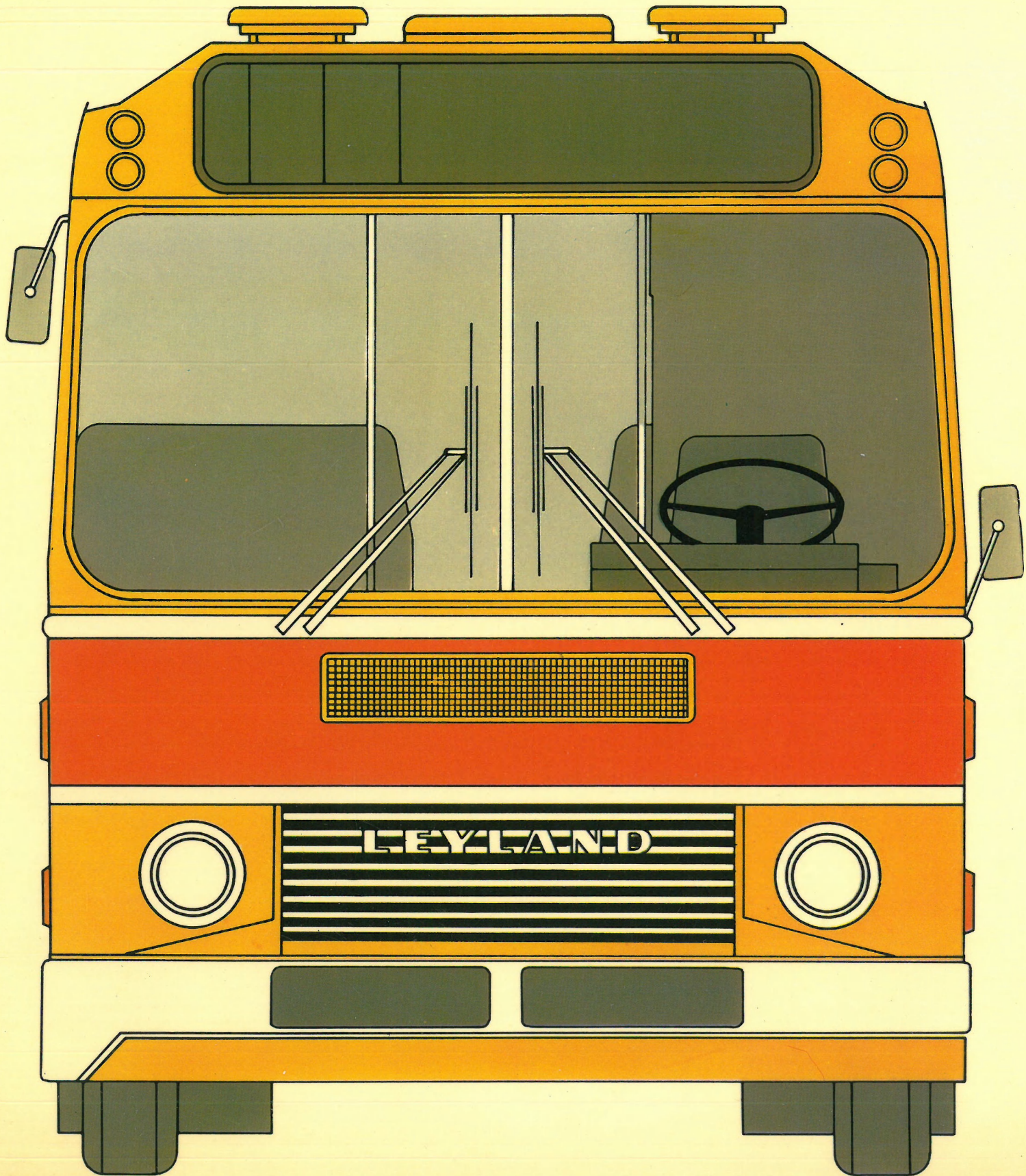
 **Leyland DAB Articulated Bus**



moving crowds in crowded streets

In those towns and cities where there is a demand for mass transit of passengers in large vehicles, the very conditions which generate those high passenger volumes work against efficient bus operation. Frequently under those conditions the streets will be congested, often narrow, and a maze of crossings, intersections and obstructions interfere with the free movement of even the smallest vehicle. Yet passengers must be moved in large numbers, in vehicles which can successfully and economically operate in such difficult conditions. How can this be done? Many solutions to this type of problem can be found in the articulated bus, and the Leyland DAB articulated bus chassis makes the best use of the potential of that class of vehicle.

A vehicle capable of carrying such high passenger loads must be specifically designed and engineered for its task. There can be no room for compromise, no hint of an opportunity for short cuts. Safe and efficient operation are of paramount importance, but that does not mean that economy and cost can be neglected. For those reasons the Leyland DAB articulated bus is uncompromisingly engineered and meticulously built, to incorporate unrivalled strength, safety, stability, economy and durability. At the same time it retains many of the features of the Leyland DAB mid-engined passenger chassis, so that a wide range of parts, components and tools can be used on both types. That is particularly important, because even the busiest cities need ordinary two axle buses in addition to the large articulated types. With Leyland DAB you get the best of both worlds, specialised design and rationalised engineering.



Leyland DAB

big city mover – the bus with streetability

The aim of the big city bus is to carry a maximum of passengers in safety and comfort, and the Leyland DAB articulated bus provides that facility for up to 150 passengers.

There is little point, however, in having a large maximum capacity bus if it is confined to the wide boulevards because it takes up excessive road space. On the Leyland DAB artic, the steering trailer axle enables the trailer section to pass any obstruction or corner that the motive section can negotiate. In fact the width of the swept path is only 5.6m at full steering lock. Put in practical terms, that means that the bus can negotiate a right-angle corner where the road is as little as 7.5m wide, or even less where the corner has been rounded off a little. That cannot be done with a normal 11m bus, and it means that you can take 150 passengers into all but the narrowest mediaeval streets of Europe's towns and cities. Leyland DAB combines maximum capacity with utmost manoeuvrability.

Driver comfort is given a high priority, with accurate, sensitive steering and provision for all controls to be located within the natural arc of the driver's movements. That comfort at work means that both the driver and passengers are safer because the driver, male or female, can do the job better. Safety features can be found throughout the design, allowing low, evenly spaced entrance/exit steps to be incorporated in the body design, and a floor height of only 930mm along the main aisle, sloping down to 780mm at the front which remains constant regardless of load, thanks to the air suspension levelling system.

The versatility of the basic design and construction of the chassis also enables the bodybuilder to include three or four sets of either single or double doors, and special seating layouts are no problems.

Added to all that, a high degree of reliability coupled with a consistently low fuel consumption, keeps running costs to a minimum. It's not only the passengers who will appreciate the Leyland DAB articulated bus. It's made to make friends among the bus operators too.

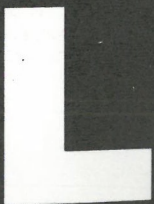
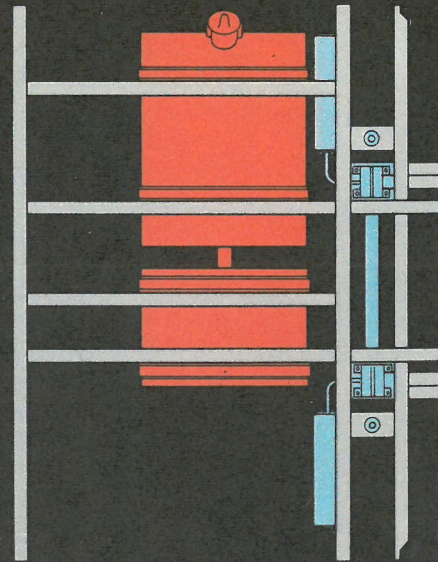
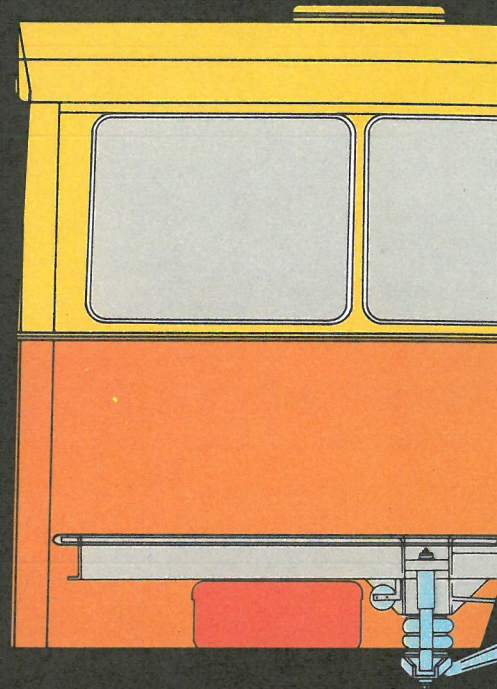
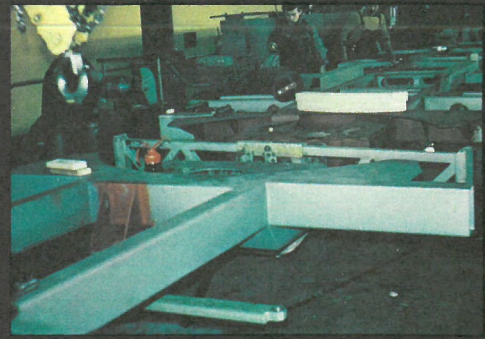


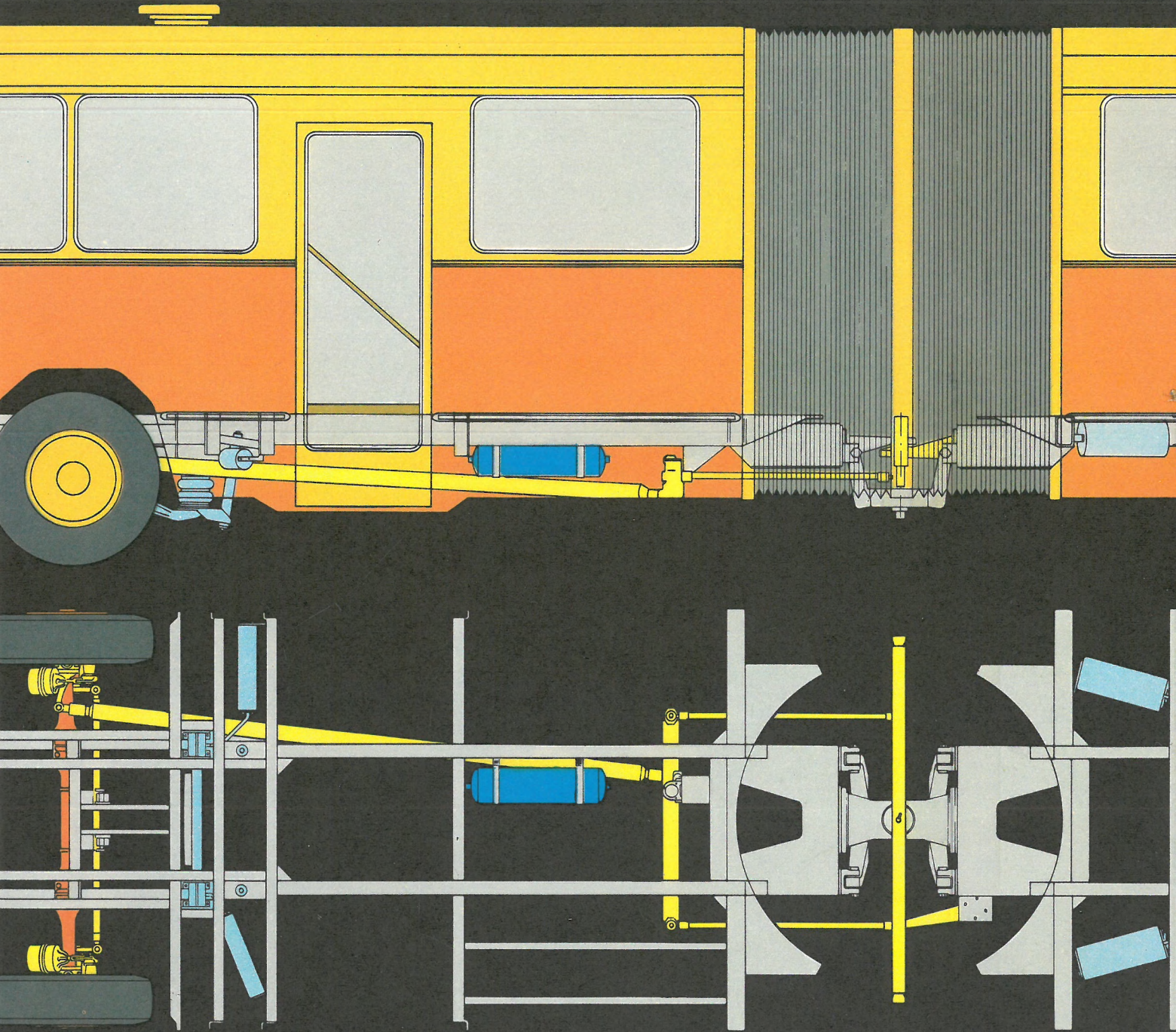
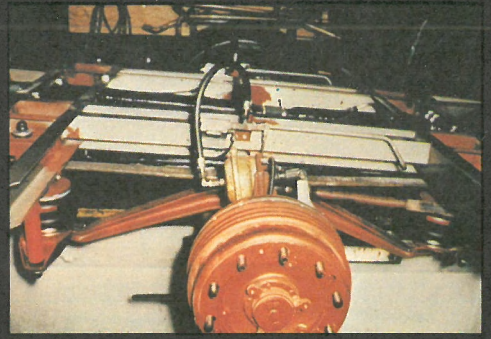
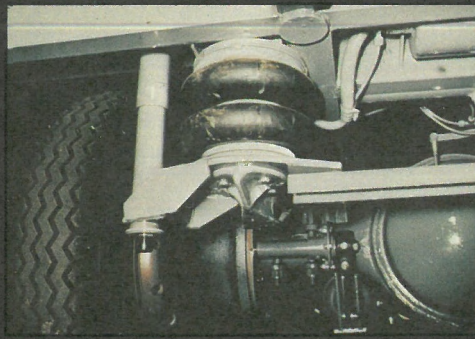
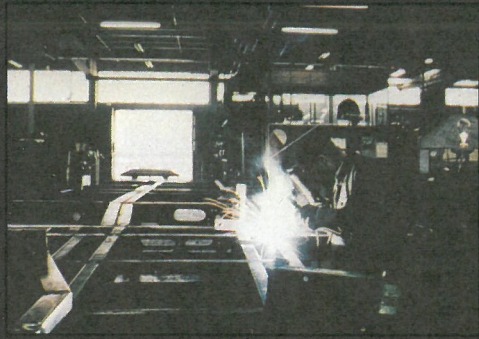
Articulated Bus

full buses, empty workshops

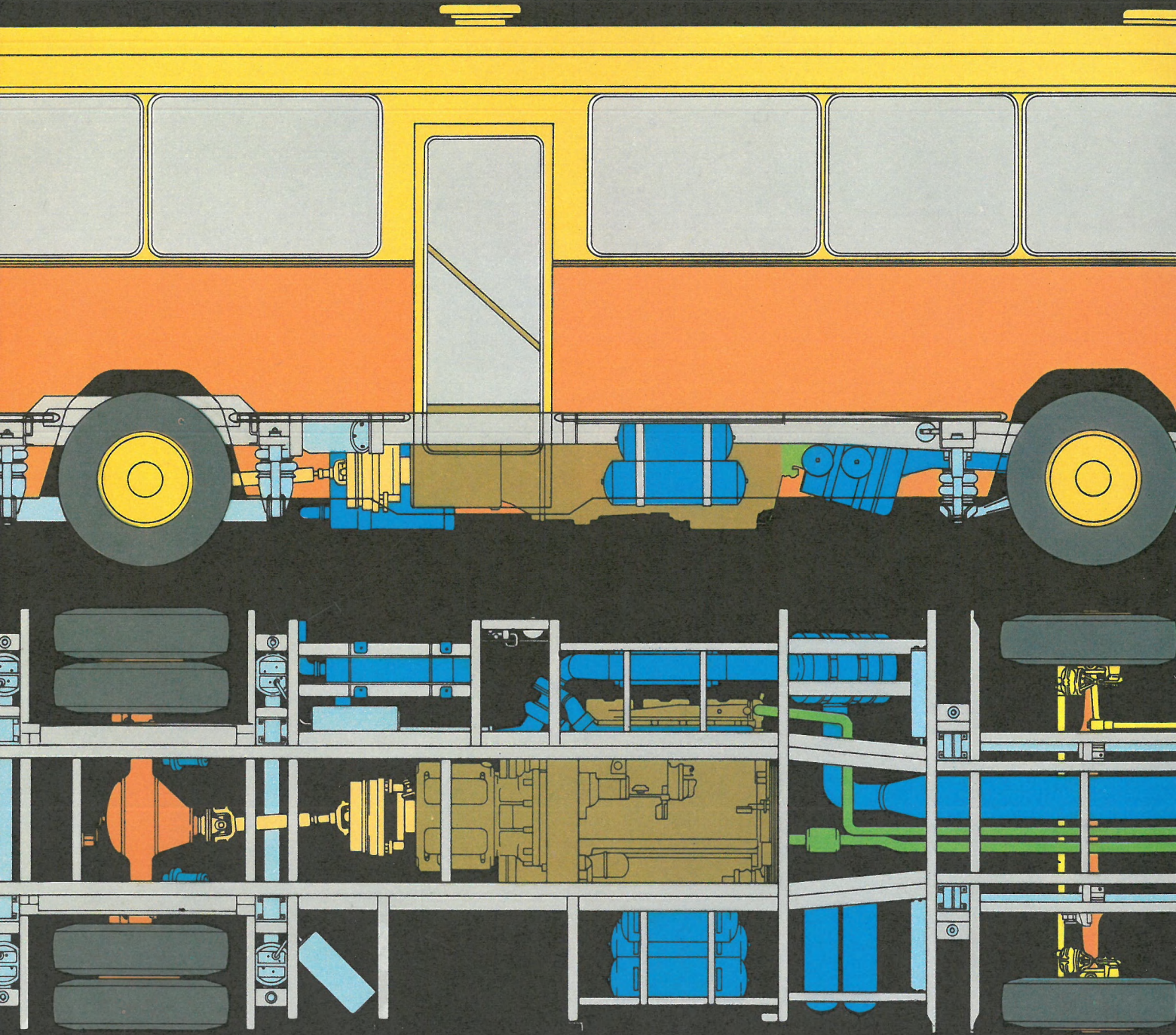
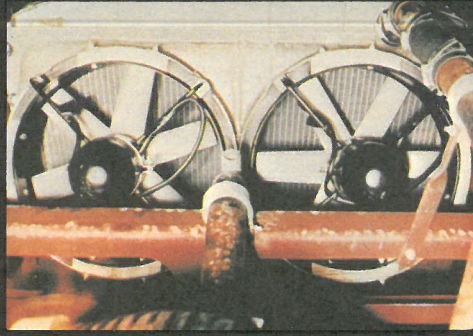
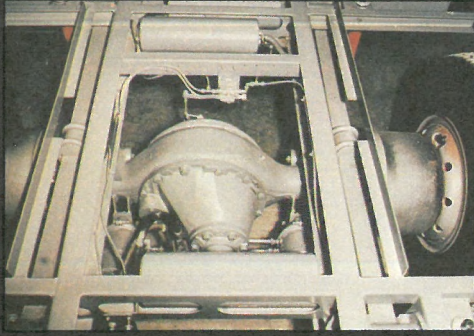
Every design feature is aimed at giving utmost service for a maximum percentage of time. Buses out of service not only lose money, they lose goodwill and potential business at an alarming rate, which is why we've designed and built the Leyland DAB to keep on working for you and your passengers. The all-welded steel frame, for example, will never need an overhaul because there are no fastenings to work loose. It is also extensively protected against corrosion. The locating members for the suspension are clamped in hard rubber for the minimum of wear and an important feature of the design is that there is no metal to metal contact between the axles and the frame. Components which require periodic maintenance attention are mounted where they are immediately accessible, so that ultimate replacement is a quick and simple job. The engine, for example, can be changed if necessary in a couple of hours. You are not likely to do that often, if at all, but it shows the thought that has gone into the design. The gearbox can be replaced quicker still. Hubs, brakes, bearings, steering joints – all are generously proportioned so that they work reliably with long intervals between routine maintenance attention. Electrical installations of the highest quality avoid those minor troubles that put the bus out of service just as surely as a major failure.

All mechanical units have long histories of reliable and durable bus service behind them. Not only that, but they are all basically simple components requiring a minimum of maintenance skills and few special tools. That means that when the bus is in workshops for its periodic maintenance, not only can the work be completed quickly and the bus returned to service, but it can be thoroughly and properly carried out with no risk of those dangerous short-cuts that can happen with some highly complex buses currently available. At every stage of construction and testing, high standards of craftsmanship ensure that every DAB chassis reaches the high design standard specified for it. In practical terms that translates into safety, reliability and economy in city service, with buses full of passengers on the streets, and workshops empty of emergency breakdown cases. That's the way it should be, and that's the way it is with Leyland DAB.





eyland DAB



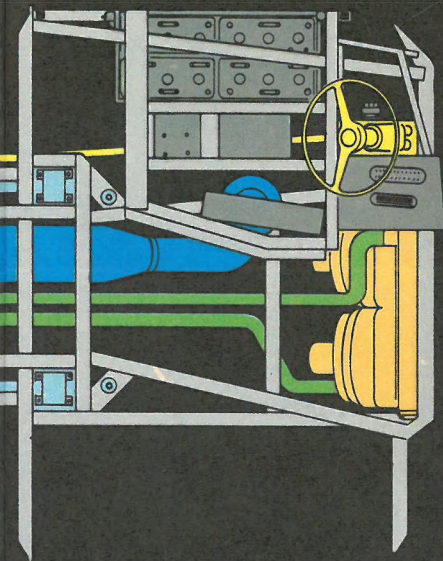
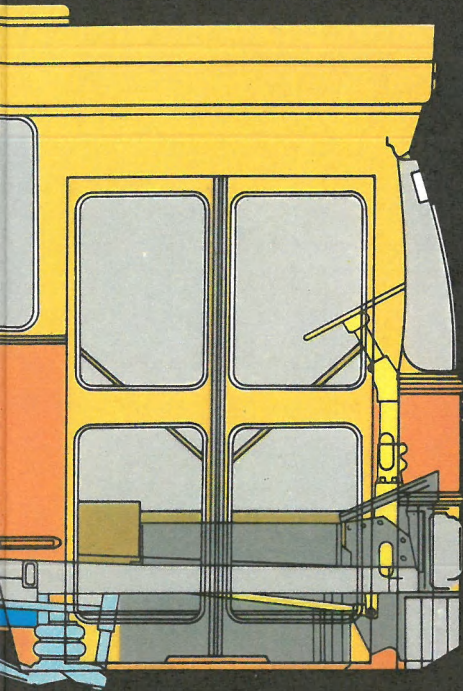
Articulated

engineered for ultimate service

In this toughest of all classes of passenger transport, long service can only be expected from the vehicle if top-class engineering has been put into it in the first place. Each and every weakness will be shown up sooner or later in the severe conditions of high-density city transport, where there is no give-and-take, but simply the ruthless demand for more and more journeys and more and more passengers. Engineering to meet those demands must have a sound base on which to build, and in the Leyland DAB both the motive unit and the trailer section have immensely strong underframes, built up from standard steel sections – no special rollings or pressings – which provide an adaptable and easily repairable foundation for one of Europe's toughest passenger vehicles. These underframes are of the semi-supporting type, ideally suited to today's bodybuilding techniques. All frame parts are accurately cut and drilled on jigs so that they fit perfectly when they are assembled – adding to the strength – and also fit perfectly should accident damage demand the replacement of a section at a later date. Highest quality welding techniques ensure uniformity of strength throughout the structure, and effective corrosion treatment will keep it that way for many years of service.

Trailer stability is always a critical area in articulated bus design, but in the Leyland DAB the double ball joint coupling, patented by Saurer, allows generous angles of turn and pitch, yet retains absolute stiffness axially. That means that no matter what the relative load or position of the trailer to the motive unit, stability will be first class, bringing obvious benefits to the passengers, and valuable confidence to the driver. Air suspension contributes to the vital basic stability of the chassis. There are four widely spaced air springs to each of the three axles, and four heavy duty dampers on each axle too, so the ride quality matches the stability, no matter how poor the road surface may be. Those characteristics are vitally important to the passengers, particularly the standees, those preoccupied with children or shopping parcels, and most of all the elderly passengers who lack the strength or agility of their younger counterparts in coping with any but the smoothest vehicle movements.

To meet all operators requirements, a range of Leyland and proprietary makes of power units are available from 210 – 280 bhp, and the underfloor location is not only ideal for weight distribution – adding to that stability and ride quality – but excellent access for maintenance is available. In that location, the engineer can reach every part of the engine, not merely those areas which face outwards which he is limited to in some buses. Alternative full or semi-automatic transmissions can be provided from Leyland, Allison, Voith or ZF and the drive-line is designed to incorporate a retarder if necessary in extra-severe conditions with frequent stops on hilly routes.



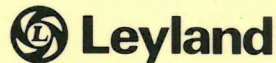
Bus

Leyland is one of the world's most modern vehicle and equipment manufacturing groups, with factories all over Britain, and manufacture and assembly plants in many countries throughout the world. Leyland is mobility. From small family cars or luxury limousines, to long-haul trucks or high-capacity buses, you'll find them all in Leyland, and lots more besides.

If you need a commercial vehicle to carry anything from 250kg to 250 tonne, Leyland make it. Integrally constructed buses with advanced safety features, and separate chassis to give full scope to the art of the specialist coachbuilder, come from Leyland. So does Europe's largest range of passenger cars. Military organisations world-wide come to Leyland for high capacity transport and high mobility trucks, as well as special fighting vehicles. Farmers, prospectors, miners and explorers travel the world's trackless wastes and its worst roads in Leyland cross-country vehicles – the famous Land Rover and Range Rover. Agricultural tractors, mining and quarrying machines, and dumpers for major civil engineering work are made by Leyland. Power units for innumerable industrial tasks, from generator sets to pumping stations, from aircraft starter units to drilling rigs, all are produced in Leyland factories.

With annual sales totalling over 1 million units, Leyland is one of the world's largest vehicle manufacturing groups. Its manufacturing facilities are divided into specialised companies, one for passenger cars, one for trucks and buses, and one for special products like fighting vehicles and construction equipment. Leyland offers a total-transport concept to the user, incorporating an unrivalled range of products and a profound depth of experience in transport requirements the world over.

Subsidiary companies in principal world markets provide on-the-spot expertise that no distant head office could hope to achieve. And intergrated with those local subsidiaries are highly trained dealer networks, there to help solve your transport problems on the spot, fast. When you deal with Leyland, you're dealing with 80 years' experience. More than that, you're dealing with the most up-to-date transport specialists in the business.



More than a name
on the front of your vehicle.

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The principal reason for this condition is that the Company is obliged to adopt a flexible supply position in order to maximise production of its products. Therefore our sales staff will always be pleased to advise you of the latest specification of any product.