



Los Angeles County  
Metropolitan  
Transportation  
Authority

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December 24, 1999

**TO: MTA BOARD OF DIRECTORS**

**FROM: THOMAS K. CONNER** *Thomas Conner*  
**EXECUTIVE OFFICER, OPERATIONS**

**SUBJECT: NEW BUS DELIVERIES**

**ISSUE**

At the November Operations Committee Meeting, Director Bernson requested that MTA staff verify that information about new bus performance during a vehicle's delivery is provided when new buses arrive in Los Angeles.

**BACKGROUND**

The MTA has a total of 661 buses on order from New Flyer of North America (NFA) and North American Bus Industries (NABI). Both of these manufacturers drive new vehicles from their production facilities to Los Angeles prior to final acceptance.

With both of these bus manufacturers, the 2,000+ mile delivery drive provides a valuable performance test and provides details about each vehicle's operation. The delivery drive is also a controlled "Break in Period" for these new vehicles, and during each vehicle's delivery, component problems or manufacturing defects can be identified and corrected by the manufacturer before a bus enters revenue service. Once the bus arrives in Los Angeles, each bus goes through a detailed acceptance inspection by MTA staff. During this acceptance inspection, each vehicle is road tested, and each major sub-system (engine, transmission, HVAC) is inspected and signed-off by representatives of the component's manufacturer. Since the bus manufacturer (NFA, NABI) still owns the vehicle until it is accepted, any identified problem is solely the manufacturer's responsibility to correct.

The only alternative to the current delivery approach is to ship vehicles to Los Angeles via truck or rail. Trucking vehicles is significantly more expensive, and these additional costs would need to be covered by the MTA. In addition, trucking vehicles to Los Angeles would increase the probability that an "identifiable" defect could cause a service disruption.

MTA contracts with bus manufacturer's already require a significant amount of delivery information. In the MTA's standard bus contract forms, each manufacturer is required to comply with the following statement:

*"...Drivers shall keep a maintenance log enroute and it shall be delivered to the MTA with the bus."* (Std. Bus Procurement Language - "Assumption of Risk of Loss").

In order to comply with this provision, following a new buses' arrival, the MTA is delivered the following documents with each new vehicle:

1. **Driver's Log** - This release notes all fueling and maintenance stops made during the delivery, and this document must be signed off by the delivery driver.
2. **Vehicle Release Certificate** - This is the official vehicle release document from the manufacturer, and this also requires that a driver to note any significant problems encountered during the delivery.
3. **"Snag" sheet** - This document notes all identified defects found/corrected prior to shipment of vehicle. A separate copy of this information is also sent independently from MTA's inspection staff directly to MTA project management staff in Los Angeles for control purposes.

In addition to the information provided above, if there is reason to do so, the MTA has the ability to get detailed operating information about the delivery from the engine control system's internal processor. For example, the DDEC engine control system retains detailed operating information, and all of this information is used to help identify and correct reported engine problems (this is also a good way to investigate problems reported by delivery drivers, who are not trained mechanics). For each bus buy, project management staff maintains detailed files and databases that track this delivery information.

In summary, the current vehicle delivery process provides the MTA with valuable operating information, and this information is used to identify potential problems before a vehicle goes into revenue service. In the future, staff can report back to the Board if there are any significant defects identified in these delivery reports.

Prepared by: John Drayton

Attachments: New Flyer Vehicle Release Certificate  
New Flyer - Drivers In-Route Check Sheet



# VEHICLE RELEASE CERTIFICATE

214 - 5th Avenue South West, Crookston, Minnesota, U.S.A. 56716 Phone: (218) 281-5752 Fax: (218) 281-5672

|  |                                |                                    |                                   |
|--|--------------------------------|------------------------------------|-----------------------------------|
| MANUFACTURER S/N<br><b>5FYC2AL13XU020132</b> | PROPERTY<br><b>LOS ANGELES</b> | PROPERTY S/N<br><b>7677 - 5133</b> | ENGINE NO.<br><b>DD04R0030370</b> |
|--|--------------------------------|------------------------------------|-----------------------------------|

DELIVERY INSTRUCTIONS

1 (QTY.) WHEEL OR TIRE SHIPPED WITH THIS COACH.

SHORTAGES:

|             |      |                    |
|-------------|------|--------------------|
| RELEASED BY | DATE | PROPERTY INSPECTOR |
|-------------|------|--------------------|

RECEIVED FOR DELIVERY

DRIVER \_\_\_\_\_ DATE \_\_\_\_\_

DELIVERY REMARKS/PROBLEMS

MILEAGE AT DELIVERY:

PROPERTY RECEIPT

VEHICLE RECEIVED BY \_\_\_\_\_

DATE OF ARRIVAL \_\_\_\_\_

|            |               |          |           |           |
|------------|---------------|----------|-----------|-----------|
| ACCOUNTING | FIELD SERVICE | PLANNING | MARKETING | PROPERTY  |
| WHITE      | GREEN         | CANARY   | PINK      | GOLDENROD |

# Drivers In-Route Check Sheet

Vehicle Identification Number: 2010-

Departure Date: 12-8-99

Property: Sun Valley Ca

Time of Departure: \_\_\_\_\_

| DATE     | TIME    | MILEAGE | ENGINE OIL | TRAN OIL DEXTRON II | LIGHTS | FUEL ADDED | SURGE TANK 48% ANTI FREEZE | POWER STEERING | FAN DRIVE | ROAD MAINTENANCE |
|----------|---------|---------|------------|---------------------|--------|------------|----------------------------|----------------|-----------|------------------|
| Start 8  | 8:00 AM | 50      | ✓          | —                   | —      |            | —                          | —              | —         |                  |
| Stop     | 9:30    | 121     |            |                     |        |            |                            |                |           |                  |
| Start    | 9:45    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 12:30   | 317     | —          | —                   | —      | 55.6       | —                          | —              | —         |                  |
| Start    | 1:00    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 2:30    | 419     |            |                     |        | 12.8       |                            |                |           |                  |
| Start    | 4:00    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 7:45    | 636     | —          | —                   | —      | 69         | —                          | —              | —         |                  |
| Start 9  | 6:45    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 7:15    | 668     |            |                     |        |            |                            |                |           |                  |
| Start    | 7:30    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 10:30   | 859     | —          | —                   | —      | 32.8       | —                          | —              | —         |                  |
| Start    | 11:30   |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 3:00    | 1086    |            |                     |        | 58         |                            |                |           |                  |
| Start    | 4:00    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 7:00    | 1290    | —          | —                   | —      |            | —                          | —              | —         |                  |
| Start 10 | 4:15    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 4:45    | 1309    | —          | —                   | —      | 69         | —                          | —              | —         |                  |
| Start    | 5:15    |         |            |                     |        |            |                            |                |           |                  |
| Stop     | 8:15    | 1494    |            |                     |        |            |                            |                |           |                  |
|          | 8:45    |         |            |                     |        |            |                            |                |           |                  |

*This section may be completed by Driver if delivery is made outside normal working hrs.*

Engine Oil Level: \_\_\_\_\_ Transmission Oil Level: \_\_\_\_\_ Water Level: \_\_\_\_\_ Tire Pressure: \_\_\_\_\_

Driver Signature: David John Property Signature: \_\_\_\_\_ Date & Time: 12-10-99



Contract SR 627 Inspector Joe/Bob Date 7 Dec 94  
 Unit Number S133/7677 Inspection EXTERIOR/Function Page 2 of 3

| # | SNAG  | Prod | QA | MTA |
|---|---|------|----|-----|
| ① | Fill in ENT Door Forward gap at top                                 | 7013 | ln | Joe |
| ② | C/S wiper set screw loose   | 7013 | ln | Joe |
| ③ | Missing lock washer on aux battery                                  | 7013 | ln | Joe |
| ④ | Missing valve stem cap on s/s rear wheel                            | 7013 | ln | Joe |
| ⑤ | Top off coolant   | 7026 | ln | Joe |
| ⑥ | Both gaskets pinched on Rear CLEARANCE lights                       | 7040 | ln | Joe |
| ⑦ | Paint both sides of AC Frame inside door (bare metal)               | 7040 | ln | Joe |
| ⑧ | Green air line rubbing fitting at rear of Accumulator box           | 7013 | ln | Joe |
| ⑨ | loose <sup>Black</sup> wire at bottom of Solenoid (Accumulator box) | 7013 | ln | Joe |
|   | -Function-  |      |    |     |
| ⑩ | SHORTEN C/S WIPER WASHER Hose                                       | 7013 | ln | Joe |
| ⑪ | Power Steering binds up on left turn                                | 7013 | ln | Joe |
| ⑫ | <del>Tyrewrap ext C/S</del>   |      |    |     |
|   | ROADTEST <del>See</del> See item 11 above - problem fixed           |      |    |     |

