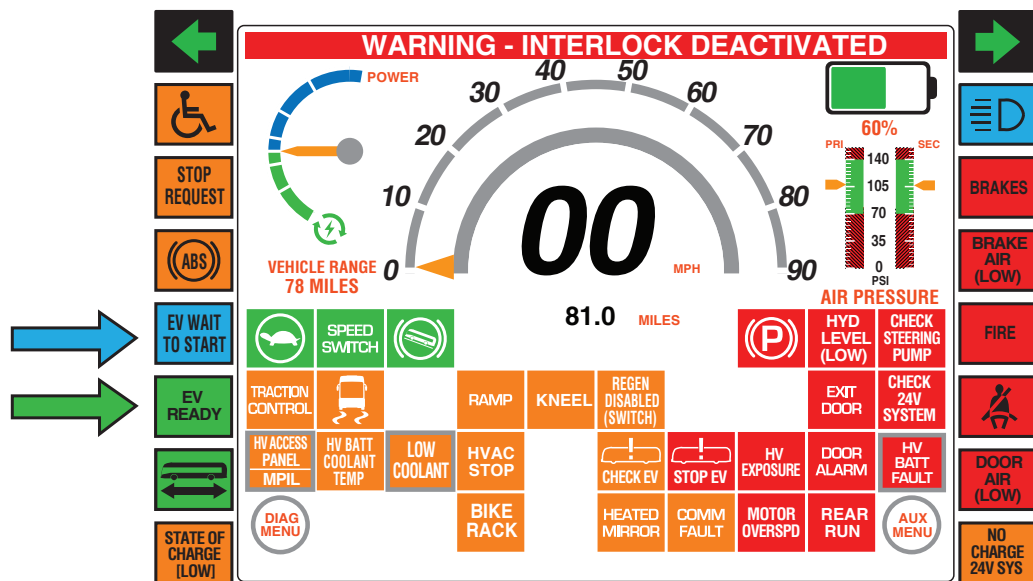


# Electric Bus Primary Screen



Turn the Master Run Control to "**DAY RUN**" for daytime operation or "**NIGHT RUN**" for nighttime operation. After a few second delay, all of the indicator lamps will light up while the system initializes. Note any lamps that fail to light.

Wait for the "**EV Wait To Start**" lamp to go out, then firmly press & release the "**EV System Start**" button once. Do not press the accelerator pedal during starting. If the "EV Wait to Start" indicator on the MFD Primary Screen stays on,-check that:

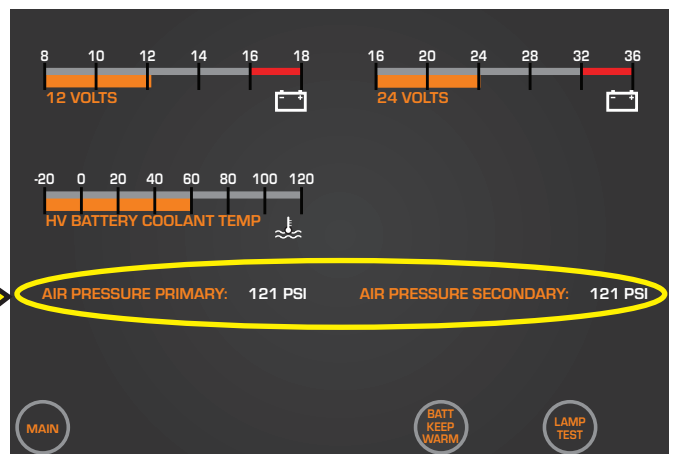
1. All access panel doors of the bus are closed.
2. Plug-in charger is not connected to the vehicle.
3. Push-button Shift Selector is in Neutral.
4. Parking brake is applied.

If bus "**Access doors**" are open or "**Plug-in charger**" is connected call Dispatch or see Maintenance Foreman for instructions.

## SECONDARY SCREEN WILL BE USED TO PERFORM AIR BRAKE TEST

Press/touch "Aux Menu" On touchscreen  
To get to Secondary Screen

**AIR PRESSURE READING**



## Steps for Brake Test on Electric Bus

1. Start bus and build air pressure to maximum cut out.
2. Perform "**PARKING BRAKE**" test as usual.
3. Turn "off" bus to "**NIGHT PARK**" position or far right.
4. Turn ignition switch back to "**DAY RUN**" or "**NIGHT RUN**" do not start ENGINE.
5. Perform the "**1 MINUTE AIR LOSS**" test as usual.
6. Press start button after "**EV WAIT TO START**" light turns off.
7. With bus now running you may now perform the "**LOW AIR WARNING LIGHT & BUZZER**" test.
8. Continue with the "**SPRING BRAKE**" test.
9. After air pressure build back up you may perform "Service Brake" test as usual.



**Lamp test:** Step on both turn signals at the same time.

# GILLIG (BEB) Battery Electric Bus

## Quick Reference Guide – Individual Indicators



**EV Wait to Start** Wait until this indicator turns off before pressing the EV System Start button. If this indicator is solid or flashing for longer than 15 seconds, the EV System's computer has detected a problem and is preventing the EV System from initializing. Contact Maintenance or Dispatch if this occurs.



**EV Ready** The "EV Ready" indicator flashes when connection is in progress. Wait for the indicator to turn solid before continuing. This indicator turns on solid when the bus is running.



**EV Propulsion Enabled** This indicator means that the bus is ready to drive: the interlocks are disabled, the accelerator is enabled, the parking brake is off, and either "Drive" or "Reverse" is selected. When you press the accelerator, the bus will move.



### Electronic Stability Control

When you first turn on Master Run Control, the indicator with the slash will come on, but it will turn off once bus speed reaches 5 mph, and will stay off until you turn the Master Run Control off. If the indicator without the slash turns on, the system has a fault. Notify Dispatch.



### Check EV



### Stop EV

In the event of an amber "Check EV" or a red "Stop EV" warning light comes on while in route: When convenient, stop and park the bus, apply the parking brake, and put the bus in neutral. Notify Dispatch for further instructions. You must call Dispatch so they can provide further instructions about whether it is OK to continue to operate the vehicle.



**HV Access Panel-MPIL** The "HV Access Panel - MPIL" indicator will come on if there is an open high-voltage access panel or uncapped high-voltage measurement port, or if the rear disconnect switch is in the off position. Contact Dispatch for further instructions.



**State of Charge (Low)** The "State of Charge (Low)" indicator will alert you when the SOC of the HV Battery Packs has depleted to 10% or less. You can also monitor the SOC on the "HV Battery Packs SOC Gauge". Contact Dispatch.



**Hill Start Aid** The "Hill Start Aid" (HSA) Indicator will turn on solid green when the service brake is applied firmly, the Hill Start Aid feature is actively preventing your bus from rolling backward. After a few seconds, it will start flashing green to warn you that Hill Start Aid is starting to release, which will allow the bus to start rolling backward.



**WARNING** *NEVER use Hill Start Aid as a Parking Brake! Never leave the driver's seat when the green Hill Start Aid indicator is on, indicating that Hill Start Aid is preventing the bus from rolling!*



**Regen Limited** The "Regen Limited" indicator can turn on for two reasons: because

regenerative braking has been automatically disabled due to fully charged (100% SOC) HV Battery Packs, or because the Operator has disabled regenerative braking using the Regenerative Brake switch located at the rear of the Driver's Console.



**NOTICE** *Regenerative braking is enabled automatically at EV System start because it increases driving range and extends service brake life. No Operator should turn off the REGEN DISABLED (SWITCH).*



55%

**State of Charge (SOC)** This light, which is like a fuel gage, will tell you the State of Charge left in the Batteries.

**Power Meter** When the arrow is in the "BLUE" you are drawing power from the battery packs. When the arrow is in the "GREEN" the battery packs are being charged by Regenerative Braking.

**Vehicle Range** This numerical readout shows the miles remaining until the HV Battery Packs run out of power to propel the bus. This **estimate** will change, based on the HV Battery Pack's SOC, current driving conditions, and other factors.

