

routeone

SERVING THE NEEDS OF THE COACH AND BUS OPERATOR

ISSUE 324

11 MARCH 2010



Adding customer appeal

East Yorkshire Coaches has broadened its product offering. A Volvo 9700 Prestige Plus with generous legroom and a diminutive Plaxton Cheetah represent new combinations in the 16-strong EYMS coach fleet previously dominated by 12-metre vehicles. **Page 6**

TOP STORIES IN THIS ISSUE



COMPETITION LEARNING CURVE

Data that comes at high price. **Pages 4-5**



GOING FOR MORE GOLD

Premium Oxford offering expanded. **Page 8**



TRIALLED AT THE SHARP END

Oil additive put to the test. **Page 10**



MINIBUSES WITH OPTIONS

Story behind AMK & Glide-Rite. **Pages 25-28**

Additive that delivers

Coach operator gains 5.5% improvements in fuel consumption

By Andy Izatt

Burton upon Trent-based Terry Bushell Travel has undertaken trials of an oil additive, with positive results.

In the five months prior to using NanoBaron's BORPower, a 1999 Van Hool Alizee-bodied Volvo B10M executive specification 45-seater averaged 8.61mpg.

Following an engine service and the addition of the additive, average fuel consumption improved by 5.5% to 9.09mpg over the subsequent four months.

Terry Bushell Travel, with an O-Licence for four vehicles, is a respected, family-owned

business founded in 1989. The firm runs its own largely UK-based touring programme with pick-up points in Burton upon Trent, south Derbyshire and north west Leicestershire. It was Terry Bushell himself who contacted routeone about the trial to ask whether we would be interested in publishing details of the results compiled by Roger Denniss and Derby-based Lorry Logic for NanoBoron.

At the beginning of the trial the coach had covered 565,462km. The evaluation period was March to November 2009 and a summary of the results is in the table (right).

Data was taken from the fuel dispensed book and the vehicle's tachograph.

During the last two months of the trial it is probable that the coach would have been on 'winter Derv', traditionally less economical than summer derv. While the vehicle's operation differed on a day-to-day basis, over the course of the nine months, its work remained

reasonably consistent.

To assess the condition of the engine, samples of the old oil used before adding BORPower and on completion of the evaluation were analysed by Alcontrol Laboratories.

Wear was found to be satisfactory and there was no contaminant.



Van Hool Volvo B10M used

SUMMARY OF RESULTS – MARCH-NOVEMBER 2009:

Date	Distance (km)	Average speed (mph)	mpg
March	762	45.67	8.8
April	1,677	45.325	9.14
May	2,518	36.08	8.248
June	2,758	36.71	8.5
July	3,085	43.24	8.38
Average prior to trial			8.61
August	3,067	36.96	9.10
September	2,352	37.26	9.23
October	5,527	36.36	9.29
November	4,966	34.95	8.75
Average with additive			9.09

Autosan's better offer

Blue Ribbon Coach Sales is offering an extended warranty for new and pre-owned vehicles.

The Autosan Eagle already comes with a two-year bumper-to-bumper warranty. All Euro 5 vehicles will have an additional three-year warranty on the driveline included in the purchase price of the vehicle.

As a new addition to the support package, all pre-owned vehicles of any age meeting the underwriting conditions sold by Blue Ribbon or Autosan Coach Sales or associated dealers "on its behalf", will carry a three-month warranty within the purchase price. Extensions up to 12 months are available at "very reasonable" prices. This warranty covers the engine, gearbox, axles, propshaft, differentials and cooling system.

The new warranty schemes will be operated on the new vehicles by Carlyle Bus Parts and underwritten on the extensions and pre-owned packages by WMS (Warranty Management Systems).

Arriva bids Keolis merger *au revoir*

Talks that could have seen Arriva and Keolis merge to form a group rivalling First, have ended.

In a brief announcement, Arriva says that "further to its statement"

regarding Keolis on 28 January, it "confirms that exploratory preliminary discussions" took place with Société Nationale des Chemins de fer Français (SNCF)

regarding the "possible contribution of all or part of" the Keolis transport business into Arriva. "No agreement was reached and all discussions have ceased."

Large bus registrations fall by 40%

Large bus registrations are down 40% for the two months to the end of February, compared with the same period last year, says the SMMT. Demand remains very weak, although there are signs of a revival in large coach registrations, up 22%.

"Demand for buses and coaches has remained low for many months and this shows in February's registration data," says Paul Everitt, SMMT Chief Executive. "We don't expect to see a sustainable recovery in registration data for many months. This means durable growth in business investment and confidence is vital to protect the sector. The government's 2010 Budget needs to deliver clear, supportive and dependable policies."

Manufacturer	February		Year to date	
	2010	2009	2010	2009
Alexander Dennis (ADL)	17	67	64	190
BMC	4	0	6	1
Irisbus	6	17	11	36
MAN/Neoplan	11	33	24	48
Mercedes-Benz	0	3	23	36
Optare	19	27	37	68
Scania	44	23	113	80
Van Hool	0	3	0	5
VDL Bova	1	0	1	1
VDL Bus	0	13	21	25
Volvo	64	82	110	163
Other British	0	0	0	0
Other imports	10	2	13	18
Grand Total	176	270	423	671

SMMT coach and bus data covers all vehicles over 8.5 tonnes gvw. Some vehicles are also included in the separate vans and truck registration figures.