

A front-facing view of a red DMC-80 bus. The bus has a black upper section with the model name 'DMC-80' in white. The windshield shows a driver and interior details. The bus is parked on a street with buildings and trees in the background.

DMC-80

DMC

DE LOREAN MOTOR COMPANY

PROVEN TECHNOLOGY

The DMC-80 is both a proven bus and a new bus. It is derived from the widely used VOV I standard bus (over 20,000 now in operation) and from the four year test of the VOV II, the prototype for the current experimental German model, the S 80.

These buses were cooperatively designed as a compromise between operators' needs and manufacturers' desires, in order to rapidly assure a new generation of acceptable buses without conflict. Their low floor, wide door concept was developed to enhance operations. The placement of components was designed to reduce operating costs. The high cost of fuel mandated a fuel efficient engine.

The DMC-80, in serial production, will be manufactured in the United States. It sets new standards for engineering excellence, innovation, reliability, passenger comfort, economical operation and ease of maintenance.

The De Lorean Motor Company—with support of our goals and concepts from the transit properties—is prepared to offer the U.S. market the first of a new generation of buses.

LOW FLOOR

Floor height at the front and rear doors is 22 inches. A slight rise

begins at the rear door. In the kneeling position, front floor height is 18 inches.

WIDE DOORS

The front and rear doors are 48 inches wide, permitting passengers to get on and off the bus quickly. After entry, only one step separates the passenger from the bus floor.

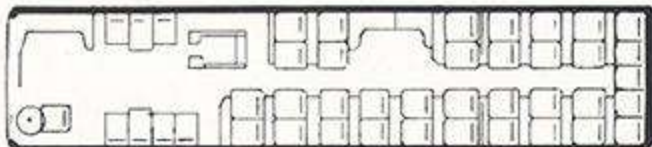
The standard wide front door also makes it possible to use either an inexpensive, patented ramp or a newly developed lift.

MODULAR RAMP OR LIFT

The ramp and the lift will be installed as modules, permitting rapid removal and replacement in the event of a malfunction. A fixed step will be provided for temporary use in the event that a replacement ramp or lift is not readily available.

SEATING CAPACITY

The DMC-80, with wide front and rear doors, seats 47 passengers. Folding seats can be provided to accommodate one or two wheelchairs. The seats are on risers, enabling passengers to take full advantage of the large windows to see over traffic and permitting easier seating for elderly riders.





FUEL EFFICIENT, QUIET ENGINE

The DMC-80 prototype is driven by a water-cooled, six cylinder, horizontal, in-line 200 hp (net) diesel engine which can be supplied by either MAN or Mercedes-Benz. Optional 240 hp (net) and 280 hp (net) engines are available.

The sound absorbing engine compartment provides quiet operation. While accelerating at the maximum rate, engine noise level is only 74 dbA at a distance of 23 feet from the bus.

TRANSMISSION AND RETARDER

The DMC-80 utilizes a proven automatic transmission with hydraulic retarder. Both 3- and 4-speed versions of the transmission are available.

AIR SUSPENSION AND REAR AXLE

The bus is supported by two air bellows at the front and four air bellows at the rear. Suspension travel is controlled by four shock absorbers at each axle. Loading on the single rear axle is legal in all 50 states.

BRAKES

Three independent braking systems minimize the probability of total brake failure. In Hamburg, the fleet average brake lining life, without retarder, was 60,000 miles.

TIRES

The first generation DMC-80 will use fully warranted, medium profile tires; later versions may feature the low profile tire now in development.

EASY MAINTENANCE

All important service points are easily accessible from the outside through large flaps. Relays and other electrical components are logically arranged in the centrally located electrical system. The color-coded cables are terminated with solderless plug connectors, enabling quick detection of problems and substitution of components.

The battery set is mounted on a sliding carriage which is pulled out for easy checking and service. Heating system and air conditioning components are also easily accessible.



DIMENSIONS

The DMC-80 will be produced in either 96 or 102 inch widths. Standard length is only 37.5 feet, enabling easier handling in traffic. The design simplifies the process for manufacturing buses of varying widths and lengths, including the DMC-80A, an articulated, low floor version of the DMC-80.

FAIL-SAFE VENTILATION

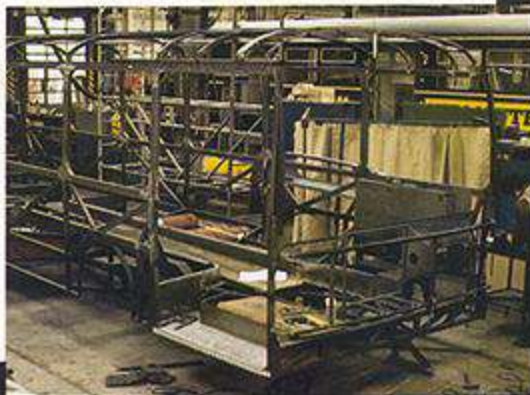
A unique fuel-saving, fresh air ventilation system will be standard, using air drawn down from adjustable safety ports located in the roof. Reliable air conditioning will be an available option.

DRIVER'S SEAT

The driver sits in the quietest section of the bus, using a sprung and hydraulically damped seat, individually adjustable to his weight, height and reach. The driver is not only comfortable, but avoids fatigue by sitting in a position that is anatomically correct. All instruments and controls are easily within the driver's range and vision.

RUGGED, LONG-LIFE CONSTRUCTION

The understructure is a lattice frame with side and cross members constructed of square tubing and reinforced with web plates and diagonal struts. The body skeleton is fabricated from square steel tubing. The body panels are riveted or bonded to the body skeleton.



THE DMC-80: THE FUTURE BUS, TODAY

The DMC-80 is an Americanized version of the standard German bus which, on the streets of Hamburg in 1979, averaged 6.00 mpg. Even allowing for more rugged U.S. conditions, this far exceeds the U.S. fleet average for non-air conditioned buses.

The low floor and wide doors of the DMC-80 will provide rapid, effortless boarding and egress for all passengers, including the elderly.

The addition of either a patented ramp or the newly developed front door lift will permit quick boarding by the handicapped.



This Americanized bus, when manufactured here in serial production, will be price-competitive with the buses now being sold in the United States.

De Lorean Motor Company
280 Park Avenue
New York, New York 10017
(212) 889-8900