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TO ALL TRAM AND BUS EMPLOYEES OPERATING AVM EQUIPPED VEHICLES

AVM NEWS

I have received representation from your Union Delegates re your concerns on problems experienced with some aspects of the AVM system on vehicles.

1. BEEPS COMING FROM CONTROL HEAD

This problem is often due to unrealistic (excessive) running time between time points, and drivers running ahead of time in some areas in order to make the next time point on time, which may have too short a running time allocated.

To get running times altered to correct allocation of time needed, it is necessary for drivers to adhere to the running times as per AVM display and time sheets issued by rosters and obtainable from your Depot Manager. This is necessary so that data collected can be utilised to achieve realistic running times required for the entire trip.

Recently, "AUTOMATIC TACTICS" and the message "OBSCH" (Observe Schedule), a message sent automatically by the AVM system to vehicles detected running in excess of three (3) minutes early, were cancelled from 27th April, 1992 to 31st May, 1992 to carry out enhancements to the AVM system.

During this period vehicles running ahead of time increased by a considerable amount, resulting in longer periods between vehicles than rostered. This in turn created hardship and unnecessary pressure on following drivers who adhered to correct running times, and complaints from passengers re poor and erratic services supplied.

In order to eliminate this occurrence I ask your co-operation and perseverance till such time as more realistic running times can be achieved.

2. TESTING OF AVM

Your continued assistance is also requested in rectifying problems on AVM units fitted on vehicles, by carrying out tests on AVM, prior to running into service, and/or when picking up a vehicle already on the road.

These tests would immediately identify any problems with the AVM units on the vehicle and allow prompt rectification by Technical/Garage Staff of faults, thereby ensuring a reliable means of communication with FOC. At present data collected daily indicates approximately 20% only of vehicles are EMERGENCY TESTED by drivers per day.

Thanking you for your continuing co-operation.

D. Bernardini *D. Bernardini*
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ATTACHED FOR YOUR INFORMATION IS A COPY OF INSTRUCTIONS ON HOW TO TEST AVM UNITS ON VEHICLES AND OTHER USEFUL INFORMATION.

PREPARING THE SYSTEM FOR OPERATION

1. Get vehicle ready for the road, turn on battery switch tram/master switch bus.
2. "CH OFF" (Control Head Off) will be displayed for approximately five (5) seconds, then will revert to the time of day.
3. Press "TEST" button. The control head will self test all functions.
4. On completion of the test pattern "EMR TEST" (Emergency Test) will appear.
5. Activate emergency switch: "EM SW OK" then "SAS ACK" will be displayed indicating the emergency switch is O.K. If "EM SW OK" then "SAS ACK" does not appear after the switch is activated, the switch/unit, is/are defective. A replacement vehicle should be obtained.

NOTE: DRIVERS MUST WAIT UNTIL "EMR TEST" IS DISPLAYED BEFORE ACTIVATING THE S.A.S. (SILENT ALARM SWITCH)

6. After test is completed the control head will automatically revert back to the time of day. The vehicle is now ready for service.
7. Insert the run card into the run card reader bus/readers tram.

NOTE: TRAMS ONLY: - ONE (1) RUN CARD ONLY AVAILABLE, INSERT IN NUMBER TWO (2) END OF TRAM.

A. To stop BEEPS coming from speaker when message in control head appears, e.g. "OBSCH" push "ACK" button.

B. To test transmission through handset, press "PA" button and do voice test through handset. No communication heard, handset defective, a replacement bus should be obtained.

C. To test drivers speaker is functioning, press "SPKR" button. Each time speaker button is pressed a single BEEP should be heard, if not, sign off bus as defective drivers speaker.

D. Unable to receive through handset, press "SPKR" button, voice communication may then be heard through drivers speaker.
SIGN BUS OFF, NOT RECEIVING THROUGH HANDSET.

E. "RUN CARD" appears in control head - system advising driver that the run card reader has no card inserted or is not inserted correctly.
REMEDY; Remove run card then insert again.
MESSAGE STILL DISPLAYS, SIGN OFF VEHICLE ACCORDINGLY.

F. "CHK RCR" appears in control head - system advising driver run card reader not reading run card, and the vehicle is not assigned.
REMEDY; Contact F.O.C. to manually assign vehicle.

IF RUN CARD DAMAGED, HAND TO DEPOT OFFICER FOR REPLACEMENT.