PC DVD ROM

aerosoft™

OMSI Add-on

City Bus

O 305

Manual

Virtueller Modellbau
ROLF WESTPHALEN

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OMSI Add-on

City Bus O 305

Content

Foreword

Thank you for purchasing the OMSI AddOn "City Bus O305". You are not only adding the German City Bus MB O305 to your OMSI, you are also going on a journey through history.

About the model

In the middle of the 1960s the fleets of West German bus companies were colorful and versatile. Most buses then in service were of tube construction with rounded shapes. However, transport companies did not benefit from the variety of buses. So many different types the buses were could not meet their economic demand.

The workshops had to be aligned with their structures and tools to the different types of vehicles and of course many different types of spare parts were needed. This had a negative impact on the cost of maintenance costs.

Büssing Präsident 14 from 1964 (picture: Rolf Westphalen)

In the mid- 1960s, on the initiative of the Association of Public Transport with the public transport companies (VÖV), the vehicle manufacturers agreed upon common standards for new buses.

The goal was to create a bus with standards in technology and dimensions. Doors, windows, seats, fittings, electricals and dimensions were defined by the VÖV. Spare parts between the different vehicles manufacturers should be interchangeable.

The four manufacturers Büssing, MAN, Magirus-Deutz and Mercedes-Benz then developed prototypes and conducted the later vehicle series. This generation was called a „Standard Bus" „VÖV I". These buses marked the decades on West German streets.

Four „Standard Busse" in direct comparison: MB O305, Magirus-Deutz, Büssing and MAN. (picture: archive of the Hamburg Hochbahn AG)

Standard buses from Berlin, Lübeck, Hamburg and Neumünster. Even though standardized, the variations for the respective cities were a common scene.

City bus from the public services of Lübeck with the VÖV – front (picture: Lutz Bartoschek)

City bus in Berlin with Stülb-front (picture: Marcel Kuhnt)

… and one city bus in Lübeck with the Stülb-front (picture: Carsten Boock)

VHH-O305 serving the city traffic of Neumünster (picture: Lutz Bartoschek)

Also a Standard Bus: The Ikarus ,90 from Hungary was a rarely seen in West Germany.

Only the VHH in Hamburg purchased a total of 150 vehicles.

The standard bus not only allowed leaner workshops, but also drivers had a benefit as even the driver's workplace was largely standardized.

For passengers, the Standardbus offered significant advantages. The floor of the standard bus was lowered to only 72.5 cm.

High stairs were abolished not quite making them low floor, but making first steps in terms of more passenger convenience.

VÖV I buses were replaced by the „VÖV II" which was launched in the mid 1980s.

The most remarkable difference to the first generation was their edgy design, giving them the nickname „shoebox".

A further evolution of the VÖV II were the first low-floor buses, which were introduced in the early 1990s and offered barrier-free service for disabled passengers.

A standard bus from the second generation "VÖV II": MB O405, year of construction 1985 (picture: Rolf Westphalen)

System Requirements

To play the add-on as smoothly as possible your pc has to meet the following requirements:

- Processor min. Dual-Core 3,0 GHz
- Graphics card min. 1024 MB (Direct X)
- Operating system Win XP/Vista/7/8
- Internet connection for the online activation
- Free hard disc space 4 GB
- RAM min. 4 GB

Please make sure you have installed "OMSI – The Omnibussimulator" before installing the add-on. You also need to install the latest patch 1.04 from OMSI.

Internet connection is required to activate this add-on.

Copyright

Installation

Please log in with administrator rights before you start the installation of "City Bus O305". To start the installation of "City Bus O305", simply insert the DVD into your DVD drive or run the file you downloaded from your shop account.

After you have chosen your preferred installation language, the welcome screen appears which will provide some essential information and the licence agreement for you. Please read it carefully.

You will be asked to enter your email address and your registration key. Please insert it exactly the way displayed on the label or in the confirmation mail you received from your download shop. Please keep your registration key in a safe place. You may need it again if a new installation is necessary.

The installation program will attempt to locate the correct path. If you wish to install into a different file, please enter the correct location manually. In order to do this, click on "Browse" and navigate to the correct path. Before the installation program starts to copy the files onto your hard disc, you will be provided with all the installation details.

The installer will now copy all of the "OMSI - The Omnibus Simulator" files onto your hard disk.

If you want to make any changes or install any updates for this program you will need the DVD or the installation file from the download shop and your registration key again.

Important note!

Subsequent to the installation the Aerosoft-Launcher will be started for online registration. Learn more about this program in the Aerosoft Launcher chapter.

Removal

In order to fully remove "City Bus O305 " run the Aerosoft-Launcher. Change to „Library" and select „ City Bus O305 " in the „Simulation" category. The information about „ City Bus O305 " will appear. Click on the „Uninstall" button. The installation program will immediatly start to remove the program from your hard disk.

Aerosoft Launcher

General information about the Aerosoft-Launcher

The Aerosoft-Launcher gives you an overview of all Aerosoft products installed on your computer. You will also have easy access to special features available for the several products.

Should the SOFTWARE PRODUCT require an Online Registration, the Aerosoft LAUNCHER will take you through this process. The Aerosoft-LAUNCHER will be automatically installed with the SOFTWARE PRODUCT and will launch at the end of the install process.

You can run the Aerosoft-Launcher at any time via the Windows START menu to check the activation state of your installed SOFTWARE PRODUCTS. Just follow this link:

START | ALL PROGRAMS | AEROSOFT | Aerosoft Launcher

The Aerosoft-Launcher starts up in the "Library" view by default. Here you can see an overview of all installed Aerosoft SOFTWARE PRODUCTS and their state of activation.

The following categories will be shown.

"Aircraft", "Sceneries", "Tools/Missions", "Category-Unknown" and "Simulation".

The SOFTWARE PRODUCT will be placed in one of these categories accordingly during installation. Older SOFTWARE PRODUCTS which do not need an online activation will be placed in the category "Category-Unknown".

In the "Library" view you will also see an overview of current Aerosoft News.

What is required for an installation?

For an installation and an online-activation you will have to have administrator rights. Please make sure that you have these rights.

You will also need an active internet connection.

How do I activate a SOFTWARE PRODUCT?

If necessary please change to the "Library" view and select the SOFTWARE PRODUCT for activation. Click on the button "activate".

Check your email address and your registration key is correct and click on „Online activation". Please note you will need an active internet connection for this procedure.

You registration data will transfered to our Aerosoft server now.

Your information will now be transferred to the Aerosoft server. After a successful transfer your system will be activated and used without further limitations.

Please note that depending on the safety settings some data of the Aerosoft SOFTWARE PRODUCT need to be personalized.

Information about the activation status

GREY == undefined

GREEN == active

YELLOW == reactivation required

RED == activation unsuccessful

I want to install the SOFTWARE PRODUCT again. How do I do this?

The "Library" view will show the activation status of each SOFTWARE PRODUCT.

If it is shown in **GREEN**, the SOFTWARE PRODUCTS are active. A new activation is not necessary.

If it shows **YELLOW** the SOFTWARE PRODUCTS have at least been activated once but need a new online activation because of new hardware in your system. Click on the button "activate".

Please note that all required information has been correctly filled in.

There is an update available for the SOFTWARE PRODUCT. Does it change the activation status?

Normally the activation status will not be changed.

It is possible though that an adoption of the activation status on to the new installed data is necessary.

If this is the case change to the "Library" view and select the appropriate SOFTWARE PRODUCT.

Click on the "refresh" Button to take over the activation status.

I have to reconfigure my PC-System or I have got a new PC. What do I have to bear in mind?

A check of the activation keys commences every time the Aerosoft-LAUNCHER is started. Depending on the activation status, a new activation might be necessary.

O305 in the virtual model

After installation, you will find several new models in the menu „New Bus“, category „MB“. Here´s a short introduction to the buses:

MB E2H84 - This is the Berlin variation O305 of the year 1984. The prototype of this vehicle was purchased in 1984 in a series of forty buses by the BVG. During operations, you will quickly find out that they are very similar to the 200 SD of the OMSI.

You can see the difference of this series as they have alternative indicators.

MB E2H85 - This series were delivered in 1985, the last year of purchase for the first generation of standard buses. The eight vehicles were part of a fleet test with new forms of propulsion as the buses had a methanol-fueled motor. With the termination of the experiment, the vehicles were converted to diesel operation in 1989. The models of these buses were taken out of service by 2003. The E2H85 differs through the round shape of the indicators on the rear edge of the roof and through the small nose direction indicators.

Standard Bus 1977

This is a bus that has no specific original, but reflects the period of the 1970s and 1980s with his ivory coating and its red leatherette seats. This kind of bus was used in many cities and in city traffic. This bus is like the Berlin variation, a city bus MB O305, but differs in appearance and functions from the West Berlin counterpart.

Standard Bus 1977 leatherette upholstery, with typical „Public Services Ivory" coating and optional automatic or manual gear box

You will notice the different front appearance. Whilst in Berlin, the so-called Stülb-front (Standard intercity bus) was used, many other transport companies chose the standard front of the „VÖV I", with a convex front window.

With our MB O305 you can select the automatic or the shift gear version.

Line 92 and city bus Neuendorf - Allows you to go on duty immediatly

Line 92

For an immediate start, the Berlin bus „DB E2H" for the roue 92 in Spandau is also available in this add-on. Single-deck buses are particularly suitable to the support route „92E", but also for the night bus N13.

To provide a appropriate surrounding for other models, we have created a small, fictional town:

Neuendorf

Neuendorf has a small operating depot which is the garage for the Neuendorfer City buses.

Neuendorf has a small bus operating service running a small city bus network with five different routes. Within this network, we have tried to capture the feel of a mid-sized West German town in those days.

Set out on a discovery tour with the O305! In the selection menu of the O305 we have matching buses in the fictive appearance of Neuendorf and Neuendorf with advertizing. You can also choose whether you prefer a bus with automatic or manual transmission. How to do this, you can find out in the next chapter.

Please find more information about Neuendorf on page 20

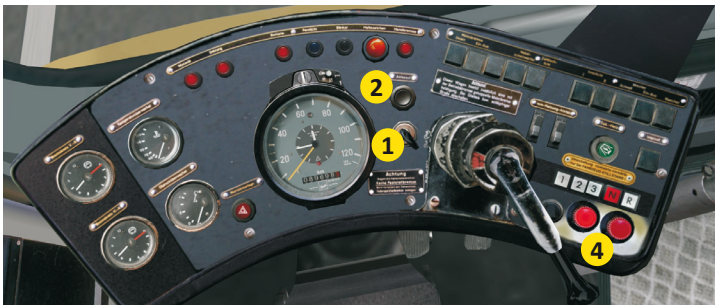
Instruction manual

We assume that you know how to operate a bus in the OMSI simulator. Therefore, we will only highlight the differences to the OMSI double-decker buses. Just as with the „Big Yellow", you can open the O305 doors from outside. Simply click on the small flap above the registration plate.

One click on the little flap opens the front door of the bus, or with the Berlin bus, the front wing of the front door.

Have a seat behind the steering wheel (F1 key) and you can explore the dashboard. You will notice that there is only little difference to the Berlin buses.

Dashboard of the standard bus (Automatic)



Standard bus

Starting

With the ‚77 standard bus insert the key (1) into the lock. The Warning lights on the dashboard should light up. Now start the engine, with the start button (2).To stop the bus, press the little foot pedal (3) to the right of the accelerator. However, this only works, if the air pressure of the bus is high enough to govern the cut-off-cylinder, located in the engine compartment.

Right next to the accelerator pedal is the footswitch for the cut-off-cylinder

Doors:

Each door can be separately operated via the door pushbutton (4). One key is for the front door, the other for the center door. When you open a door, the button will light up and will only go off when pressed again and the door is closed.

If you only want to open the first wing of the door, the rear wing must be blocked. This is done by click on the square key (5) on the cover of the equipment box (above the first door) whilst the door is closed. Now the second door wing is locked.

To synchronize the door wings just click on the square key (5) again and both wings are operating again.

Beneath the entrance light the lock for the door wing blocking is visible. Click on it to block the rear wing of the front door. To the right you can will find the functional emergency valve to switch the door to manual operation.

The door control lamp also lights up when the Emergency valve (6) is pressed on the device box above the doors.

After pressing the emergency valve, the doors can only be opened manually. If the door control is vented again, they set back to the last position.

Heating:

During summer operations you can control the temperatureinside the vehicle by opening the window flaps and rooflights.

To turn on the heater, turn up the handle (7) on the Air closet. If there was silence in the bus before, you can now hear the circulation pump in the heating compartment in center of the bus starting. This is useful if you are not sure whether you have turned the handle far enough.

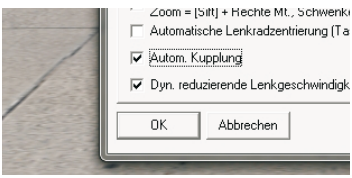
If you have engine operating temperature, the hot water flows through the radiators and heats up the bus.
If the engine still has no operating temperature, you can switch on the auxiliary heating. To do this, press the green button (8) on the dashboard. If the heater is turned on, you can not only hear it, you can also see it on the heating control lamp.
If the engine has reached the operating temperature, the heater turns off automatically.

The handle (7) switches on the circulation pump of the heating circuit and opens/ closes the water valve to the radiators. Only when the handle is opened, the auxiliary heating (8) can be switched on.

The O305 has no thermometer on the dashboard. You can adjust the temperature inside the vehicle via the OMSI status message (red text). Via (Shift + z) you can switch the message on and off.

Manual gearbox

When driving with automatic transmission is no longer a challenge for you, try out the standard bus with a manual gearbox.

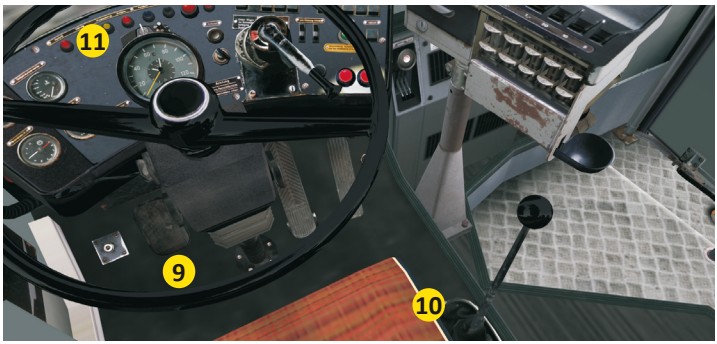


The OMSI version 1.04 has the option "Automatic Clutch"

The OMSI version 1.04 has a new option „Automatic Clutch". This option is enabled by default. This is especially interesting when you first want to develop the feeling for manual gear switching.

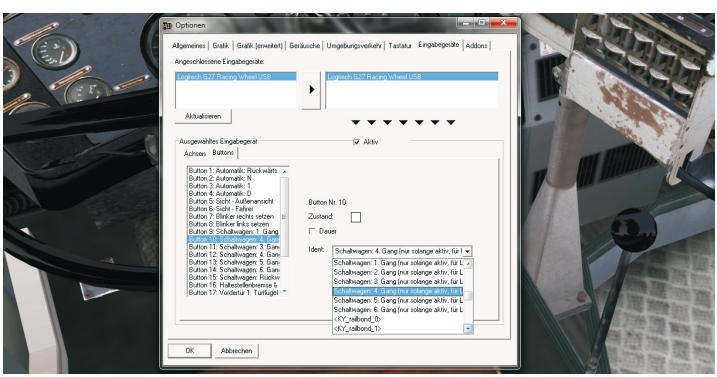
If you drive with the keyboard, the transition is similar to the automatic transmission by using the buttons 1, 2, 3, 4, N and R. If you have connected a steering wheel for OMSI as a game controller with manual transmission, you can also configure switching for this car. If your steering wheel only has a sequential circuit, please use the event-ids „switching car: select higher gear" or „switching cars: select lower gear".

If your steering wheel has an H-shift stick (or similar), then please assign each shifting movement to the event-ids „switching car # Transition (as long as active...)" and „switching car reverse (as long as active...)". The addition „(as long as active...)" is really important otherwise the gears are not properly set!



The shift bus has a clutch pedal (9) and a gear selector lever (10) which you can control via the keyboard or the steering wheel (game controller). For the clutch hydraulic, the yellow control lamp (11) lights up.

Now if you have enough practice you can disable the automatic clutch in the options and get practice with the manual clutch! If your controller steering wheel has no clutch pedal use the Tab key (⇆) on your keyboard.



Important setting in the configuration of the steering wheel as a game controller

Afer selecting the first gear youneed to release the clutch. Let the tab key go of and slowly increase the accelerator. To shift into the next gear press the Tab key again and select key 2, then release the Tab key.

As soon as you are familiar with the handling of the clutch, you can switch up and down gears as you like. Take your time practicing, because when you switch too fast or with incorrect speed in a too high or low gear, the gear box will lock.

Labeling:

The route display is operated manually via the keyboard.

Referring to the era of service, the passenger information is limited to roll tape signs. These signs are controlled by the keys F5, F6, F7 (Line) or F8 (target) and then use the Page Up / Page Down keys.

IBIS:

As the roll tape signs are controlled manually, there is no IBIS available in this bus.

Berlin variant E2H

The Berlin buses always had their own type designations. For example the name MB O305 was changed to „DB E2H" in Berlin. From the arrangement of the instruments and the operation you will quickly notice the similarity to the double-deckers SD200.

Nevertheless, we have highlighted the most important differences to the previous standard bus on the following pages:

Starting

Insert the ignition key (12) into the lock, but additionally you will have to press the battery disconnect switch (13), whereupon the warning lights on the dashboard light up. Now start the engine by pressing the start button (14). Unlike the standard bus the cut-off (15) is next to the start button.

Doors

The doors are operated just like the Berlin double-deckers. Unlike the standard bus, the door switch will not light up, but there is a door position control for the mid-door and manual/automatic switch to open the middle door manually if needed. Since the control corresponds to the OMSI double-deckers, we do not go into a more de-

tailed description.

Heating

The control of the heating is like described on page 14. First turn on the handle on the climate control and if you also push the green button on the dashboard, the auxiliary heater will switch on.

The control panel (left on the picture) and the IBIS device.

Labeling

Just as the Berlin double-deckers, the E2H also has a control unit for the rolling tape signs. Alternatively the known function keyboard commands will also work: Use the keys F5, F6, F7 (Line) or F8 (target) to select them and then use the Page Up / Page Down keys.

IBIS

While the standard bus is very "economic" in this direction, the E2H has an IBIS device similar as in the double-deckers.

Neuendorf

Welcome to Neuendorf, a fictitious medium-sized city in the middle of Germany, where you can now test and drive the new bus „city bus O305" for the first time. In Neuendorf you can choose between the inner city traffic and the more "relaxed" suburban routes. Bring the staff of the Brötchenwerk (industrial bakery) to their destination on the early morning short line or take your colleagues home after work. Other passengers like to go to the popular zoo, so be their chauffeur. Explore Neuendorf with its five different routes and choose between the manual bus or the bus with automatic transmission. Service the following five lines through the city:

301: Freiberger Ring – Tierpark – Ebertplatz – Hauptbahnhof

This route starts and ends at the central railway station. It is running via the Ebertplatz and past the Zoo to the Freiberger Ring. The 301 is the main line going south of our fictional new village.

302: Ebertplatz – Hauptbahnhof – Lindenhof – Bad Warmfeld

The 302 starts at Ebertplatz and continues to the central railway station parallel with line 301. The eastern section of the route services Bad Warmfeld. The line terminates right at the clinic and provides the connection to Neuendorfer downtown.

303: Kurfürstenbrücke – Stadttheater – Ebertplatz – Hauptbahnhof– Lindenhof

On the section Ebertplatz - Lindenhof the line 301is accompanied by the 303. On the eastern end the line ends up in a loop in residential Lindenhof. On the western section it goes via the main railway station and past the town theater to the Kurfürstenbrücke. This part of the downtown is closed for private traffic, only buses are allowed.

311: Stadttheater – Ebertplatz – Tierpark

This bus line is considered a support line. Together with the 303 the line is running via the Municipal Theatre and supports transport to the Zoo. This line terminates at main entrance of the Zoo.

Factory Traffic: Hauptbahnhof – Böttcherwerke

This bus line is the shortest line in the Neuendorfer network. It connects the main railway station with the Böttcherwerke and only runs when the shift changes at the factory. It has no stops between the main railway station and the factory.

Line network of city Neuendorf

We hope you will enjoy your bus ride through the town of Neuendorf. Please remember: Drive consideratlely and please do not forget to give the change after issuing a ticket.

Credits

All in this document and in the simulation mentioned and/or illustrated trademarks are trademarks or registered trademarks of their respective owners.

At this point, a big "thank you" to our tireless beta testers:

- Florian Brandes
- Alex Heller
- Frank Kläwike
- Peter Koops
- Marcel Krause

We also want to express our thanks to the following companies for supporting us in this project:

- Verkehrsbetriebe Hamburg-Holstein AG (VHH)
- Hamburger Hochbahn AG
- Hamburger Omnibus-Verein (HOV)
- Traditionsbus GmbH Berlin (ATB)

A big "thank you" also to Roland Steltenpohl for the route network „Neuendorf".

Especially we would like to thank Marcel Kuhnt and Rüdiger Hülsmann, the authors of OMSI. These two have not only actively participated in the creation of this bus, they also created OMSI, the wonderful bus simulation.

Hamburg, the second May 2013

Rolf Westphalen and Roland Steltenpohl

OMSI Add-on

ViewApp

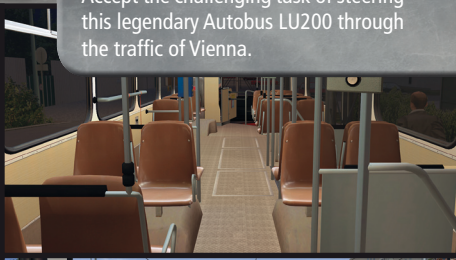
aerosoft

Vienna

The High-Floor Bus LU 200

Now available!

Accept the challenging task of steering this legendary Autobus LU200 through the traffic of Vienna.



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