

Annex 4

Requirements and demands in respect of busses

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Each annex section consists of subsections listed in alphabetical order

4.1. Interior layout and equipment

General requirements

Aisles, floors, landings and platforms

Aisles and floors should be on 1 or possibly 2 horizontal levels. In new buses, where there is a step in the centre aisle between door 2 and 3, it is required that the maximum floor incline is 6%. The step(s) must be no higher than 20cm. However, a floor incline of 8% is acceptable where there is no step in the centre aisle.

Floor areas intended for standing passengers must provide a good foothold under all conditions.

Out of consideration for the blind and visually impaired passengers, the friction of the yellow line by the driver in new buses must be different to that at the other standing areas.

Level changes and front edges of steps must be clearly marked, and if possible in the yellow HT colour. The design and font must be agreed upon with HUR.

Platforms over 20 cm must be approved by HUR.

There must be a horizontal landing by the centre door, with the following measurements:

Length in bus' longitudinal direction	minimum 200 cm
Length in bus' cross direction	minimum 90 cm

In new buses, the above mentioned landing must be positioned on the right-hand side of the bus – in front of the centre door. At least 3 tip-up seats, with the same standard of comfort as the other seats, i.e. with the same seat dimensions and a back height of at least 55 cm, must be fitted along the length of this landing.

HUR will accept another positioning of the landing if, upon assessment, HUR feels that this improves the overall layout.

The landings must be designed for 2 prams or 1 wheelchair and 1 pram. It must be possible to attach prams with Velcro straps, or similar, in all buses.

Wheelchairs are to be fastened by a single-strap seat belt attached 65 - 75 cm above the floor.

Auto radio

The auto radio must be muted automatically (mute-function) when the front doors are open.

Bus sizes/types

The tenderer can tender with 12m buses, 13.7m buses and 18m sectioned buses, see Section 1 (scope of tender) and Annex 1. However, during the contract negotiations, HUR reserves the right to demand tenders with non-sectioned buses, which are longer than 13.7m. All buses, new and second hand, must be either low floor or low entry buses. Low floor / low entry buses must be able to “kneel” so that the height of the step is reduced by at least 7cm.

Cyclist mirrors, side mirrors

For the safety of cyclists etc, all buses must be equipped with so-called cyclist mirrors, to give the drivers a better view at right turns.

Furthermore, side mirrors must be fixed to the side of the bus at such a height and at such an angle that the mirror arms are not dangerous for waiting passengers at bus stops. It can be expected that this is ensured at a minimum height of 180cm over the curb. This minimum height must be observed if possible.

Door layout

The door layout must be either 2-2-1 or 2-2-2. However, HUR will accept buses without backdoors if the contractor can confirm that the total capac-

ity is not reduced and that the stopping time at bus stops is not increased due to the particular bus type.

Door widths

The accessible door width on opening of double doors must be at least 110 cm and at least 70cm on opening of single doors.

Driver's seating area

The layout of the driver's seating area in new buses must be worked out in co-operation with drivers' representatives. For relevant standards and instructions for the layout of the driver's seating area, see:

- "Guidelines on the interior layout of service buses to improve the drivers' working environment." The guidelines have been prepared by "The Safety Council for transport and wholesale" ("Branchesikkerhedsrådet for transport og engroshandel") in 1995 and are designated BSR 4, or its updated version. A copy of the guidelines is available from HUR's Contract and Quality Department.
- The German VDV-standard.
- The Swedish standards for the layout of the driver's seating area.

On submission of tender, the contractor must state whether a decision has been made with the company's safety committee on the layout of the driver's seating area.

It must be possible to install HUR's standard ticketing equipment in the driver's seating area.

Entry and exit, including securing of doors

Entry must be at the front doors, and exit at the other doors, except for prams and wheelchairs, where the centre door for both entry and exit are used.

The swing on opening and closing of doors must be as small as possible. A maximum swing of 35cm is accepted.

Front doors that swing outwards are not accepted.

All buses must be equipped with a brake device which ensures that the bus cannot drive whilst the exit doors are open.

All doors must be fitted with one or more type of safety device, which ensures that passengers cannot under any circumstances, be caught in the doors upon opening and closing. All doors on all buses must satisfy the EU Directive 2001/85/EC (annex V, guidelines for the measurement of closing-force of machine-operated doors.) A sound-device, which is automatically activated on opening and closing of the exit doors, must be placed by each exit door. The sound level must be approved by HUR. On passing an open door, it should not be possible to unintentionally get caught in the door with one's coat etc.

The driver must be able to monitor the exit doors via a TV monitor.

It must not be possible for customers to operate the opening/closing function of the doors.

Exit lights

All buses must have a light above door 2 and 3, which lights up exit areas, i.e. the pavement (roadside etc). The exit light must only be activated when the bus doors are open. In all new buses, the light must be automatically incorporated with the opening of doors.

Fire safety

All buses must be provided with automatic and working fire extinguishers, positioned in relevant places, e.g. the engine room.

First aid kits

If buses have not been equipped with first-aid kits, the contractor has to ensure that whilst on duty, the drivers are in possession of sterile plasters for minor accidents.

Flag

Two holders for flags are to be mounted on each side of all buses' roof fronts for the vertical fitting of flags measuring 35cm (height) by 46cm (length). The contractor must acquire the flags and ensure that they are always intact and appear neat and in good condition. In all respects, the flags must, just as Dannebrog (rectangular flag), be made of bunting and follow the existing rules for colours and proportions. On demand, the contractor must be able to supplement flags with a black mourning.

Flying of flags must be done in accordance with HUR's directions.

Handrails and stop buttons

Vertical handrails from floor to ceiling or from the back of the chair to the ceiling must be installed at the exits and at every front facing seat besides the centre aisle. Fixed horizontal handrails must be installed 190 – 200 cm above the floor / possible platform edge, at seats facing the aisle and above the landing. Handrails for seats facing each other will be arranged with HUR.

A suitable number of hand straps must be attached to the horizontal handrails to ensure easy grip.

Handrails must be HT-yellow in all new buses. In second-hand buses, the colour of the handrails must be approved by HUR.

Stop buttons must be fixed onto the vertical handrails 100 – 150 cm above the floor. The colour on these stop buttons must be different to that of the handrails.

The diameter of the handrails, handles etc should lie in the range of 3-4 cm.

In order that future installations of information displays at the front of the bus can be read by as many customers as possible, holding apparatus must be positioned so as not to block the view.

Indoor climate

A- and S-buses must be equipped with a climate control unit which ensures a comfortable indoor climate when the outdoor temperature is between -12°C and 30°C.

During damp and cold weather conditions, a temperature of between 18°C and 22°C is requested.

After the climate control unit has been connected, it should be possible to reduce the temperature in the bus by 3-6 degrees in relation to the nearest outside temperature in the shade. With closed bus doors, it must be possible to attain the temperature reduction in less than 10 minutes. Furthermore, dehumidification of the incoming air must happen at such a rate that misty windows are avoided.

The temperature of the bus is measured in terms of a so-called position-measurement, whilst the motor is running and the doors are closed. The measurement of the temperature is done 1.2 m above the floor in the centre aisle by the front and back axle respectively. The average of these 2

measurements is considered as an indication of the bus' inside temperature. The measurement is made 3 times at one-minute intervals to make allowances for its reliability.

The method of measurement can be adjusted if the stated circumstances are not suitable to work with.

It is desirable that the other buses also have climate control units, cf. Tender Form.

It is expected that the climate control unit is controlled automatically, but it must be possible to connect or disconnect it from the driver's seating area.

Buses without climate control units must be installed with at least 4 push-out /sliding windows, 2 on each side, at the front and back of the bus. It must be possible for the customers to operate the push-out/sliding windows.

On agreement with HUR, buses with climate control units may be fitted with push-out/sliding windows.

Indoor lighting

Lighting must be evenly distributed throughout the bus. The lights must be turned on as needed, so that passengers can orientate themselves in the bus at all times.

However, under certain conditions (no street lighting, rain, snow, sleet etc) dimming of lights in the buses is allowed in order to avoid reflections in the windscreen.

Strong anti-glare spotlights must be fitted over the entry and exit doors, coin table as well as the validator. The amount of light must balance with the other lighting and must be switched on when the doors are open.

Legal requirements

The bus must fulfil the bus layout and road safety demands called for by the authorities.

Newspaper holders

If the contractor wishes to have e.g. newspaper holders in the buses, then these, as well as their positioning, must be approved by HUR.

Prams and wheelchairs

All buses must be able to carry 2 prams or 1 pram and 1 wheelchair.

Ramp for wheelchairs

All buses must be equipped with either an automatically operated extending ramp or a manually operated swing ramp at the centre door, which must be operated from a separately installed operating device fixed to the ramp. The ramp must be designed so that a clean and easy operation is ensured for the customers.

Minimum size of the ramp must be 87cm by 87cm.

The surfaces of the ramp must be non-slip.

It must not be possible to drive the bus whilst the ramp is in operation.

A push button to open the centre door must be fixed onto the outside of the bus, by the centre door. The push button must be positioned in a way that the wheelchair user will not collide with neither the ramp nor the door during activation.

Replacement buses

The requirements and wishes for replacement buses are the same as those for contract buses. Replacement buses must not be older nor in a worse condition than the contract buses.

Reverse alarm

All buses must be provided with a reverse alarm in the form of a sound signal.

Seating and standing room (capacity)

Minimum requirement for total capacity and seating capacity:

12m buses	total capacity: 60 seating capacity: 30 (excluding tip-up seats)
13.7m buses	total capacity: 80 seating capacity: 40 (excluding tip-up seats)
18m buses	total capacity: 100 seating capacity: 42 (excluding tip-up seats)

Installation of e.g. a climate control unit can reduce the total capacity of a

bus. If this is the case, it must be disclosed during contract negotiations.

HUR desires an optimum number of seats, and at least 28 forward facing seats are required in new buses. Furthermore, 3 tip-up seats are also required, cf. section on Aisles, floors, landings and platforms.

Seats may face each other if this increases the seating capacity. In buses with no back door, the seats must be positioned in such a way that customers can get to the exit door as easily as possible.

All seating must be easily accessible, and the seats must be comfortable to sit on. The seats must be upholstered with fabric, leaving the seat and the back with a thickness of 5 cm and 3 cm respectively. The back of the seat must provide good neck and head support.

Curves in the backs of the seats should be avoided if possible.

Seats facing a wall, e.g. the seat behind the driver's back wall, partitions etc, must be at least 30 cm from the wall, measured from the seat edge, and measured in the bus' longitudinal direction. In new buses, the distance from the seats to the side wall must be 2 – 3 cm. The reciprocal distance between seats should generally be a minimum of 70 cm, measured from 60cm above the floor. The measurement is made from the front of the back of the seat to the back of the next seat.

Seats and their positioning must be approved by HUR.

Securing of doors

See entry and exit

Special requirements for A-buses

All buses employed on A-routes must be equipped with IT equipment, cf. Annex 5.

Step heights

At entry door:	max. 32 cm
At exit door, door 2:	max. 34 cm
At exit door, door 3:	max. 34 cm

Any other steps must be as low as possible and must be approved by HUR.

The above step heights apply for non-kneeling buses. All measurements

refer to an unloaded bus.

TV-monitoring

See Entry and exit

Waste

All buses must be supplied with at least one litter bin. The litter bin must be placed by the bus' centre-door.

Windows

Windows may be single-tinted as a maximum. All buses must, if possible, have a rear window.

4.2. Environment

Emissions

For requirements for individual routes, see Section 4.

HUR operates with 5 different standards for bus smoke emissions:

	EURO I	EURO II	EURO III	EURO IV	EEV
Nitric Oxide (NOx)	8.0	7.0	5.0	3.5	2.0
Carbon Monoxide (CO)	4.5	4.0	2.1	1.5	1.5
Hydrocarbon (HC)	1.1	1.1	0.66	0.46	0.25
Particles	0.36	0.15	0.10	0.02	0.02

The values are maximum values measured in g/kwh

EURO I applies for buses taken into use after 1 October 1993.

EURO II applies for buses taken into use after 1 October 1996.

EURO III applies for buses taken into use after 1 October 2001.

EURO IV is expected to come into force in 2005 or in 2006.

EEV (Environmental enhanced vehicles) applies for particular environmentally friendly vehicles, e.g. LPG buses

HUR notes that the different EURO standards can be based on different measurement methods, specified by the regulatory bodies.

Subject to documentation, it will be accepted that buses with emission equipment can fulfil a higher emission standard than the engine's certification implies.

Emission reducing equipment

HUR requires particle filters on some of the tendered routes. See Section 4.

During the contract period, a particle filter must be able to hold back at least 85% of the mass of particles measured gravimetrically in a rarefying tunnel in accordance with EEC 88/77 (stationary 13-mode test)

During the whole contract period, the filter must ensure that the k-value never exceeds 0.2 m^{-1} . The k-value denotes the particle emissions.

If a particle filter does not work, leading to the above requirements not being fulfilled, the contractor must immediately, and on his own initiative, ensure a replacement or repair. This is the case both if the contractor realises the problem himself, if it is ascertained at an environmental inspection, or if it is established by HUR – via a random sample test. The contractor must submit documentation proving that the bus is again equipped with a well functioning particle filter no more than 1 month following discovery of the problem. If the documentation is not available after 1 month, the bus must be taken out of service.

HUR reserves the right to perform a random sample test, of a bus with a particle filter, if there is a reason to believe that the filter is not working (visible exhaust fumes from the bus). At random sample tests, HUR will pay the expenses for the actual measurements, and the measurements will be undertaken so that the contractor is inconvenienced least possible. The measurements may be undertaken without prior notice and without payment, when the bus services are not interrupted.

Environmental documentation

On submission of the tender, the contractor must provide a copy of the bus engines' type-approval certificates as documentation for which environmental standard (EURO I, EURO II, EURO III etc) they fulfil. The documentation must show which values of the regulated emission types the engines have been tested to (PM, NO_x, HC and CO), including particle filter or catalyst if necessary.

All buses in the 12th Tender, including replacement buses, must undergo a yearly environmental inspection during the whole contract period. The environmental inspections must be performed in accordance with the guidelines in HUR's "Manual for environmental inspections" ("Manual for miljøsyn") from the Danish Technological Institute 5/12-2001 ("Teknologisk Institut 5/12-2001"), by a certified independent body. The manual can be requested from HUR's Contract and Quality Department. The contractor must submit a yearly environmental report to document the environmental inspections. The report must indicate whether the bus has passed the environmental inspection for the current year, and with which values. The report, which must be signed by the independent body, must be submitted no later than 14 days following the inspection. The form for the environmental inspection report can be requested from the Contract and Quality Department.

The environmental inspection must follow stipulated guidelines for the limits of particle emissions (PM) and (NO_x), whilst HC and CO must merely be recorded.

The limits for the individual buses are fixed according to which emission standard applies for the bus (EURO I, II, III etc). There are separate limits for those buses equipped with emission reducing devices, e.g. particle filters.

The above information is described in more detail in the environmental manual. The measurements are undertaken in the calendar year from 1.1 to the 31.12. The period from the commencement of the contract until the 31.12 of the same year is not included in the requirement for environmental inspections. Therefore, for those buses that are part of the 13th Tender, the first environmental inspection must have been undertaken no later than 13.12.2004.

It is the contractor's responsibility to submit information and documentation about the independent measuring body, who the contractor would like to use, in time for all buses to be environmentally inspected for the first time before 31.12.2004.

The requirements for acting as measuring body are described in the environmental inspection manual. HUR expects to use ca. 14 days for the assessment of a new measuring body.

HUR reserves the right to make the results of the environmental inspections public, including information on the contractor and the bus manufacturer.

Fuel

It is HUR's environmental policy to encourage minimal polluting bus services. Therefore, HUR requires the use of diesel with low sulphur content (max sulphur content of 50 ppm in accordance with the Ministry of Taxation's ministerial order) or other, less polluting fuel.

Noise, external and internal

HUR requires the lowest noise level possible.

The external noise level must not exceed 77dB(A), measured according to the legislative noise measuring method 1.

The internal noise level must not exceed 72 dB(A). The measurement must be undertaken in an empty bus, whilst driving 50 km/hr. The measurement must be undertaken 1.2m above the floor at the front and back axle. The resulting average value will be considered as the value of the internal noise level. Additionally, the interior noise level from the bus must at no time be over 85 dB(A). This value applies to all driving manoeuvres, e.g. on acceleration.

All unnecessary noise, including shrieking brakes and noise from inside the buses, must be reduced as much as possible. Particularly with respect to shrieking brakes, it must be noted that the noise level must under no circumstances exceed 77 dB(A), cf. Tender Terms and Conditions, Section 4.

During the contract period, HUR must be allowed to undertake random tests, at short notice, to measure the noise emissions from a given bus, picked out by HUR. If the noise measurements do not fulfil the stipulated noise levels, the contractor must reduce them to the agreed level as quickly as possible.

4.3. Design

HUR requires that the buses' exterior and interior design appears simplistic, uniform and harmonious.

Colour on the outside of the bus

All buses must be HT-yellow (RAL 1028). Any exceptions to this requirement for parts of the buses must be agreed upon with HUR.

There are particular rules for the spraying of A- and S-buses – see Section 4.4: Information to customers.

Interior

The design and choice of colour of the buses' interior must as far as possible adhere to HUR's equipment manual. Design and choice of colour must be approved by HUR.

4.4. Information to customers, including signage

Combination sign

Buses must be fitted with a combination sign showing the zone number, time, as well as "stop" when the stop button has been pushed. The sign must be visible for all passengers, and installed at the front of the bus, above the centre aisle.

The illuminated digits and letters must be red or yellow on a black background. The clock in the combination sign and on the dashboard must be radio operated.

HUR may decide that another sign/display for passenger information is to be installed from the commencement of the contract or during the contract period. This being the case, the display etc will be provided by HUR. The remaining conditions are set out in Annex 5. The contractor has full responsibility for the delivery and functioning of the combination sign, if HUR decides to remove the HUR sign again.

Communication, ticketing and other IT equipment

The individual IT systems are described in detail in Annex 5.

Destination and route signs, general

The buses must be equipped with destination and route signs. On all new buses, these must be in the form of electronic matrix signs.

Any glass in front of signage must be non-reflective.

Exterior front destination and route signs must be mounted above the windscreen, so that e.g. dirt from the climate control emissions do not collect on the signs.

Side destination and route signs must be mounted on the right hand side – in, or close to the roof edge, near the entry door.

A 4-digit route number sign must be placed at the back of the bus, above the rear window – outside and inside.

A 4-digit route number sign must be placed on the outside of all buses, at the front left hand side, in, or close to the bus roof edge.

It must be possible to operate all the destination and route signs from the driver's seating area.

The contractor must pay for the necessary signage texts and route numbers, as well as any changes, both at the commencement of the contract, and with any changes during the contract period.

HUR will inform of any changes in texts no later than 2 months before the introduction of a new bus schedule.

Destination signs, specific texts

It must be possible to show the following specific texts on destination signs:

- Not in service
- Special service
- Extra service

The "Special Service" sign may only be used when the special service is undertaken for HUR.

If buses are used for services other than for HUR, then the HT-logo must be concealed.

The route number may not be shown on buses when the signs "Not in service" and "Special Service" are deployed.

Electronic matrix signage, resolution and typography

Requirements for resolution:

Combined destination and route number sign at the front of the bus:

Height of points: Min 20 (15 mm point-size)

Width of points: Min 112 (15 mm point-size)

Combined destination and route number sign on the right hand side of the bus:

Height of points: Min 20 (10 mm point-size)

Width of points: Min 112 (10 mm point-size)

Route number sign on the left-hand side of the bus:

Height of points: Min 20 (10 mm point-size)

Width of points: Min 35 (10 mm point-size)

Route number sign at the rear of the bus (outside and inside, possibly in the form of a scroll):

Height of points: Min 20 (10 mm point-size)

Width of points: Min 35 (10 mm point-size)

HUR requires the best possible legibility on destination and route signs.

The signs must be legible under all lighting conditions.

The graphical design of the individual letters and digits is shown in a manual. The design should be created with the aid of a PC-programme.

The manual is available from the Information Department.

All texts and digits must be white on a black background. If other signage types, e.g. with another colour, prove to be more suitable, then these can be employed upon agreement with HUR.

The texts must be colour proof.

Pictograms, logo, product signs etc

Pram and wheelchair pictogram

A pram and a wheelchair pictogram must be put up at the bottom of the centre door's exterior doorplate. These pictograms must be black, 12 x 12 cm, see example below.

A pram and a wheelchair pictogram must be put up inside the bus, by the respective places on the landing area. These pictograms must be white, 10 x 10 cm.

Example of a pram pictogram:



Example of a wheelchair pictogram:



NB: Pictograms on the front of busses is not permitted.

Bus number

A 4-digit number is to be placed on the buses' four sides. Digit height: 8 cm. Design, distance between digits etc are agreed upon with HUR.

Example of a bus number:

4321

Each contractor will be provided with an individual number series. Number series are available from HUR for new contractors following the closing of contract.

Upon acquisition of second hand buses, these must be numbered in respect of the contractor's number series.

On the front of the bus, the bus number must be positioned above the left headlight. The base of the numbers must be in line with the base of the HT-logo.

On the side of the bus with the entry door, the bus number must be positioned to the left of the entry door at the bottom of the bodywork.

At the rear of bus, the bus number is positioned underneath the rear window, nearest the entry/exit side of the bus.

On the left-hand side of the bus, the bus number is positioned nearest the front of the bus, at the bottom of the bodywork.

Inside the bus, the bus number is positioned near the front, at a point visible to the customers. Digit height: 2.5 cm.

Door opening for wheelchair users

A push button to open the doors for wheelchair access must be fitted between the entry door and the centre door. A wheelchair pictogram with the text "Open doors" must be positioned to the right of the push button.

The pictogram must measure 3 x 3 cm and the text must be in capital letters with a height of 1.5 cm. The text and pictogram must be in black.

Weight table

A weight table is positioned to the left of the front wheel on the entry/exit side of the bus.

On the left-hand side of the bus, the weight table is positioned on either the left or the right hand side of the front wheel.

The weight table must be transparent, and the text and frame must be in white.

Contractor signs

The contractor's signs may either be in the form of a white text or the company logo.

Max size: H: 20 cm x W: 60 cm. May only be positioned on the left or right hand side of the bus, at the bottom of the bodywork.

HT-Logo

The HT-logo must be positioned centrally at the front, beneath the windscreen, and on both lengths of the bus. The logo must be as large as possible, though with a maximum height of 25 cm. On each side of the bus, the logo is to be positioned beneath the front passenger windows.

Example of the HT-logo:



Other identity indicators

Apart from the HT-logo, bus number, bus product signs and contractor signs – the bodywork must have no other identity indicators.

However, identity indicators for either the supplier of the engine and/or the bodywork will be allowed. Size and positioning must be approved by HUR.

Any necessary internal texts, e.g. fuel, lubricating oil etc must be completed in white text.

A- and S- bus markings

A- and S-buses' special characteristic is the respective red and blue colour at the entry door, and diagonally in relation to the latter, see drawing on the final page of Annex 4.

Additionally, the route and the route's main destinations are placed on the edge of the roof.

In A- and S- buses, there must be a route frieze holder above the windows at the front left hand side of the bus with the following measurements:

H: 209 mm x W: 1850 mm. The laminated route frieze is supplied by HUR.

Once the bus type is known, painting with RAL-colours as well as other implementations will be agreed upon with HUR's Information Department.

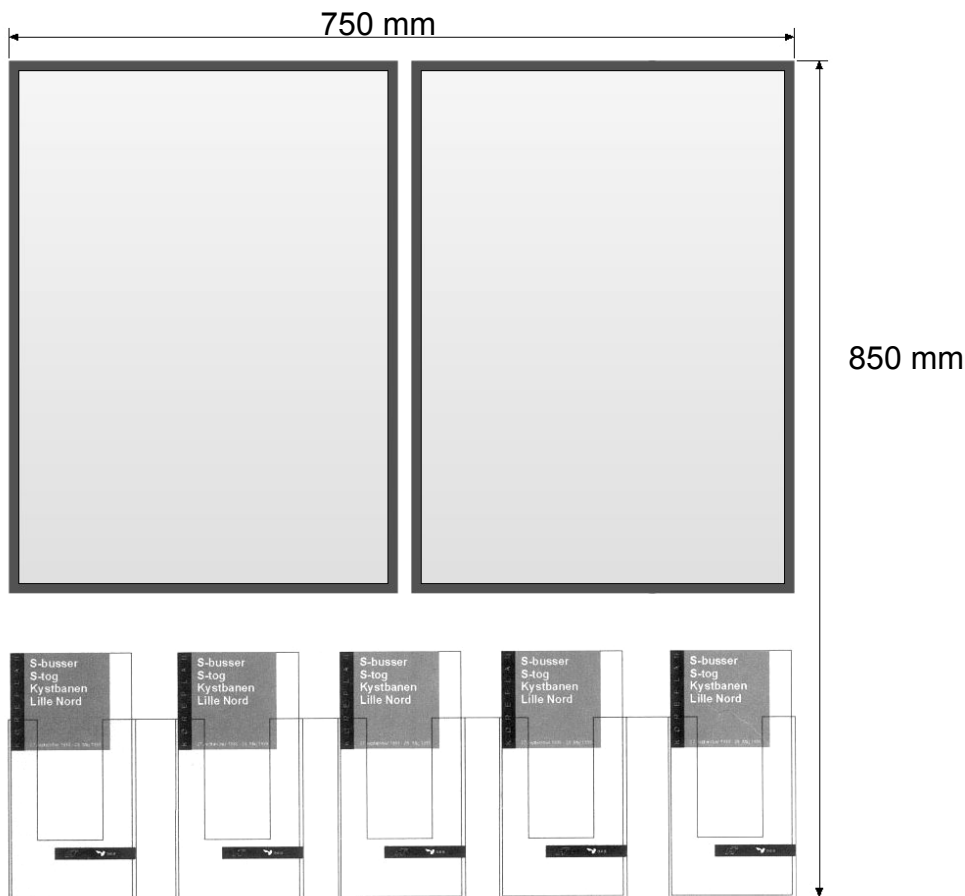
Traffic information boards and timetable holders

A glass partition measuring minimum 75 x 85 cm must be placed directly behind the centre door.

2 DIN A3 boards and 5 timetable holders must be mounted on this partition, see the drawing below. The boards must measure 301 x 422 mm inside and be of a similar quality to Speed-Sign a/s 19 mm S.H. The boards must be made from naturally oxidised aluminium without a back sheet, with a counter-profile on the back. The timetable holders must be 110 mm wide on the inside and be of a hard high-impact quality e.g. Speed-Sign Taymar W110.

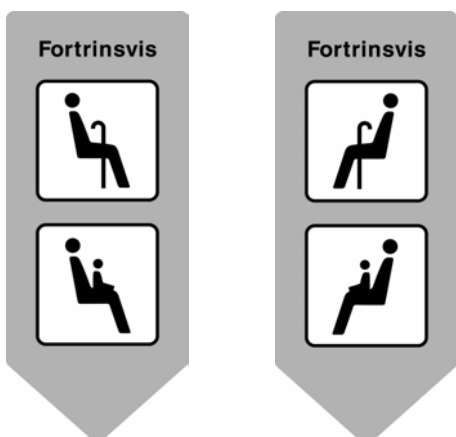
The information board and timetable holders must be positioned in such a way that door posts and hand rails do not get in the way of customer access to time tables and the changing of posters. Information boards and timetable holders must be provided and maintained by the contractor. Final positioning of the information board and timetable holders must be approved by HUR's Information Department.

Diagram of traffic information boards and timetable holders:



Reserved seating

Buses must have 8 reserved seats, preferably for the elderly, the walking impaired and passengers with small children. One of the below pictograms must be positioned on the window above these seats, so that the pictogram co-ordinates with the way the seats are facing. The positioning of the pictograms are done upon agreement with HUR's Information Department. The pictograms measure 78 x 184 mm, are produced in black/white on a HT-yellow background, and appear as follows:



Unwanted pictograms:

HUR does not want the following pictograms and inscriptions in the buses:

Pram and wheelchair pictograms on the front

"No entry" signs on the exit door

"Travel card", "Travel card and tickets" above the entry door

"Bus-number" above the actual bus number.

"Entry" by the entry door

In general, any texts, symbols and signs - apart from those that are required - are not permitted unless otherwise agreed with HUR.

4.5. Advertising*Bus adverts, sides and rear*

If the contractor wishes exterior advertising on the buses, then the following maximum sizes must be respected:

On the left hand side, max. 1 measuring: Max H: 48 cm x W: 480 cm

On the entry side, max. 2 measuring: Max H: 48 cm x W: 240 cm

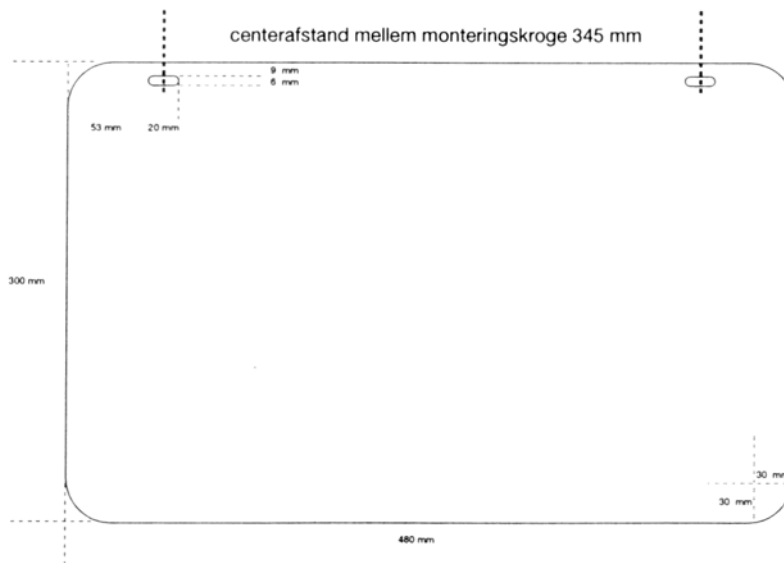
On the rear, max. 1 measuring: Max H: 60 cm x W: 160 cm

See drawings on the following pages of this Annex.

Advertising in the rear windows is not permitted.

Hanging signs

If the contractor wishes to have interior advertising in the buses, then this must be executed via “hanging signs” in windows, see diagram below. There may be no more than 7 spaces for hanging signs, including the 2 spaces for HUR’s hanging signs.



Hængeskiltet til krogeophængning, mål 1:5

Advertising on the driver's back wall

A poster in hxb format measuring 60 x 50 cm may be placed on the driver's back wall.

Positioning of A- and S-bus markings and exterior advertising on 12 and 13.7 m buses, shown as an S-bus below

Oversættelser til bus tegningen

Advertising space

2 x advertising spaces

The advertisements must either be placed beneath the back windows, or beneath the front windows.

Oversættelser til Hængeskilt tegningen:

Distance between hooks: 345cm

Hanging sign suspended by hooks – Scale 1:5