to disengage the interlock system.

❷ Ramp Controls



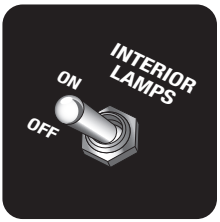
The switches and lights on this panel are used to operate the wheelchair ramp. Refer to Chapter 4 – *Ramp Operation* for ramp operating instructions. Once ramp operations are complete, apply the service brake to disengage the interlock system.

PA System Control Panel

This panel, mounted above and to your left, is your interface for the public address/ voice annunciator system. It provides menus displaying emergency and other pre-recorded messages, which you can select to play over the PA system. The Clever Devices PA system works with GPS to provide automatic route and information announcements based on odometer and GPS input. Refer to your supervisor or the appropriate Clever Devices manual for detailed instructions in the use of this panel.

Interior Lamps

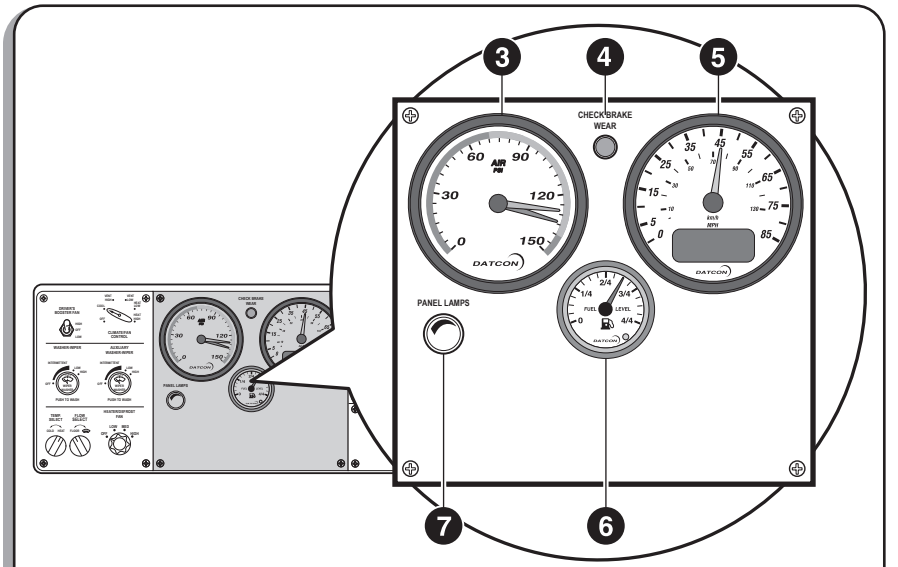
This momentary switch, located near the entrance door, may be used to turn on the interior lights (for a short period of time) when the ignition is off. The interior lights will turn on for 20 minutes when the switch is toggled to the "ON" position.



NOTICE

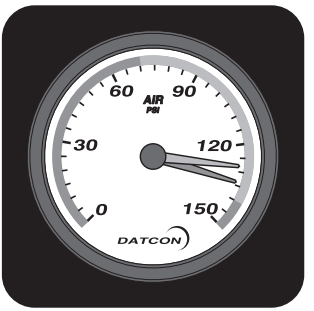
Leaving the interior lights on for long periods with the engine shut down will drain the batteries.

Center Dash Panel



Center Dash Panel

❸ Air Pressure Gauge



The green needle shows the air pressure in the primary (rear) air brake supply tank, and the red needle shows the air pressure in the secondary (front) air brake supply tank. Before starting to drive, make sure both show **at least 100 psi.** If not, allow the engine to run to build the pressures to 120 psi. or higher.

WARNING

Safe operation of the bus requires air brake supply tank pressures of at least 70 psi. Do not move the bus if either needle on the air gauge shows a level below 70 psi. If the pressure drops enough to sound the low-pressure alarm (around 65 psi), pull to the side of the road as quickly as safely possible and park the bus.

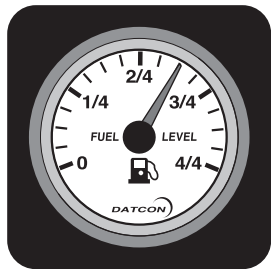
4 Check Brake Wear

This lamp warns you that the brake pads have worn to a certain thickness and will need to be replaced soon. This lamp will come on momentarily when the ignition is turned on, showing that it is functional. Alert your supervisor when this lamp comes on.

5 Speedometer

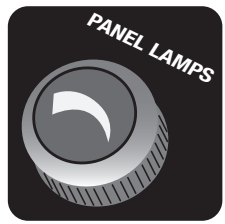
The needle indicates bus speed in miles per hour (mph) and kilometers per hour (km/h). The LCD readout serves as an odometer and displays the total distance traveled.

6 CNG Gauge



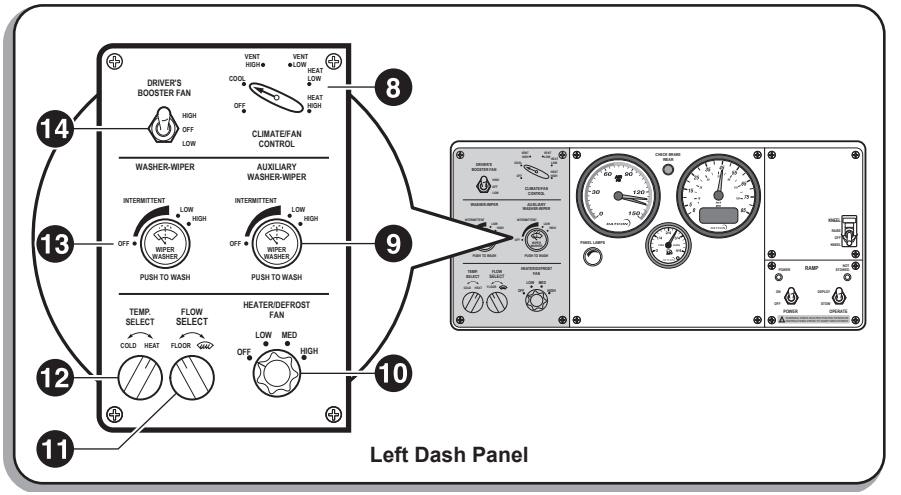
This gauge indicates the amount of fuel in the CNG tanks. The Low Fuel lamp on the Indicator Lamp Strip will turn on if the fuel pressure drops below 500 psi (indicating remaining fuel amount is approximately 1/8 of the tanks' fuel capacity).

7 Panel Lamps



This knob controls the brightness of the gauges and dash panel lights when the headlights or marker lights are on. To dim the panel lamps, turn the knob clockwise.

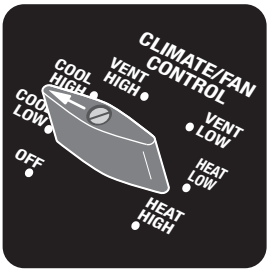
Left Dash Panel



Left Dash Panel

8 Climate / Fan Control

The Climate/Fan Control selector lets you control the temperature inside the bus. To use the air conditioning, select the "COOL LOW" or "COOL HIGH" setting. The "VENT HIGH" and "VENT LOW" settings circulate air without heating or cooling it. If the bus gets too cold inside, choose either the "HEAT HIGH" or the "HEAT LOW" setting.

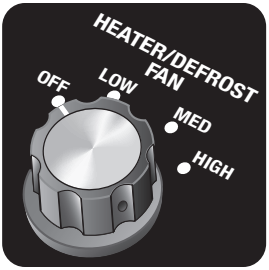


9 Auxiliary Washer/Wiper

This knob controls the side-mounted windshield wipers and washer. To activate the wipers, turn the knob clockwise until the desired wiper speed is reached. To wash the windows, push the knob in while the wipers are running.

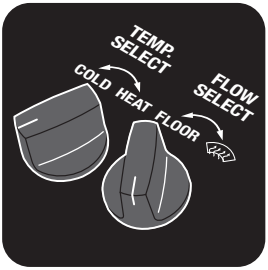
⑩ Heater/Defrost Fan

This knob controls the speed of the fan for the driver's-area heater and the windshield defroster. This switch has no effect on the heating of the passenger area.



⑪ Flow Select

The right-hand knob enables the driver to direct the airflow from the driver's heater to the windshield or the driver's feet. Turning the knob to the left directs the air to the floor vents; turning it to the right directs the air to the defroster vents.



⑫ Temperature Select

The left-hand knob controls the amount of heat from the driver's heater and windshield defroster. Turning the knob to the right selects heated air; for cool air, turn the knob to the left.

⑬ Washer/Wiper

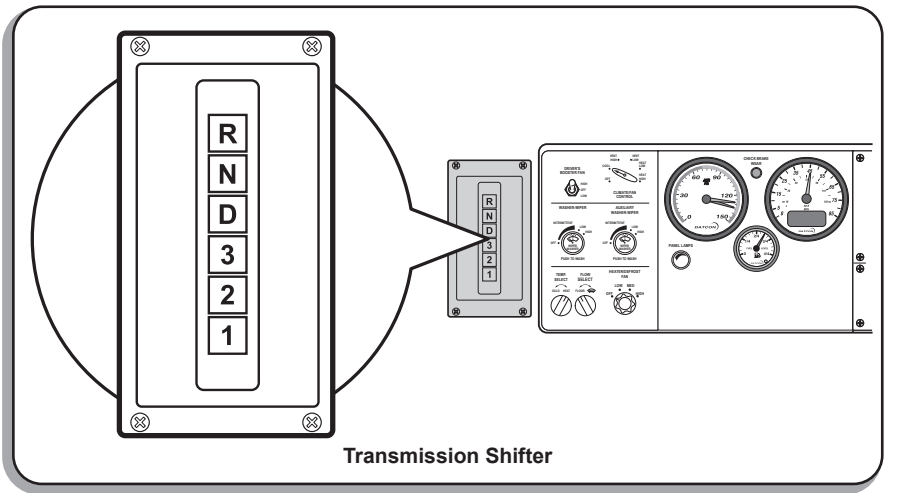
This knob controls the windshield wipers and windshield washer. To activate the wipers, turn the knob clockwise until the desired wiper speed is reached. To wash the windshield, push the knob in while the wipers are running.

⓮ Driver's Booster Fan

This switch controls the driver's booster fan, which provides cooled or heated air from the passenger heater or air conditioner to the driver's area. There are two fan speeds, "HIGH" and "LOW."

Transmission Shifter

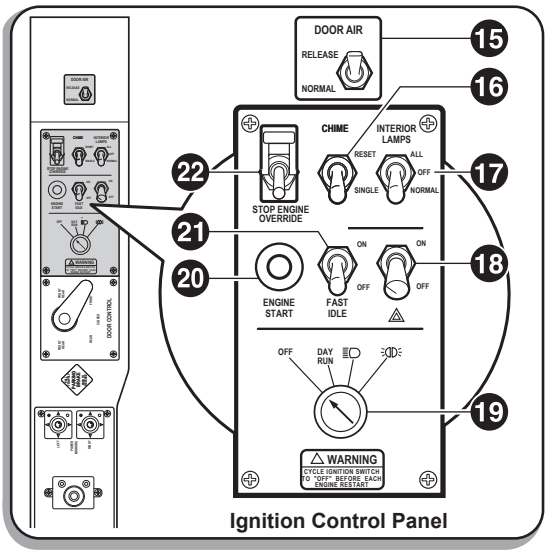
The electronic shifter, located to the left of the Left Dash Panel, uses push buttons to control the transmission. For complete instructions on using the shifter, please see Chapter 3 – *Bus Operation.*



Transmission Shifter

DRIVER'S CONSOLE

The Driver's Console is located to the driver's left. The door controls, ignition controls, and other important controls are mounted on its panels.



Ignition Control Panel

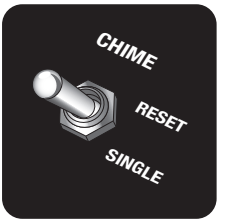
Ignition Panel

This panel, located just to the rear of the shifter, contains many important controls that you will be using frequently.

15 Door Air

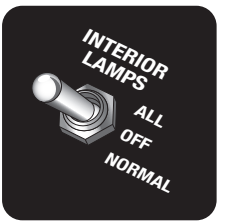
This switch controls the flow of compressed air to the front doors. When this switch is in the "NORMAL" position, the front doors can be opened and closed using the Door Control handle. When this switch is in the "RELEASE" position, the front doors can be opened and closed by hand. The "Doors Air (Low)" indicator lamp will turn on when this switch is in the "RELEASE" position.

⑯ Chime



This momentary switch controls the chime that sounds when a passenger requests a stop. In the default "SINGLE" position, the chime will ring only once when the first passenger requests a stop; it will not ring again until after you open and close a door. If you need to ignore a stop request, (maybe a passenger tells you a stop request was a mistake), briefly push the switch to "RESET" and the chime will again ring once when the next passenger requests a stop, even if you have not opened and closed a door since the last stop request.

⑰ Interior Lamps

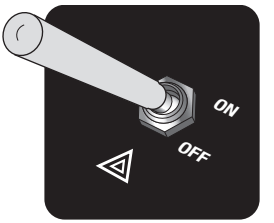


To turn on all the interior lights in the bus, select the "ALL" toggle position. Selecting the "NORMAL" toggle position turns on all the interior lights except those closest to the front of the bus. The "OFF" position turns off all interior lights.

NOTICE

Leaving the interior lights on for long periods with the engine shut down will drain the batteries.

⑱ Hazard Lights

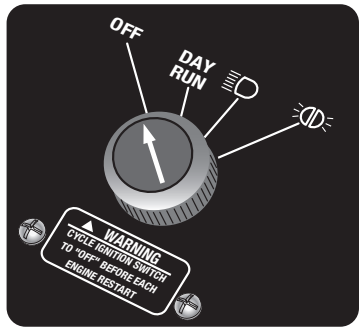


The hazard lights flash continuously when this switch is in the "ON" position. There may be a short delay before the hazard lights begin flashing when this switch is used.

NOTICE

The use of hazard lights for long periods with the engine shut down can drain the batteries.

⑲ Ignition Select Switch



This is the Low Floor's master switch, controlling the ignition and exterior lights.

For daytime operation, turn the selector knob to the "DAY RUN" position. For night driving, choose the (Night Run) switch position. This mode turns on the headlights and other exterior lights, in addition to the ignition.

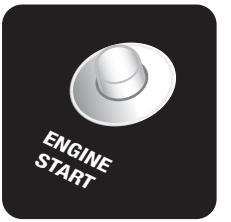
When parked at night and the bus must be visible to traffic, set the Ignition Select Switch to the (Marker Lights) position. This mode turns on the exterior lights but not the ignition. **Before restarting the engine, be sure to recycle the switch to the "OFF" position.**

If automatic engine shutdown has occurred and the bus *must* be moved to a safer location, the Ignition Select Switch must be turned to the "OFF" position first, and then rotated to the "DAY RUN" or (Night Run) position before pressing the Engine Start button.

NOTICE

It is OK to change the setting of the Ignition Select Switch from "DAY RUN" to (Night Run) while the engine is running, but you should NEVER change the setting to "OFF" or (Marker Lights) during operation, as the engine will immediately shut down. Any mode changes using the Ignition Select Switch should be made with the bus completely stopped, the transmission in Neutral, and the parking brake applied.

20 Engine Start



Once the proper "Run" position has been selected using the Ignition Select Switch, the starter can be activated using this button. See Chapter 3 – *Bus Operation* for starting instructions.

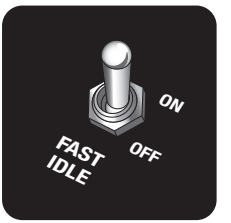
If automatic engine shutdown has occurred and the bus *must* be moved to a safer location, the Ignition Select Switch must be turned to the "OFF" position first, and then rotated to the "DAY RUN" or ≡D (Night Run) position before pressing the "Engine Start" button.

For your safety and the safety of others, you must read and understand the starting instructions in Chapter 3 and be fully trained by your employer before attempting to start or drive the bus!

WARNING

A runaway starter can overheat and start a fire. Power to the starter must be shut off using the Battery Disconnect Switch if the "Starter" indicator lamp stays on after you release the starter button.

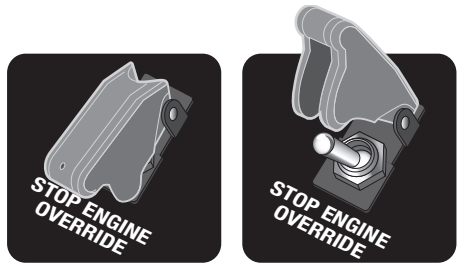
21 Fast Idle



When the transmission is in "Neutral," the parking brake is applied, and the "Fast Idle" switch is in the "ON" position, the throttle disengages and the engine idle speed increases, which is useful for quickly warming up the engine and building air pressure at initial start-up. This decreases the vehicle's fuel economy, however, so usage should be minimized.

If the transmission is in gear when the "Fast Idle" switch is placed in the "ON" position, Fast Idle mode will not engage and engine speed will not increase. The bus must be stopped, the parking brake applied, and the transmission must be in "Neutral" prior to turning on the "Fast Idle" switch. Ensure that the "Fast Idle" switch is turned "OFF" and the service brake has been applied before attempting to drive the bus.

22 Stop Engine Override



If a fire or serious engine problem (such as low oil pressure, high coolant temperature, or low coolant level) is detected, the engine will shut down after a short delay. The "Stop Engine" indicator lamp and other overhead indicators (such as "Fire," "Low Oil (Engine)," etc.) will turn on. The fire alarm bell will sound if a fire is detected; the electronic buzzer will sound if a serious engine problem is detected.

If the alarm bell or buzzer sounds, *immediately* park the bus out of the flow of traffic because you have only 15 seconds (in the event of fire) or 30 seconds (for serious engine problems) until the engine shuts down.

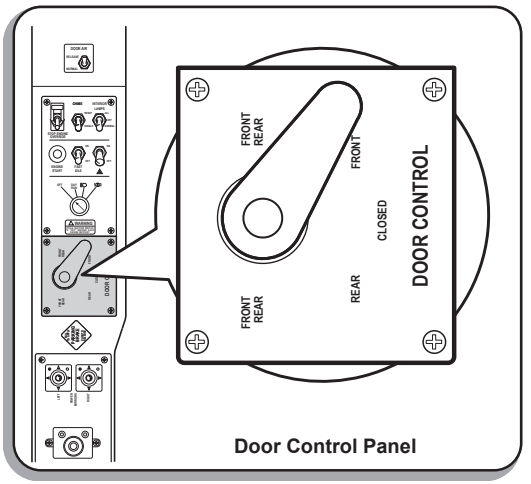
If you think that you will not be able to park the bus in a safe location within 15 or 30 seconds, pressing this switch before the engine shuts down will postpone engine shutdown an additional 15 seconds (in the event of fire) or 30 seconds (for serious engine problems).

If necessary, the switch may be pressed more than once. The shutdown delay will reset to 15 or 30 seconds each time the switch is pressed. However, repeatedly pressing this switch should be avoided; keeping the engine running longer than necessary will worsen a fire or increase the chances of the engine being severely damaged.

See the "Automatic Engine Shutdown" section of Chapter 3 – *Bus Operation* for additional instructions on using this switch.

CAUTION

Using the Stop Engine Override switch to postpone an automatic engine shutdown should be done only when necessary to get the bus off the road and into a safe parking location. Serious engine damage may result from overriding an engine shutdown.



Door Control Panel

Door Control Panel

This panel, located directly to the rear of the Ignition Panel, contains the Door Control handle.

Opening the doors activates the brake interlock; after closing the doors, apply the service brake to disengage the interlock system.

Door Control

Front/Rear: Front doors open, rear doors enabled. The rear doors will open when a passenger touches one of the touch areas on the doors.

Front: Front doors open, rear doors closed.

Closed: Front and rear doors closed.

Rear: Front doors closed, rear doors enabled. The rear doors will open when a passenger touches one of the touch areas on the doors.

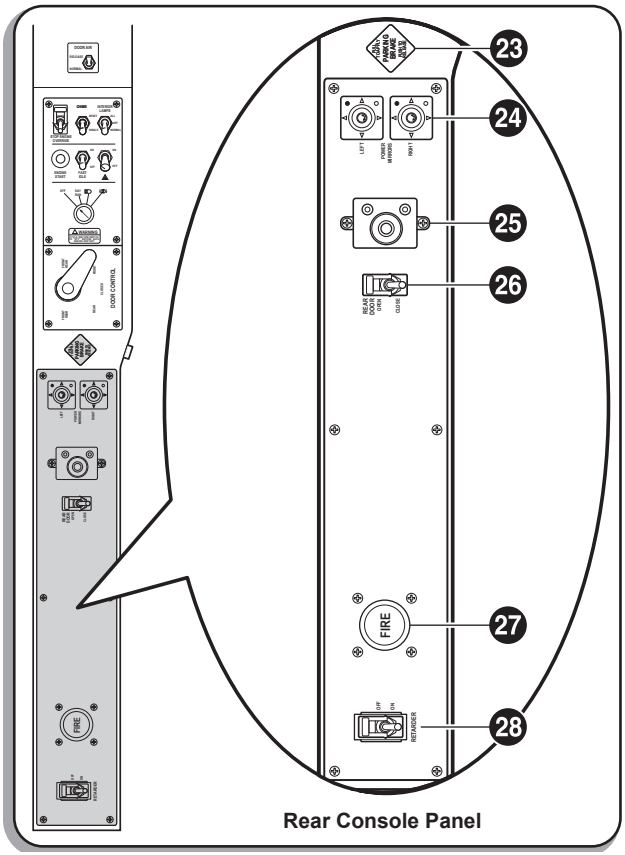
Unless the Door Air lever is in the "RELEASE" position, the front doors will automatically close when you turn the ignition off, regardless of the position of the Door Control handle.

WARNING

Stop the bus immediately if you see the "Door Alarm" indicator lamp or hear the Door Warning buzzer when pulling away from a stop. This could indicate that a passenger is caught in the doors!

WARNING

Ensure that there are no passengers leaning against the rear doors before touching the Door Control handle. The rear doors will open immediately if the Door Control handle is in the "REAR" or "FRONT/REAR" position and a touch area is activated.



Rear Console Panel

Rear Console

The rear area of the Driver's Console contains many important controls, including the parking brake.

23 Parking Brake

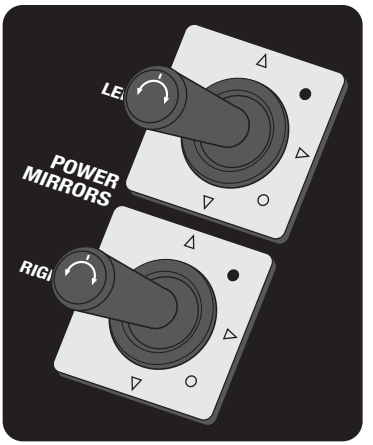
The yellow knob next to the door control is the parking brake. To apply the parking brake, pull up on the knob until the black band is visible at the base of the knob. To release the parking brake, firmly push the knob back down.

Black band shows that Parking Brake is applied.

WARNING! Parking Brake is NOT applied!

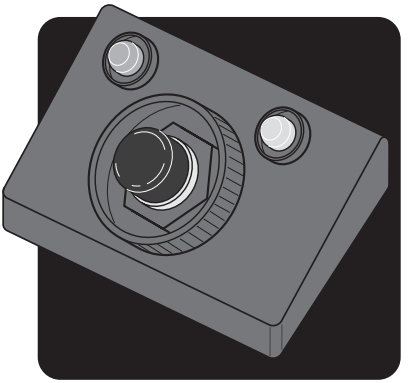
24 Power Mirrors

The outside mirrors can be adjusted from the driver's seat using this controller. First, choose the left-hand knob to adjust the left (street) side mirror or the right-hand knob to adjust the right (curb) side mirror. Twist the knob to select the upper or lower mirror panel, then use the knob as a joystick to adjust the mirror for the best view.

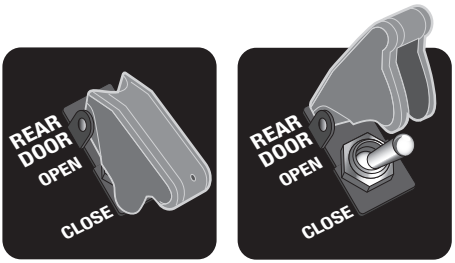


25 Camera Event Save Switch

When this switch is activated, the video surveillance system saves the recording for a configurable interval of time before and after the event. This section of the recording is write-protected, preventing accidental erasure. The two indicator lights display the condition of the security camera system. When the ignition is turned on, indicators will alternate until initialization is complete. The green light will then remain on to indicate normal system operation. Contact your supervisor or service personnel if the red fault indicator turns on. Always follow your employer's guidelines for using this switch and dealing with emergency situations.



26 Rear Door



Normally, a passenger exiting through the rear doors needs to touch one of the touch areas on the doors to open them. This switch enables the driver to open the rear doors without the passenger having to touch a touch area. Move the Door Control handle to the "REAR" or "FRONT/REAR" position, then flip up the red toggle guard and push the Rear Door toggle switch to the "OPEN" position.

WARNING

Passengers leaning against the rear doors can fall out of the bus when the door is opened. NEVER open doors while the bus is moving. ALWAYS check for passengers standing dangerously close to the rear doors before touching the Door Control handle and Rear Door switch.

27 Fire Suppression System

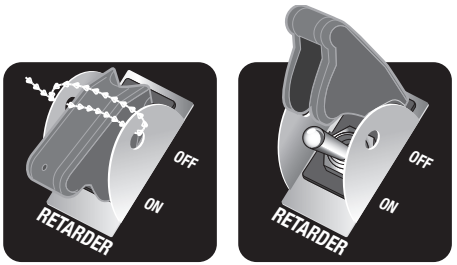
The Fire Suppression System installed on your bus is designed to automatically extinguish engine compartment fires. It can also be manually activated using this button. See the Overhead Console section of this chapter for more information on this system. Please refer to the Amerex manual supplied with your bus and to special instructions and procedures provided by your supervisor.

WARNING

Do not operate the bus until you fully understand your employer's instructions regarding the Fire Suppression System! See the Overhead Console Compartment section of this chapter for more information on this system.

28 Retarder

The retarder uses the transmission to help slow the bus, saving wear and tear on the brakes. Lifting the switch guard and moving the toggle to the "OFF" position disables the retarder.



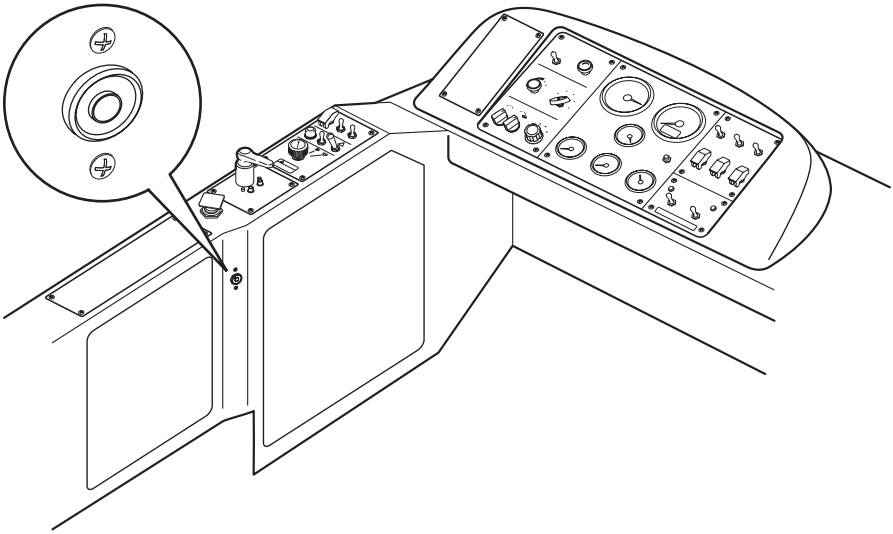
WARNING

The retarder should be switched off when slippery or hazardous road conditions are encountered.

CAUTION

Using the retarder to slow the bus on very long downhill grades could cause the transmission fluid to overheat. If the "Trans Temp" lamp on the indicator lamp strip turns on, switch off the retarder and use the brakes to slow the bus until the transmission cools off.

CONSOLE SIDE PANEL



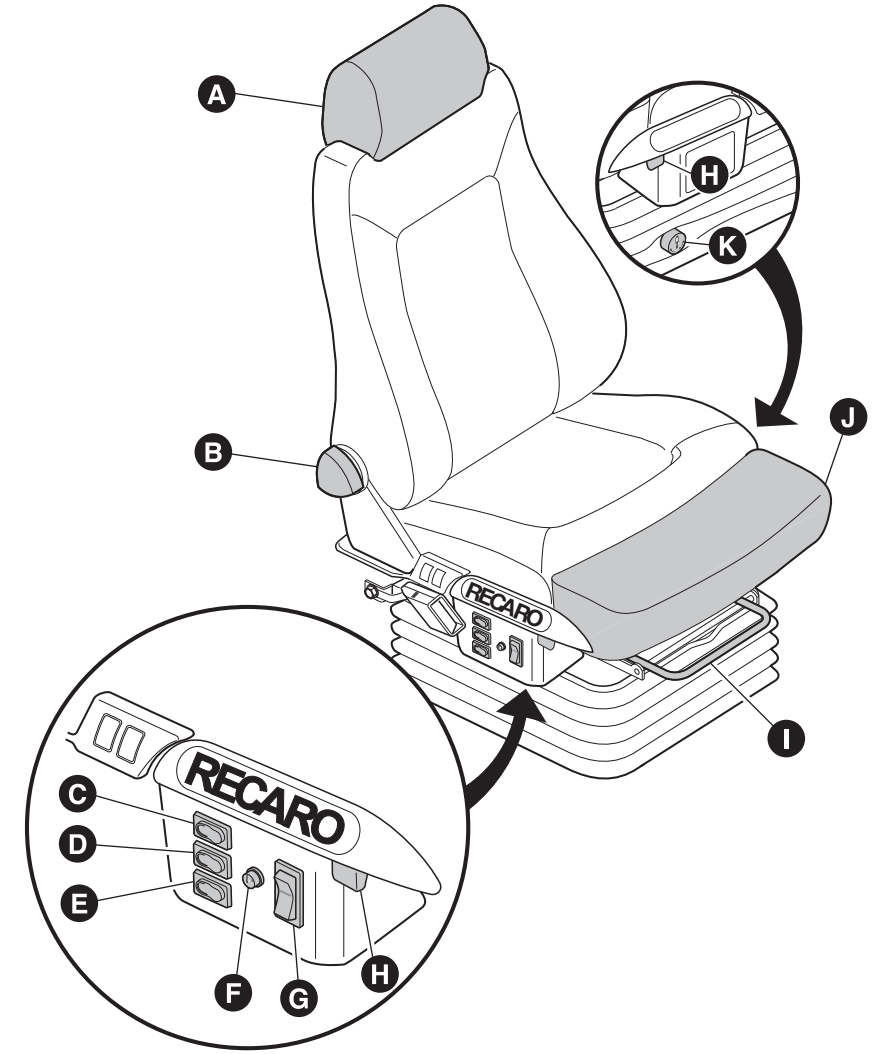
Silent Alarm Button

Silent Alarm Button

This inconspicuous black button, located on the console side panel (very close to your left knee when seated) is to be used in emergency situations. Activation may cause the destination sign on the outside of the bus to flash an emergency "Call Police" message. On some buses, an emergency signal may also be transmitted by radio; no sign of the alert will show inside the bus. Buses equipped with digital video cameras may write-protect the recording for a period of time before and after the activation of the silent alarm button.

Ask your supervisor what alarm features are included on your bus. Always follow your employer's guidelines for dealing with emergency situations on the job.

DRIVER'S SEAT



WARNING

The seat should be adjusted ONLY when the bus is stopped, with the transmission in Neutral, and the parking brake applied.

Ⓐ Adjust the headrest height by pulling up or pushing down to the desired height; adjust the headrest tilt by pulling forward or pushing backward.

Ⓑ The recline angle between the seat back and the cushion can be adjusted using the large knobs located on either side of the seat.

Ⓒ The top switch regulates the pressure in the upper lumbar support cushion. Push the switch forward to inflate the cushion; rearward deflates the cushion.

Ⓓ The middle switch regulates the pressure in the middle lumbar support cushion. Push the switch forward to inflate the cushion; rearward deflates the cushion.

Ⓔ The lower switch regulates the pressure in the lower lumbar support cushion. Push the switch forward to inflate the cushion; rearward deflates the cushion.

Ⓕ Forward and backward adjustment is performed by pushing this button and then sliding the seat to the desired location. Release the button to lock the seat into position.

Ⓖ To raise the level of the seat, press on the upper part of this switch. To lower the seat, depress the lower part of this switch.

Ⓗ The angle of the front seat cushion can be adjusted using the large handles located on either side of the seat base. To adjust the seat cushion angle, pull up on the handles and move the thigh extension cushion up or down to the desired position.

Ⓘ Forward and backward adjustment is performed by pulling up on the handle located at the front base of the seat and then sliding the seat to the desired location. This handle performs the same function as button Ⓕ.

Ⓙ The front part of the seat cushion can be extended for thigh support. Pull the cushion forward or push it back for optimum comfort.

Ⓚ This seat features an adjustable shock absorber. Turn the knob clockwise to soften the ride or counterclockwise to stiffen the ride.

STEERING WHEEL

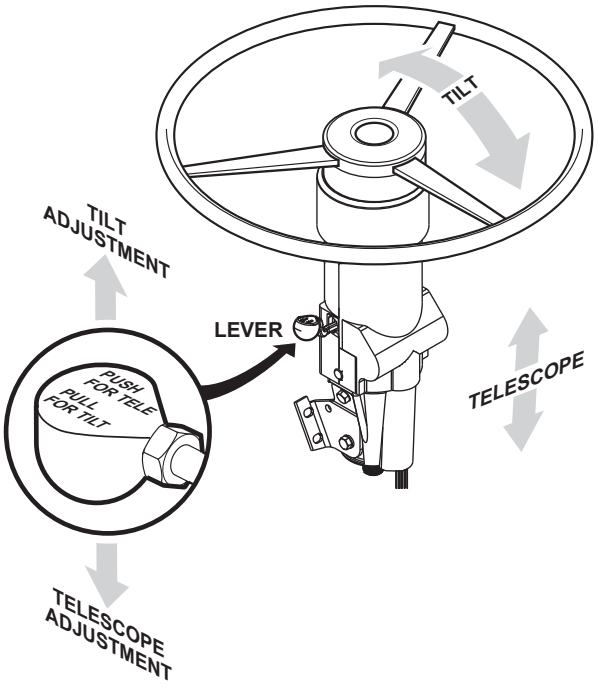
The GILLIG Low Floor features a fully adjustable steering wheel which, in combination with the adjustable driver's seat, permits drivers of all shapes and sizes to comfortably operate the bus.

WARNING

The steering wheel should be adjusted only when the bus is stopped, with the transmission in Neutral, and the parking brake applied. Never adjust the steering wheel while the bus is moving!

Both the angle (or tilt) of the steering wheel and the length of the steering column (telescope) can be adjusted. The Steering Column Adjustment Lever, located on the left side of the steering column, controls both of these adjustments.

To adjust the tilt of the steering wheel, pull up on the lever and, while holding the lever up, move the steering wheel to the most comfortable angle. Release the lever to lock the wheel tilt into place.



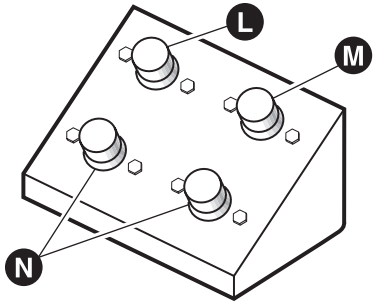
Steering Column Adjustment

To adjust the length of the telescoping steering column, push down on the lever and, while holding the lever down, lift or push the steering wheel to the proper height. Release the lever to lock the steering column length.

FLOOR-MOUNTED CONTROLS

The controls for the service brakes, throttle, turn signals, public address microphone, and headlight dimmer are all located at the driver's feet.

Various conditions activate the brake interlock system; once the condition that initiated the interlock has been deactivated, apply the service brakes to disengage the interlock system.



Floor-Mounted Controls

L Dimmer Switch

This switch is used to choose between low beam and high beam headlights. Press the switch once with your foot to activate the high beams; press it once more to return to normal low beams.

M PA Microphone Switch

This switch activates the public address system, allowing you to keep your hands on the wheel while making announcements to the passengers. The public address system remains activated as long as your foot holds the switch down.

N Turn Signal Switches

The turn signal will flash only as long as your foot holds the switch down. The left switch activates the left signal and the right switch activates the right signal.

DRIVER'S SIDE WINDOW AND SUN SCREENS

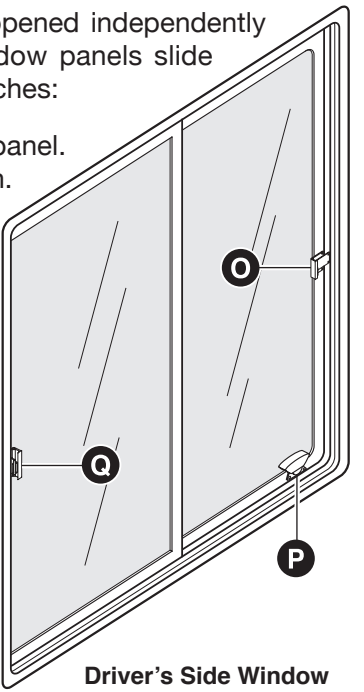
Driver's Side Window

Each half of the driver's window can be opened independently for hand signaling and fresh air. The window panels slide horizontally and are opened using three latches:

O The forward latch releases the front panel. Once released, the panel can be slid open. There are two locking positions available once the window is open; to lock it into an open position, pull the window all the way back using the forward latch, then push forward until the lock engages.

P The lower slider releases the front window panel from the locked position, enabling the driver to move the window panel. To use the slider, push the handle in the proper direction and slide the panel to the desired position.

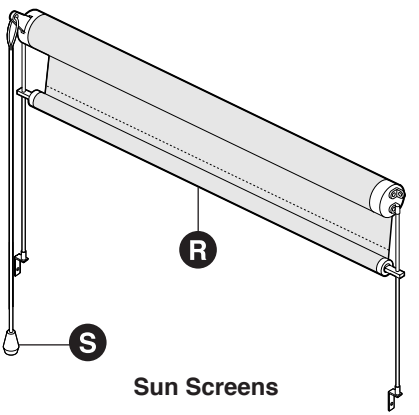
Q The rear latch releases the rear panel. There are no open locking positions for this panel; to open the window, simply release the latch and slide the panel forward.



Driver's Side Window

Sun Screens

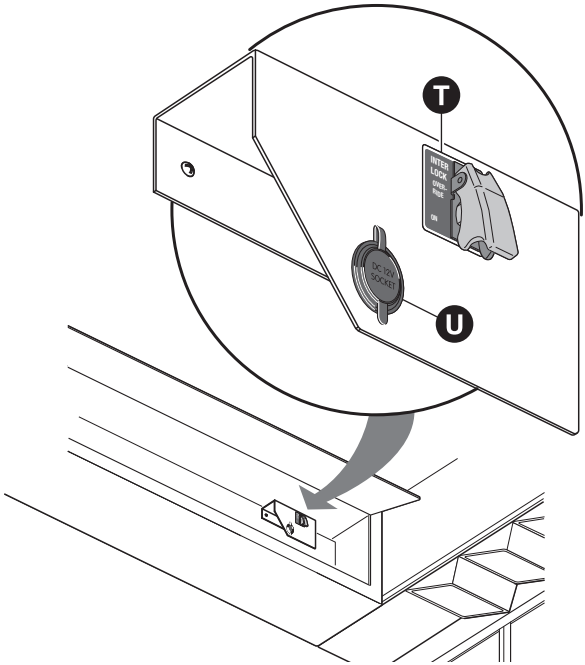
The Low Floor is equipped with pull-down screens to protect the driver from sun glare. To use one of the screens, gently pull down at point **R** to the desired level. A ratchet mechanism will keep the shade at the chosen level. To retract the screen, pull down on the knob located on the left side of the screen assembly (point **S**).



Sun Screens

ELECTRICAL COMPONENT COMPARTMENT

Located on the ceiling above the driver's area, this compartment (also called the Air Tank Compartment) houses the Interlock Override switch and the Auxiliary Power Outlet. To open the Electrical Component Compartment, turn the three latches at the lower corners and center, and lift the door up. Pull out the prop to hold the door open. **Always** get permission from your supervisor before opening this compartment or touching the Interlock Override switch!

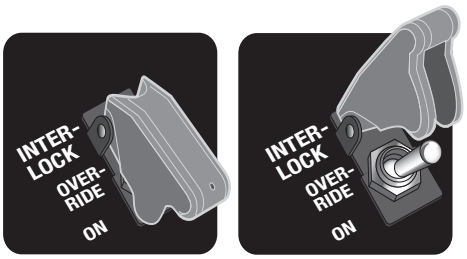


Electrical Component Compartment

WARNING

Bus operation is very dangerous with the Interlock System deactivated! Always get permission from your supervisor before touching the Interlock Override switch. Above all, NEVER load or unload passengers using the ramp when the Interlock Override switch is in the "OVERRIDE" position!

T Interlock Override



Certain operating conditions are interlocked to prevent accidental bus movement. These interlocked conditions include an open door, ramp is not stowed, or bus is in kneeled position. In the event of a "false alarm," placing this switch in the "OVERRIDE" position deactivates the interlock system. **Always** get permission from your supervisor before touching this switch!

WARNING

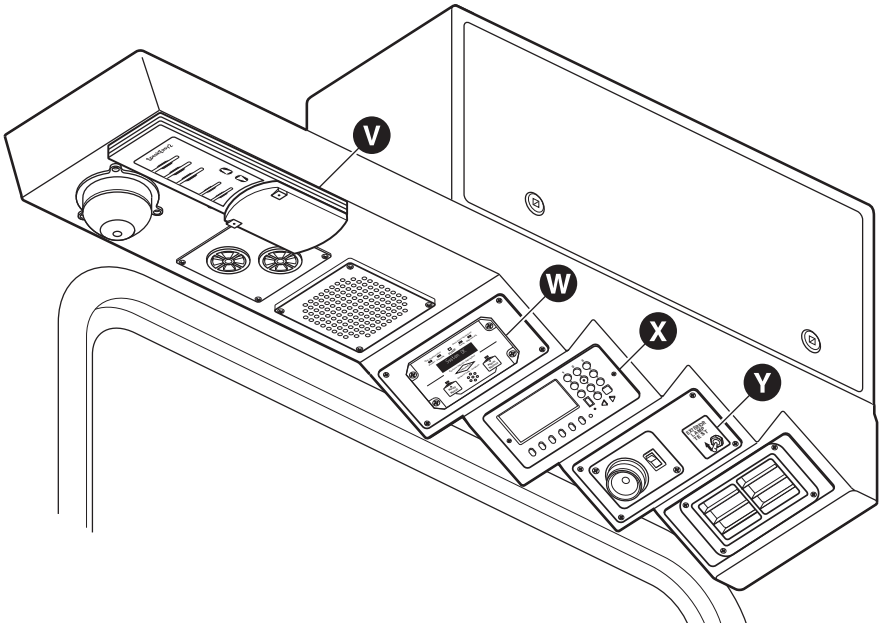
Bus operation is very dangerous with the Interlock System deactivated! Always get permission from your supervisor before touching the Interlock Override switch. Above all, NEVER load or unload passengers using the ramp when the Interlock Override switch is in the "OVERRIDE" position!

U Auxiliary Power Outlet

This 12 volt outlet can be used to power diagnostic and other electronic tools. Do not plug other devices into this outlet without the permission of your supervisor.

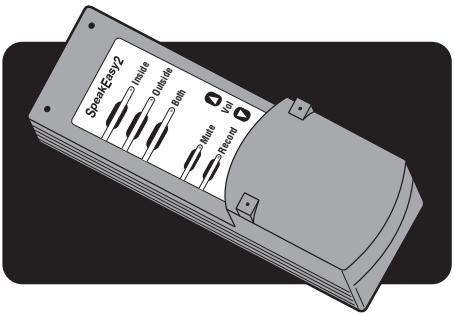
OVERHEAD CONSOLE

Mounted on the overhead console are warning horns, a warning bell, microphone, destination sign controls, fire suppression / gas leak system monitor and more.



Overhead Console

V "SpeakEasy2" Panel

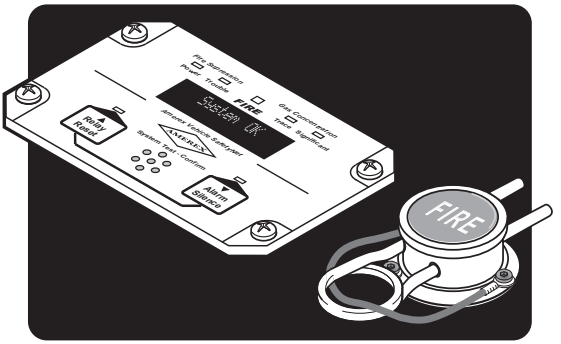


This panel, in conjunction with the SpeakEasy floor switch, controls the SpeakEasy recording/ announcement system. Your supervisor will provide training on the use of this panel. See "SpeakEasy Switch" in the "Floor-Mounted Controls" section of this chapter for more information.

Ⓦ Fire Suppression and Gas Leak Detection System

Your bus is equipped with an Amerex dry chemical fire suppression and natural gas leak detection system.

Please refer to the Amerex manual supplied with your bus and to special instructions and procedures provided by your supervisor.



NOTICE

It is imperative that the driver perform the daily pre-operational check described in the Amerex manual!

WARNING

Do not operate the bus until you fully understand your employer's instructions regarding the Fire Suppression System!

Fire Suppression System

This system is designed to automatically extinguish engine compartment fires, but can also be manually activated using this button (see Fire Suppression System in Rear Console section of this chapter).

When sensors detect dangerous temperatures in the engine compartment, the "Fire" and "Stop Engine" indicator lamps on the indicator lamp strip at the top of the driver's windshield activate, the fire alarm bell sounds, and the engine shutdown sequence begins. The engine will automatically shut down 15 seconds after a fire has been detected. If you are unable to park the bus in a safe location within 15 seconds, pressing the "Stop Engine Override" switch before the engine shuts down will postpone engine shutdown an additional 15 seconds, but does not delay the dispensing of fire suppression chemicals.

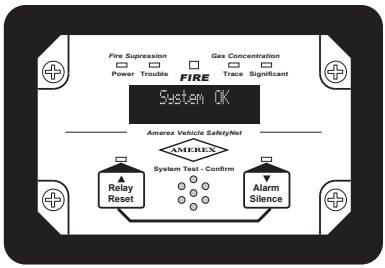
WARNING

The Amerex "Relay Reset" button does not postpone engine shutdown.

WARNING

To avoid worsening a fire, NEVER continue driving after you or your passengers notice smoke or a burning smell inside or outside the bus! At the first sign of smoke, a burning smell, or sluggish performance, immediately stop the bus in a safe location, evacuate your passengers, and call your dispatcher.

Gas Leak Detection System



The Amerex system includes gas detection to provide a warning in the event of a natural gas (CNG) leak. In addition, this system sounds alarms to warn the driver of natural gas leakage from the roof-mounted fuel tanks, fittings, and fuel supply lines.

During normal operation, a green light on the Amerex panel will remain lit with the engine on or off. This indicates the detection system has power, is fully functional, and that no natural gas has been detected.

In the event of a gas leak, depending upon the amount of the leak, either the "Trace" light or the "Significant" light will come on, and the LCD display will show either "Trace Gas" or "Significant Gas." No audible alarm will sound for "Trace Gas" detection, but an audible warning will sound for "Significant Gas" detection. In the case of "Significant Gas" detection, the engine will shut down in 30 seconds. (Note that a "Trace" warning could indicate a very small leak of CNG, methane, sewer gas, or some other gas or hydrocarbon material in the air.)

WARNING

In the event of a gas detection warning, follow company procedures, or if no company procedures are available, safely park the bus, shut off the engine, evacuate passengers, and contact your supervisor.

X Destination Sign Control

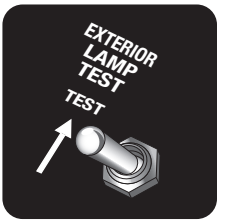
Use this panel for inputting route information that will display on the bus destination signs. This panel may control other features as well, such as audible route and destination information. Your supervisor will provide detailed instructions for using this panel.

CAUTION

The USB port on this panel is for service technicians only. Do not plug any device into this USB port or you may damage the destination sign system.

Y Exterior Lamp Test

The condition of the exterior lamps can be tested quickly and easily using this switch, which uses the main control computer to activate all the exterior lamps on the bus (except the backup lights). To test the exterior lamps using this switch, flip the toggle switch to the "TEST" position with the ignition on, then walk around the outside of the bus and check all the lamps. *Note: This switch tests the condition of the bulbs only and does not take the place of a complete lighting systems inspection using an operator in the bus and an outside observer.*

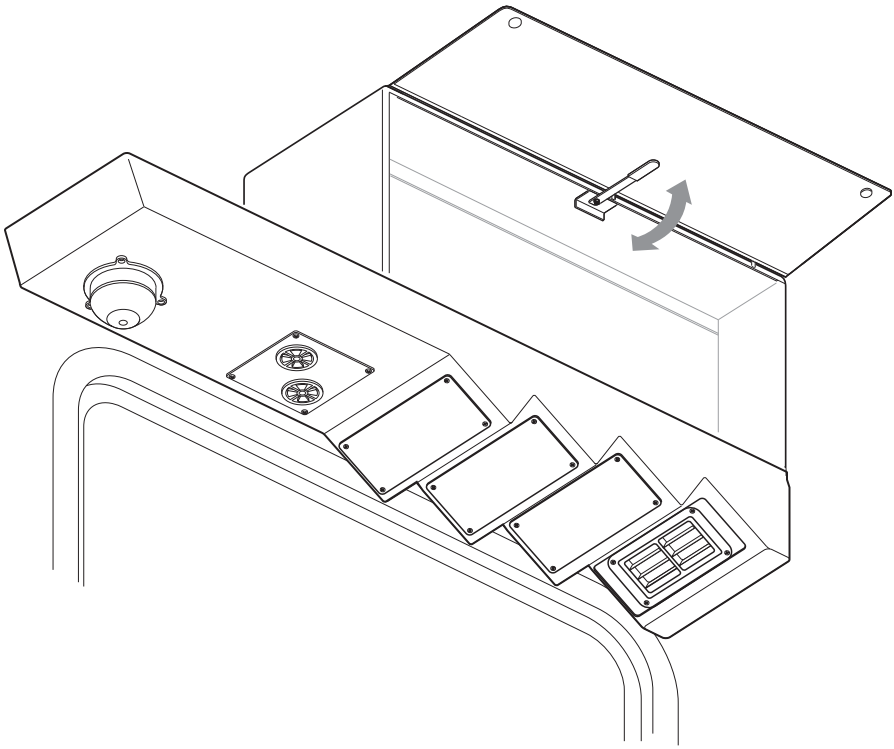


NOTICE

Not all of the systems that activate the exterior lamps are tested; for example, the turn signal lights may come on when using the Exterior Lamp Test Switch even if the turn signal switches are broken.

OVERHEAD CONSOLE COMPARTMENT

The Overhead Console Compartment is located on the driver's left side, above the Overhead Console. To open the Overhead Console Compartment, turn the two latches at the lower corners and lift the door up. Pull out the prop to hold the door open.

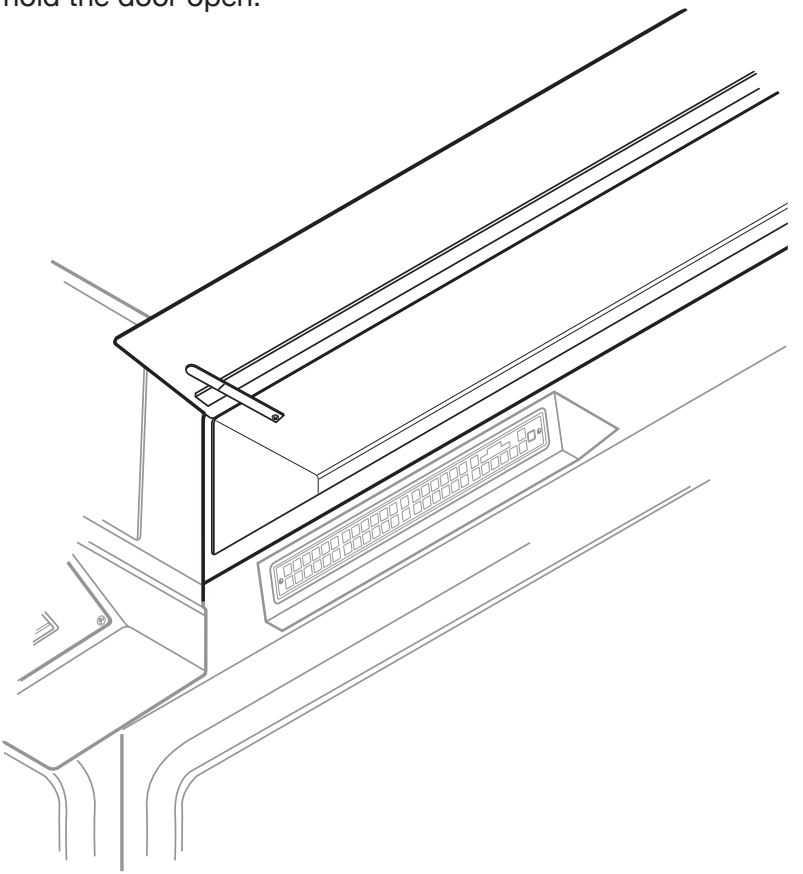


Overhead Console Compartment

DESTINATION SIGN COMPARTMENT

The Destination Sign Compartment is located over the driver's windshield. It permits access to the Destination Sign for maintenance personnel.

To open the Destination Sign Compartment, turn the three latches at the center and lower corners, and lift the door up. Pull out the supports to hold the door open.

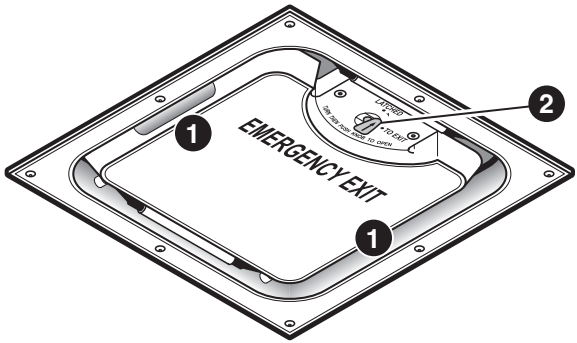


Destination Sign Compartment

CHAPTER 2 – PASSENGER AREA

EMERGENCY EXITS

Roof Vent/Escape Hatch



1. **Handle Moldings**
2. **Release Knob**

The roof vent, located along the center of the roof, functions as a ventilation source as well as an emergency exit in the event of a bus rollover.

Pushing the handle moldings up raises the hatch several inches for ventilation. To close the hatch, pull down on the handle moldings.

Emergency Exiting

1. Turn the red release knob to the right until it points to “TO EXIT”.
2. Push the release knob upward. The hatch will unlock and swing open toward the front of the bus.

Resetting the Escape Hatch

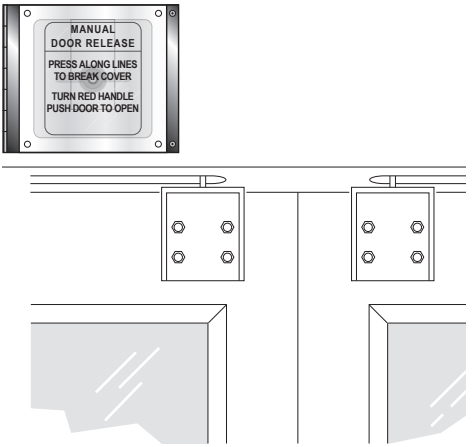
1. Pull the hatch closed.
2. Turn the red release knob to the left until it points to “LATCHED”.

Manual Door Releases

In an emergency, it may be necessary to open the bus doors by hand. To do this, the doors must be released using the manual mechanisms described on this page.

Front Door

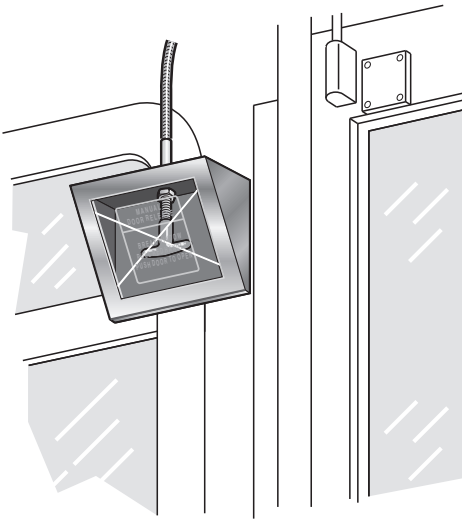
The manual air release valve can be found in the panel directly above the doors. To use the valve, break the clear cover and turn the red handle 90°. The doors can then be pulled open by hand.



Front Door Manual Release

Rear Door

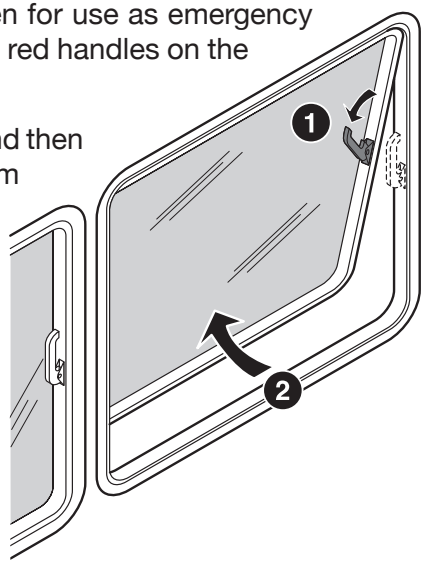
The manual release handle for the rear doors can be found in the small metal box located to the left of the doors. To release the doors, break the clear cover panel and pull the red handle down. The doors can then be pushed open easily.



Rear Door Manual Release

Side Window Emergency Release

Some side windows can swing open for use as emergency exits. These can be identified by the red handles on the side.



By ❶ pulling the red handle down and then ❷ pushing the window outward from the bottom, the window will swing out and open as far as necessary.

To close the window, push it outward far enough so that, when released, it swings back into place on its own. **Keep hands clear** and push out only as far as necessary for the window to shut securely. Make sure that the window is tightly shut and all the latches are properly secured.

EMERGENCY EQUIPMENT

Fire Extinguisher

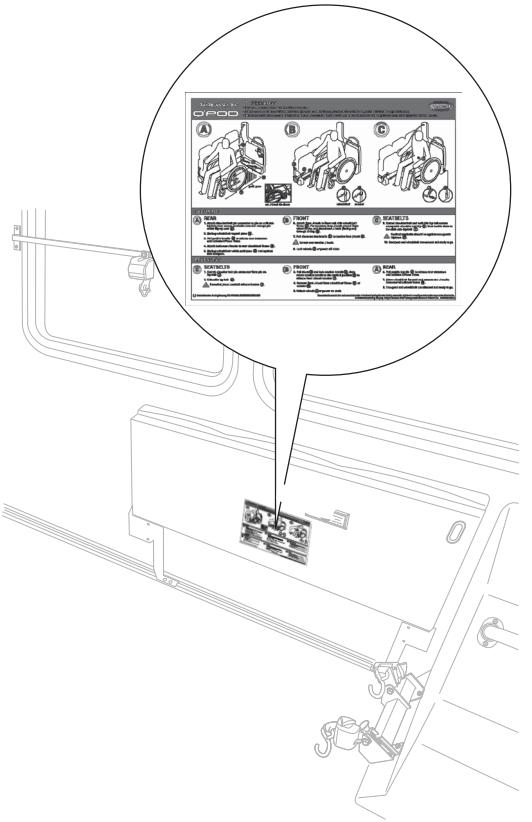
This bus is equipped with a chemical fire extinguisher. In case of fire, remove the safety pin from the trigger, aim the extinguisher at the base of the flames, and pull the trigger.

Safety Triangle Reflector Kit

In the event of an emergency, the reflective triangles should be set at the front and rear of the bus. When setting safety triangles, place one triangle approximately 100 feet (40 paces) ahead of the bus, one near the rear of the bus, and one approximately 100 feet behind the bus.

WHEELCHAIR SECUREMENT SYSTEM

For the safety of disabled passengers, the Low Floor is equipped with securement systems designed to secure wheelchairs and other mobility devices (such as 3-wheeled scooters). These securement systems are located at the seating areas directly to the rear of the front wheelwells.



Wheelchair Securement Instruction Plaque Location

Instructions for the use of the Q'Pod wheelchair securement system using manually placed straps are located on a plaque mounted on the underside of the three center-facing folding seats in the wheelchair seating area. To fold up the seat, pull toward you on the release latch (located at the rear underside of the seat bottom) and lift up on the seat.

CHAPTER 3 – BUS OPERATION

ENTERING THE BUS

Under normal circumstances, follow these instructions for entering the bus:

1. Push the outer edges of the front doors to open them.
2. Push the Door Air switch (located in front of the Ignition Control Panel) to the “NORMAL” position.

In Case of Lockout

If a lockout occurs, contact your supervisor immediately for further instructions.

WARNING

Never operate bus controls except when seated in the driver’s seat. Attempting to operate controls by reaching through the driver’s window or from the aisle could cause unexpected bus movement, resulting in serious injury or death!

WARNING

If you are locked out of the bus, call your supervisor immediately. Do not open the engine door. Changing the position of the Ignition Select switch in the Rear Run Box could, in certain instances, cause the bus to move unexpectedly and could result in serious injury or death!

PRE-START CHECK

Before operating the Low Floor bus, conduct a pre-start check in accordance with the official inspection procedures of your employer. The checklist below is provided as a **supplement** to your employer's pre-start inspection procedures.

Some of the checks listed may be the responsibility of your company's mechanics or other service personnel. Review this checklist with your driver trainer or supervisor to determine the areas that you are responsible for.

Exterior

- ☐ Tires and wheels in good condition.
- ☐ Tire pressures checked, using a tire pressure gauge.
- ☐ All access doors closed and locked.
- ☐ Mirrors intact and firmly attached.
- ☐ Windows secured and in good condition.

Engine Compartment

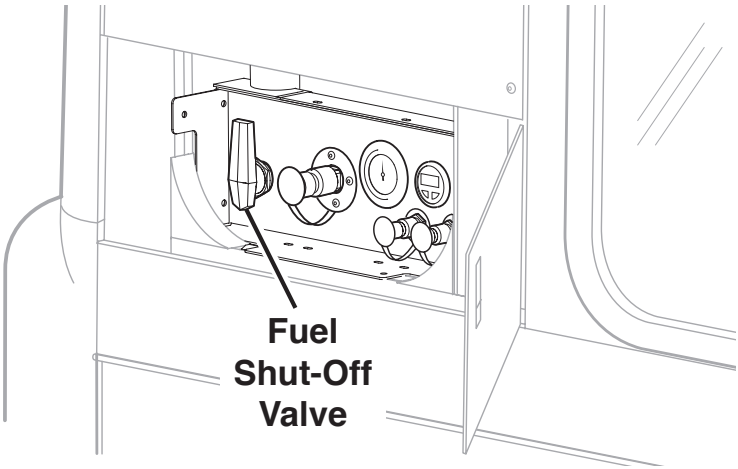
WARNING

The engine compartment is very dangerous! Only properly trained and qualified personnel should check fluids, inspect belts, etc.

- ☐ No fluid leakage in compartment or under the bus.
- ☐ Engine belts in good condition.
- ☐ Proper fluid levels.
- ☐ Air cleaner restriction indicator at acceptable level.
- ☐ Proper pressure in fire suppression system bottles (if equipped).

CNG Fuel Management Panel

- ☐ Check that the 1/4 turn manual shut-off valve, located curbside at the rear of the bus, is in the “ON” (vertical) position.
- ☐ If the manual shut-off valve is in the “OFF” position, follow your employer’s guidelines before turning it to the “ON” position.
- ☐ When done, ensure that the fuel management door is properly closed and latched.



Manual Shut-Off Valve in “ON” Position

Lights

- ☐ Headlights.
- ☐ Brake lights.
- ☐ Tail, marker, and identification lights.
- ☐ Backup lights.
- ☐ Turn signals and hazard lights.
- ☐ Interior lights.

(Continued on next page)

Interior

- ☐ Wheelchair securement system intact and functional.
- ☐ Interior clean and free of debris.
- ☐ Roof hatches functional.
- ☐ Emergency window releases working.
- ☐ Access panels closed and latched.
- ☐ Wheelchair Ramp functioning normally.
- ☐ Fire suppression and gas detection system status (if equipped).

Driver's Controls

- ☐ Fast Idle switch off.
- ☐ Wheelchair ramp power off.
- ☐ Interlock Override Switch in "ON" position.
- ☐ All indicator lamps working.
- ☐ Mirrors properly adjusted.
- ☐ Seat and steering wheel properly adjusted.
- ☐ Doors working properly.
- ☐ Horn working.
- ☐ Seat belt fastened.

STARTING THE ENGINE

Before Starting the Engine

1. Close and lock all exterior access doors, making sure that all personnel remain safely clear of the bus.
2. Be sure that the parking brake is applied and the Fast Idle switch is in the "OFF" position.

NOTICE

The engine will not start with the fuel management panel door open. The engine will not start (or will start and die) if the manual 1/4-turn shut-off valve is in the closed "OFF" position.

Starting the Engine

1. Set the Ignition Select Switch to "DAY RUN" for daytime operation or (Night Run) for nighttime operation. Some indicator lamps will light up for a few seconds while the system initializes.
2. Test the indicator lamps using the Indicator Lamp Test Button (see Chapter 1 – *Driver's Area*).
3. Make sure that Neutral is selected on the transmission shifter.
4. Wait 20–30 seconds before attempting to start the bus. This will allow the fuel to properly fill the system and provide adequate back-pressure for the high-pressure solenoid valve to function properly.

WARNING

NEVER use starting fluid of any type on the Cummins L9N engine.

5. Press the starter button until the engine starts. **Do not press the throttle pedal during starting.**

NOTICE

The starter can be cranked for no more than 15 seconds at a time. This programmed 15-second limit is designed to protect the starter from overheating. There is also a 3-second waiting period between starting attempts to prevent "bumping" the engine and to allow the pinion and ring gear to stop, thus preventing damage to the engine or starter.

CAUTION

The starter must be allowed to cool after extended cranking cycles. Let the starter cool off for at least 2 minutes after 3 starting attempts.

NOTICE

The starter is equipped with an overcrank protection system. A temperature sensor in the starter prevents cranking if the starter overheats. If this occurs, allow the starter to cool.

WARNING

A runaway starter can overheat and start a fire. Power to the starter must be shut off using the Battery Disconnect Switch if the "Starter" indicator lamp stays on after you release the starter button.

6. Check the "Low Oil (Engine)" indicator lamp immediately after the engine starts. This lamp should turn off within seconds of starting. If the "Low Oil (Engine)" lamp is still lit after 20-30 seconds, shut the engine down **immediately** and have it checked by mechanics.

CAUTION

If the "Check Engine" and/or "Stop Engine" indicator lamps remain lit after startup, shut the engine down IMMEDIATELY and check with service personnel.

7. The engine needs to be warmed up before the bus is moved. Turn “ON” the Fast Idle switch and let the engine run at Fast Idle for 3 to 5 minutes.

WARNING

Sufficient air pressure is needed for the brakes to work properly. Ensure both needles on the air pressure gauge are above 100 psi before starting to drive the bus.

8. Make sure that both needles on the air pressure gauge indicate at least 100 psi, and the coolant temperature gauge indicates at least 140° F. Turn “OFF” the Fast Idle switch to re-engage the throttle and then apply the service brake before shifting the transmission into gear.

Fast Idle Usage

Do not idle the engine for extended periods of time (10 minutes or more). If prolonged idling is necessary, turn on Fast Idle.

When the transmission is in Neutral and the Fast Idle switch is turned “ON”, the throttle disengages and the engine speed increases. If the engine speed does not increase when the Fast Idle switch is turned “ON”, turn the switch “OFF,” verify that the transmission is in Neutral, and then turn the switch “ON” again.

Re-Starting the Engine After Automatic Engine Shutdown

Automatic engine shutdown occurs to protect occupants of the bus and the bus itself. Under normal circumstances, the bus should be inspected by trained maintenance personnel prior to re-starting the engine. However, if the bus stops in an unsafe location, it may be

(Continued on next page)

necessary to re-start the engine and move the bus a short distance.

If automatic engine shutdown has occurred and the bus *must* be moved to a safer location, the Ignition Select Switch must be turned to the "OFF" position first, and then rotated to the "DAY RUN" or (Night Run) position before pressing the "Engine Start" button.

CAUTION

Restarting the engine after an automatic engine shutdown should be done only when necessary to get the bus off of the road and into a safe parking location. Serious engine damage may result from restarting the engine.

BATTERY DISCONNECT SWITCH

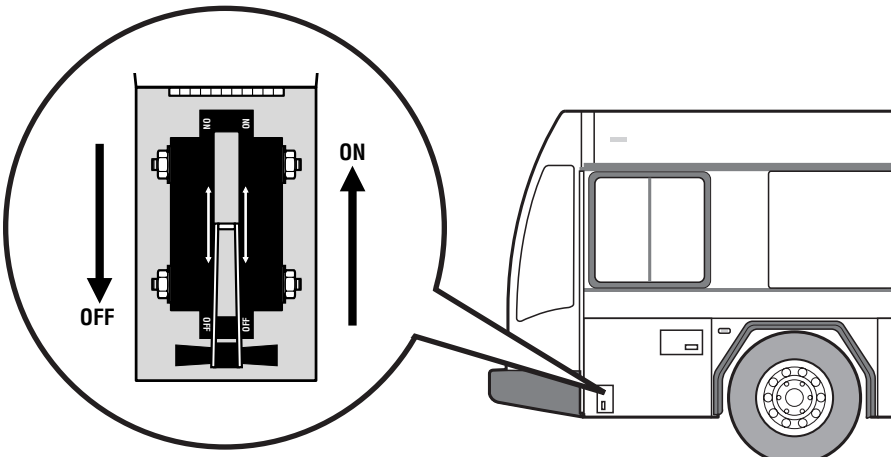
Shutting Off Electrical Power During Emergencies

In an emergency, especially an electrical short or fire, you may need to shut off the flow of power to the electrical system of the bus. This is done using the Battery Disconnect Switch, which can be found behind the small rectangular door located below the driver's side window on the left (street) side of the bus.

CAUTION

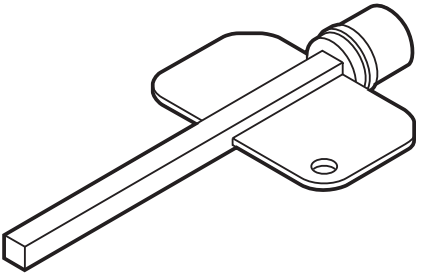
Unless there is an emergency, never turn off the Battery Disconnect Switch when the engine is running or SEVERE ELECTRICAL DAMAGE CAN OCCUR! If possible, always turn off the ignition switch first. Wait one full minute after the engine is turned off before turning off the Battery Disconnect Switch! The ECM can lose important information if this practice is not followed.

To use the Battery Disconnect Switch in normal situations, first turn off the ignition and verify that the engine has shut down. Lift up on the small access door, which is located in the larger Battery Access



Battery Disconnect Switch

Panel. The door is spring-loaded and will stay opened. Reach into the opening and, with a quick, sharp motion, move the switch handle downward.



Square Head Latch Key

If you cannot properly reach the switch through the small access door, you will need to open the Battery Access Panel. To do this, insert the end of the square-head latch key in one of the square holes at the bottom corner of the door panel. Turn the key 90°. Remove the key and repeat with the other latch. The door can now be lifted open. *The square-head latch key should always be kept where it can be reached quickly in an emergency!*

WARNING

Do not touch any electrical cables or connections when shutting off the Battery Disconnect Switch. These components can get very hot.

AIR TANK DRAIN VALVES

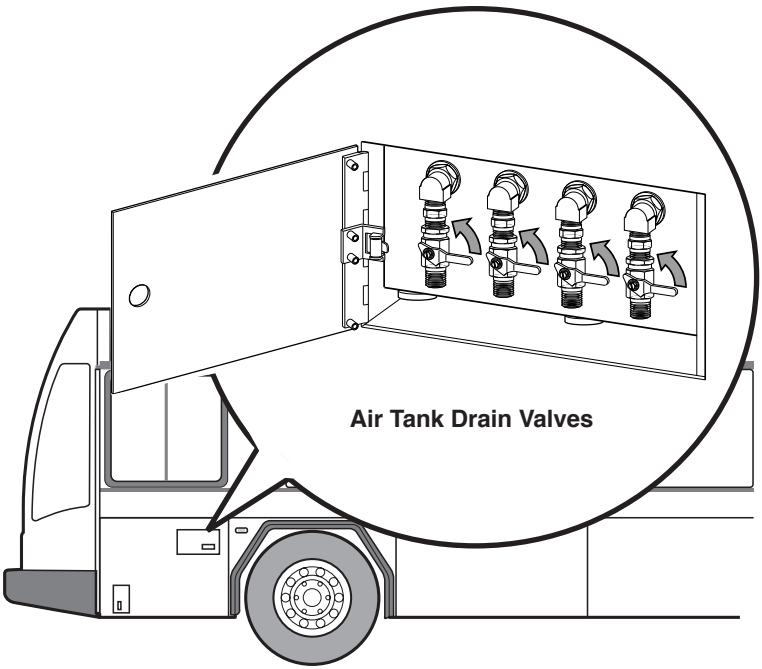
Draining Water From the Air Tanks

To prevent a harmful buildup of water in the compressed air system, your bus is equipped with four small valves, which make it easy to drain water from the air tanks. The valves can be found behind a small access door located in the upper right-hand corner of the battery access panel (see illustration, below). Water should be drained from the air system every day before operating the bus.

To use the drain valves, turn the valve handles counterclockwise and leave the valves open until water stops coming out.

WARNING

Compressed air can be dangerous. Do not touch the air drain valves unless you have been trained to use them safely.



SHIFTING THE TRANSMISSION

Shifter Controls

Transmission gears are selected using the Voith transmission shifter, located next to the Left Dash Panel.

The Voith shifter uses push buttons to control the transmission. When a shifter button is pressed, it will light up to show that the selected gear is engaged. If the button flashes, contact service personnel.

Voith Transmission Shifter

[R] Reverse

This button selects reverse. After selecting [R], wait a few seconds before pressing the throttle pedal. Neutral must be selected before shifting from [R] to a forward gear.

NOTICE

The transmission will not shift into Reverse when Fast Idle is on. If the [R] button is pressed when Fast Idle is on, the button will not light up. This indicates that Reverse is not engaged. Turn off Fast Idle, apply the service brake, then press the [R] button again.

N Neutral

This button selects Neutral. Select Neutral before turning off the engine and before turning on the “Fast Idle” switch. The bus will not start unless Neutral is selected.

WARNING

Always apply the service (pedal) brake when shifting out of Neutral. Always shift to Neutral before changing from Reverse to a forward gear or from a forward gear to Reverse.

CAUTION

Do not let the bus coast in Neutral. This can cause severe transmission damage.

D Drive

Pushing this button selects Drive. When Drive is selected, the transmission will automatically shift between 1st, 2nd, 3rd, and 4th gears as necessary. After selecting D, wait a few seconds before pressing the throttle pedal. Neutral must be selected before shifting from D or another forward gear to R.

NOTICE

The transmission will not shift into Drive when Fast Idle is on. If the D button is pressed when Fast Idle is on, the button will not light up. This indicates that Drive is not engaged. Turn off Fast Idle, apply the service brake, then press the D button again.

Low Temperature Operation

CAUTION

If the bus has been parked for several hours at temperatures below 15° F, warm up the transmission by running the engine at Fast Idle for 5–10 minutes before shifting out of Neutral. Otherwise, the transmission could be damaged.

Manual Gear Selection

The [3], [2], and [1] buttons can be used to limit the transmission to lower gears. Downshifting to a lower gear can help slow the bus when driving down long hills, and keep the transmission from "hunting" (frequently shifting) between two gears in hilly terrain.

[3] Drive 3

Pressing this button selects Drive 3, which is useful for descending moderate grades and for keeping the transmission from hunting between 3rd and 4th gear in hilly terrain. When Drive 3 is selected, the transmission will automatically shift between 1st, 2nd, and 3rd gears as necessary. The transmission will not shift into 4th gear.

[2] Drive 2

Pressing this button selects Drive 2, which is useful for descending steep grades and for keeping the transmission from hunting between 2nd and 3rd gear in hilly terrain at low speeds. When Drive 2 is selected, the transmission will automatically shift between 1st and 2nd gears as necessary. The transmission will not shift into higher gears.

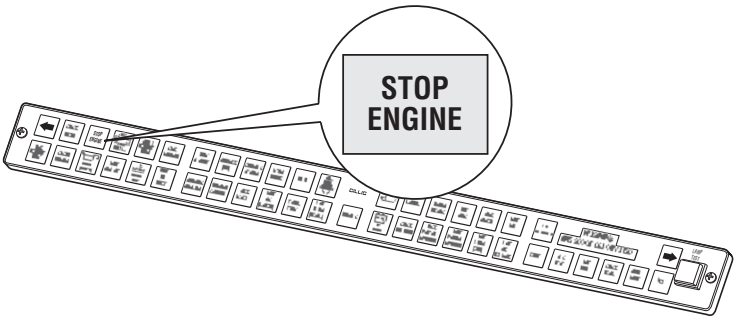
[1] Drive 1

Pressing this button selects Drive 1, which is useful for descending very steep grades at very low speeds, driving through mud and deep snow, and for keeping the transmission from hunting between 1st and 2nd gear in hilly terrain at very low speeds. When Drive 1 is selected, the transmission will only use 1st gear.

Driving in lower gears for an extended length of time will reduce fuel economy. Remember to use the [D] button to change back into Drive when conditions no longer require the use of lower gears.

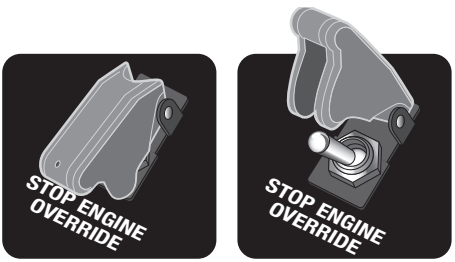
AUTOMATIC ENGINE SHUTDOWN

Your Low Floor bus is equipped with an automatic shutdown system that protects the engine from damage. If a fire or serious engine problem (such as low oil pressure, high coolant temperature, or low coolant level) is detected, the fire alarm bell or electronic buzzer will sound and the "Stop Engine" indicator lamp and other overhead indicators (such as "Fire," "Low Oil (Engine)," etc.) will turn on. The engine will shut down in 15 or 30 seconds, so you must be familiar with these warnings and be ready to quickly park the bus.



"Stop Engine" Indicator Lamp

If the fire alarm bell sounds and the "Fire" indicator lamp turns on, a fire has been detected and you have **15 seconds** before engine shutdown. *Immediately* park the bus out of the flow of traffic.



If you think that you will not be able to park the bus in a safe location within 15 seconds, pressing the "Stop Engine Override" switch before the engine shuts down will postpone engine shutdown an additional 15 seconds. See Chapter 1 – *Driver's Area* for the location of this switch on your bus. Lift the red safety cover and briefly press the switch. If necessary, the switch may be pressed more than once. The shutdown delay will reset

to 15 seconds each time the switch is pressed. However, repeatedly pressing this switch should be avoided; keeping the engine running longer than necessary can worsen a fire.

If your bus is equipped with a fire suppression system, the "Stop Engine Override" switch does not delay the dispensing of fire suppression chemicals; switch activation only postpones the shutdown of the engine.

If the electronic buzzer sounds and the "Stop Engine" indicator turns on, there is a serious engine problem and you have **30 seconds** before engine shutdown. *Immediately* park the bus out of the flow of traffic.

If you think that you will not be able to park the bus in a safe location within 30 seconds, pressing the "Stop Engine Override" switch before the engine shuts down will postpone engine shutdown an additional 30 seconds. If necessary, the switch may be pressed more than once. The shutdown delay will reset to 30 seconds each time the switch is pressed. However, repeatedly pressing this switch should be avoided; keeping the engine running longer than necessary will increase the chances of the engine being severely damaged.

CAUTION

The Stop Engine Override switch should be used only when necessary to get the bus off of the road and into a safe parking location. Serious engine or vehicle damage may result from using the override switch to delay engine shutdown.

Re-Starting the Engine After Automatic Engine Shutdown

Automatic engine shutdown occurs to protect occupants of the bus and the bus itself. Under normal circumstances, the bus should be inspected by trained maintenance personnel prior to re-starting the engine. However, if the bus stops in an unsafe location, it may be necessary to re-start the engine and move the bus a short distance.

If automatic engine shutdown has occurred and the bus *must* be moved to a safer location, the Ignition Select Switch must be turned to the "OFF" position first, and then rotated to the "DAY RUN" or (Night Run) position before pressing the "Engine Start" button.

CAUTION

Restarting the engine after an automatic engine shutdown should be done only when necessary to get the bus off of the road and into a safe parking location. Serious engine damage may result from restarting the engine.

SHUTDOWN AND PARKING PROCEDURE

Before Leaving the Driver's Seat

WARNING

Do not leave an idling bus unattended!

WARNING

Do not use the Interlock System as a parking brake!

WARNING

The transmission must be in Neutral and the parking brake must be applied before leaving the driver's seat!

WARNING

If parked on a grade, be sure to curb or block the wheels securely, as directed in your employer's driver training program.

1. Apply the parking brake.
2. Shift the transmission into Neutral.
3. **If parked on a grade, be sure to curb or block the wheels.**

Shutting Down the Engine

NOTICE

Allow the engine to idle for at least 3 minutes before shutting the engine down. This allows the engine parts to cool properly.

NOTICE

The front doors will automatically close when the ignition is turned off with the Door Air switch in the "NORMAL" position. An alarm will sound to warn passengers to keep clear of the closing doors.

1. Make sure the parking brake is applied, the transmission is in Neutral, and the bus is properly parked.
2. Turn off all electrical accessories.
3. Allow the engine to idle for 3 to 5 minutes.
4. Open the front door using the Door Control handle. Move the Door Air switch (dump valve) to the "RELEASE" position.
5. Select "OFF" using the Ignition Select switch. Verify that the engine has turned off.

Shutting Down the Electrical System

If the bus will be shut down for more than a few days, it's a good idea to access the Battery Disconnect switch and move it to the "OFF" position to shut off power to the electrical system. **Consult your supervisor before using this switch, as it will remove current from most devices on the bus,** including devices such as auxiliary coolant heater timers and the I/O multiplexing system.

1. See previous page for instructions on shutting down the engine. **After shutting down the engine, wait at least one (1) minute to allow vehicle computers to complete processing and shut down.**
2. Access the external Battery Disconnect switch. Move the switch to the "OFF" position to shut off power to the electrical system.

CAUTION

Unless there is an emergency, never turn off the Battery Disconnect switch when the engine is running or SEVERE ELECTRICAL DAMAGE CAN OCCUR! If possible, always turn off the ignition switch first. Wait one full minute after the engine is turned off before turning off the Battery Disconnect switch! The ECM can lose important information if this practice is not followed.

Leaving the Bus

With the Door Air switch in the "NORMAL" position, the front doors on the Low Floor bus may close and lock when you turn the ignition off, depending upon the position of the Door Control handle. To prevent passengers from being caught in the closing doors, an alarm will sound and the doors will close gradually, in a series of small steps, if this happens.

Door Air Switch

To avoid automatic door closure and its alarm, it is best to put the Door Air switch, located in front of the Transmission Shifter, in the "RELEASE" position *before* turning off the ignition. This will ensure that the front doors stay open when you turn the ignition off.

In order to be able to get out of the bus (and back in later), you must follow this sequence when leaving the bus.

NOTICE

To avoid being locked out, always leave the bus with the Door Air switch in the "RELEASE" position and the Door Control handle in the "FRONT" position.

1. Safely park the bus. Double-check the parking brake knob to be sure you have applied it properly.
2. Open the front doors using the Door Control handle.
3. Release the air pressure from the front door motors by moving the Door Air switch (in front of the Transmission Shifter) to the "RELEASE" position. Then shut down the engine according to the instructions earlier in this chapter.
4. Exit the bus. After leaving the bus, push the doors closed by hand.

NOTICE

If you get locked out of the bus, refer to the "In Case of Lockout" section at the beginning of this chapter.

NOTES

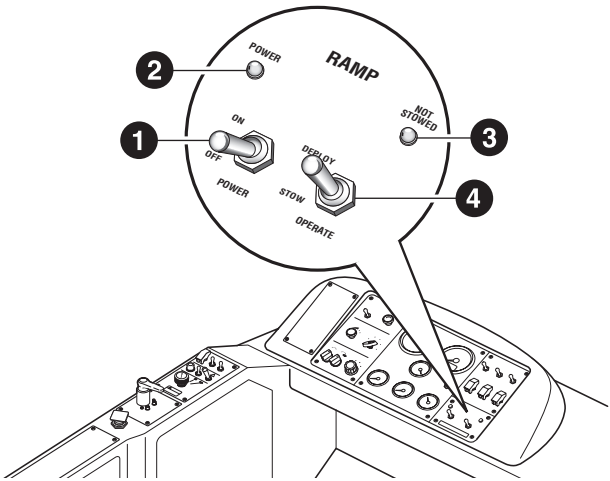
CHAPTER 4 – RAMP OPERATION

The GILLIG Low Floor bus comes equipped with a powered fold-out passenger ramp which makes boarding the bus easy for physically disabled passengers. The ramp mounts in the floor at the front door and, when operated correctly, is safe and simple to use.

WARNING

Incorrect operation of the passenger ramp can result in damage to the bus or injury to your passengers! Do not try to use the ramp until you have read and understood all of the instructions in this chapter.

RAMP CONTROLS



Ramp Controls

The ramp controls are located at the bottom of the right dash panel.

1. **Ramp "Power" Switch**
2. **"Power" Lamp**
3. **"Not Stowed" Lamp**
4. **Ramp "Operate" Switch**

POWERED RAMP OPERATION

Deploying the Passenger Ramp

WARNING

NEVER use the ramp to load or unload passengers when the "WARNING–INTERLOCK DEACTIVATED" indicator lamp is lit!

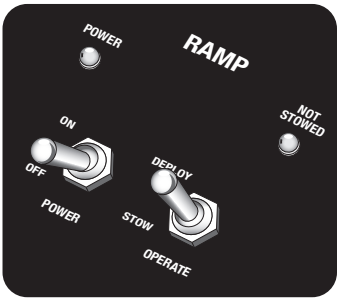
Do not attempt to operate the ramp until you have read and understood the following instructions.

1. Stop the bus in a location where the ramp will not hit any obstructions, such as trees, very high curbs, fire hydrants, etc., when it deploys. Park six inches or more from the curb. **At all times during the deploy procedure, verify that there is no person in the path of the ramp as it is extended to the fully deployed position.** Line the door up with the passenger loading/unloading area. Avoid deploying the ramp to street level (if possible) as this causes the ramp slope to be very steep.
2. Apply the parking brake.
3. Shift the transmission into Neutral.
4. Open the front door.
5. The bus must be kneeled before the ramp can be deployed. Adjust kneeling height as required to accommodate unusual sidewalk or roadway conditions. (See Chapter 1 – Driver's Area for kneeling system instructions).

NOTICE

The transmission must be in Neutral, the parking brake must be applied, the door must be open, and the Door Air switch must be in the "NORMAL" position in order to operate the passenger ramp.

6. Turn on the ramp system: Move the “POWER” switch to the “ON” position. The green “POWER” indicator on the ramp control panel and the “RAMP” indicator on the overhead lamp strip will turn on. The ramp warning lamp outside the door will begin to flash.



NOTICE

The parking brake must remain engaged and the bus must remain in Neutral during ramp operation. An alert buzzer will sound (but the bus will not move) if you attempt to shift gears into DRIVE and the ramp is not stowed.

7. Deploy the ramp: Hold the “OPERATE” switch in the “DEPLOY” position. The red “NOT STOWED” lamp will light and the ramp platform will start to move. Outside of the bus, a beeper will sound and the ramp warning lamp near the door will continue to flash while the ramp is moving. Maintain pressure on the switch until the ramp is completely extended, with its outermost edge resting on the sidewalk or street adjacent to the bus.
8. Assist the passenger on/off the bus.

WARNING

Do not exceed the ramp’s load capacity of 950 lb.

NOTICE

The bus cannot be moved until the ramp has been properly stowed.

(Stowing procedure continued on next page)

Stowing the Passenger Ramp

1. Stow the ramp: Hold the “OPERATE” switch in the “STOW” position. The beeper will sound and the outside lamp will continue to flash while the ramp is moving. Maintain pressure on the switch until the ramp is completely retracted and latched. The “NOT STOWED” lamp will turn off when the ramp is fully stowed.
2. Turn off the ramp system: Verify that the ramp is fully stowed. (The “NOT STOWED” lamp will be off.) Turn the ramp power off by pushing the “POWER” switch to the “OFF” position. The green “POWER” indicator will turn off.
3. Close the door.

NOTICE

The door will not close if the Door Control handle is moved to the “Closed” position while the ramp is deployed. If the door handle was moved to the “Closed” position while the ramp was deployed, fully stow the ramp, move the door handle to the “Front” position, then move it back to the “Closed” position to close the door.

4. Raise the bus to normal ride height. Apply the service brake to disengage the interlock system.

MANUAL RAMP OPERATION

If the ramp cannot be operated electrically, a manual latch release is provided to allow the operator to manually deploy and/or stow the ramp. The ramp includes a counter-balance assist, which enables the operator to manually deploy or stow the ramp with minimal force.

Manual Deploy Procedure

1. The following conditions must be met before manually deploying the ramp:
   - The bus must be at a complete stop (zero speed). If parked at a curb, the bus should be 6 or more inches from the curb.
   - The parking brake must be applied.
   - The transmission must be in Neutral.
   - The front door air pressure must be within specification ("Doors Air (Low)" indicator on lamp strip is off).
   - The front doors must be open.
   - The bus must be kneeled.

NOTICE

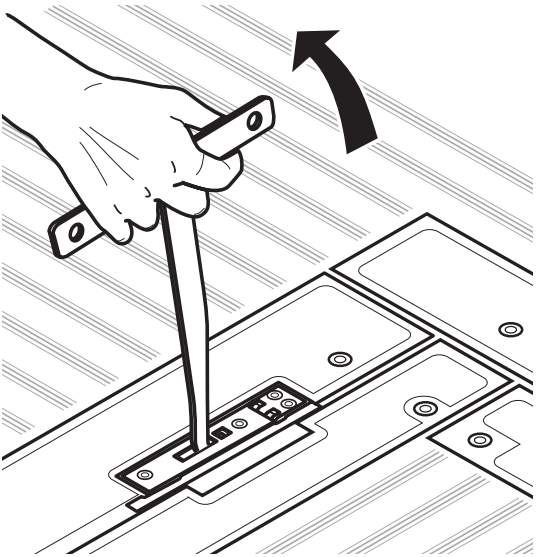
The parking brake must remain engaged and the bus must remain in Neutral during ramp operation. An alert buzzer will sound (but the bus will not move) if you attempt to shift gears into DRIVE and the ramp is not stowed.

WARNING

Ensure that there are no persons or objects in the path of the ramp during deployment! Instruct passengers to remain clear of the ramp area during operation.

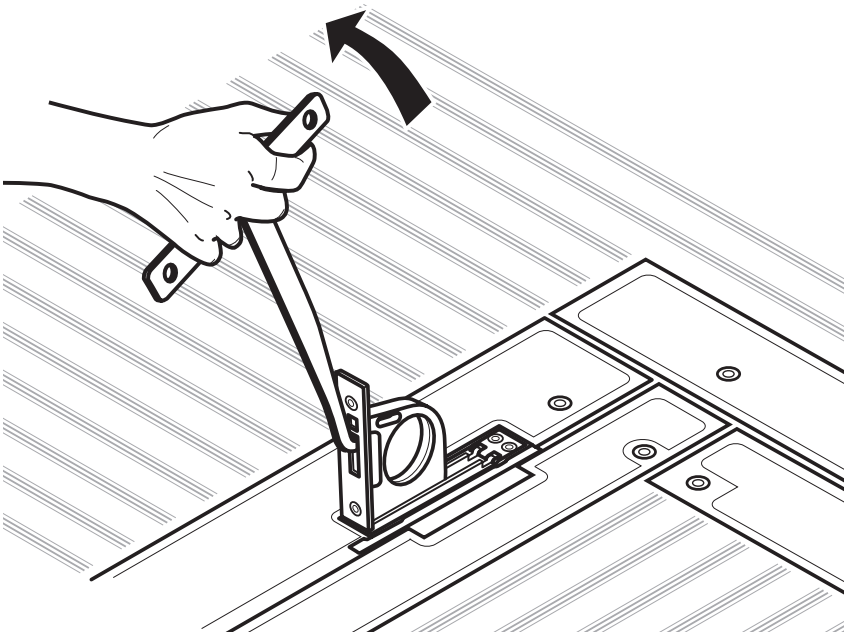
2. Locate the manual latch release. It is located at the rear inboard corner of the ramp.

3. Use the manual latch tool to open the latch.
4. Pull the manual latch release tool up firmly. (The manual latch release can also be raised by opening it with a screwdriver from the streetside end of it, and then using the finger hole to pull upwards.) See illustration on the next page. The ramp will rise slightly from the stowed position. The “RAMP” light on the overhead indicator lamp strip will turn on.



Manual Latch Release

5. **At all times during the manual deploy procedure, verify that there is no person or object in the path of the ramp as it is slowly extended to the fully deployed position.**



Manual Latch Release

6. Grasp the ramp near its leading edge and lift the ramp up. Slowly push the ramp out to approximately 30° beyond the vertical position. Using your foot, apply the minimum pressure required to continue the slow descent of the ramp platform. When the outermost edge of the ramp comes to rest on the ground or sidewalk adjacent to the bus, the ramp is ready to load or unload passengers.

NOTICE

The bus cannot be moved until the ramp has been properly stowed.

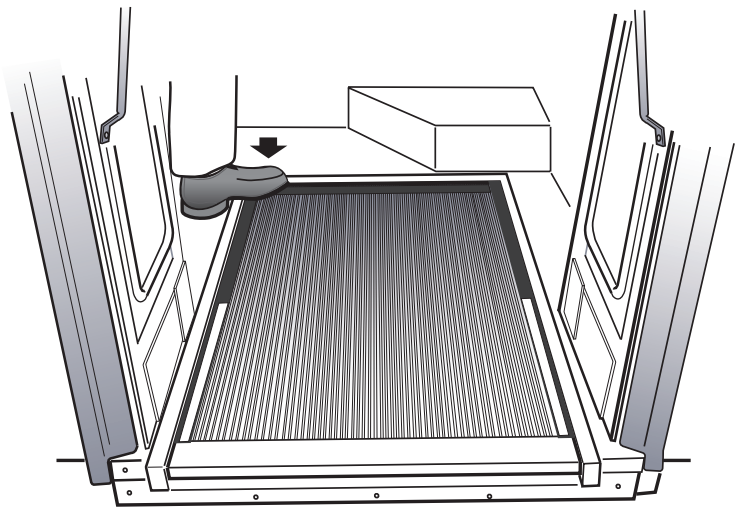
(Manual stowing procedure continued on next page)

Manual Stow Procedure

WARNING

Ensure that there are no persons or objects in the path of the ramp when it is moving! Instruct passengers to remain clear of the ramp area during operation.

1. Lift the outermost edge of the ramp up and slowly fold the ramp up and into the bus. Continue to push on the ramp until it comes to rest near its stowed position.
2. Push the ramp downward until the latch has secured the ramp in the stowed position.
3. Step onto the ramp near the manual latch release, applying your body weight to ensure that the ramp is properly seated and the latch is engaged. See illustration.
4. Verify that the “RAMP” indicator on the overhead lamp strip is OFF.
5. Close the doors. Raise the bus to normal ride height. Apply the service brake to disengage the interlock system.



Securing the Ramp

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Printed August 2019

MADE IN USA