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Gould Information Identification, Inc, Fort Worth, TX

Prepared for

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16. Abstract

Passenger count information is needed by transportation planners and transit management to determine total transportation system requirements based on projected passenger movement throughout the transit network. The work effort reported herein represents a small part of the overall contract effort whose primary objective is the evaluation of Multi-User Automatic Vehicle Monitoring (AVM) for transit and paratransit users. As part of the overall effort, an AVM system will be deployed on six test routes and 200 buses of the Southern California Rapid Transit District and evaluated over a one-year period.

This evaluation involved environmental and laboratory testing, as well as field testing on a City Transit (CITRAN) bus of Fort Worth, Texas. Volume II, this report, contains the test data of the evaluation of passenger counter sensors (PCS) for use in transit buses. It contains many laboratory/field test data sheets that describe each specific test that was conducted, the number of samples involved, and the conditions under which each test was performed, as well as sheets depicting the data recording format and data analysis. "Volume I: Technical Report" contains the results of the evaluation of three commercial transit-line passenger counter systems for use in transit buses, namely: Dynamic Controls, Inc.; Eyniman, Inc.; and International Pro-data Corporation. The evaluation results indicated that the passenger counter system manufactured by Dynamic Controls, Inc., which incorporated treadle mats, exhibited slightly superior counting performance under virtually all test conditions. A related report is "Vibration Tests on Transit Buses" (UMTA-MA-06-0041-79-6).

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Volume II: Test Data

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FINAL REPORT

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PREFACE

During the spring of 1978, as part of the Multi-User Automatic Vehicle Monitoring (AVM) Program, Contract DOT-TSC-1237, Gould Information Identification Inc. of Fort Worth, Texas, conducted an evaluation of three commercially supplied passenger counters. This evaluation involved environmental and laboratory testing, as well as field testing on a City Transit of Fort Worth (CITRAN) bus. The purpose of this evaluation was to assess the potential performance of each counter for use as passenger sensors in an AVM system on six selected routes of the Southern California Rapid Transit District (SCRTD). Experiments with AVM are slated to begin in the fall of 1979. The AVM system is being developed for the Urban Mass Transportation Administration by Gould under Contract DOT-TSC-1237 to the U. S. Department of Transportation, Research and Special Programs Administration, the Transportation Systems Center.

A large number of Gould personnel contributed to the success of this program in the roles of simulated passengers and in conducting the tests. Particular acknowledgement is given to D. Brown, J. McKinney, and B. Roper for their aid in installation and testing of the counters. A. Balaram and G. Mayfield provided needed support in the data analyses and G. Gruver, Gould's Program Manager, assured that the evaluation was compatible with the overall program goals.

Special acknowledgement is accorded to Messrs. L. Heil and J. Bertosiwicze of CITRAN and their staff of operators and maintenance personnel without whose full support this program could not have been accomplished. The support of Mr. B. Blood, the Transportation System Center's Project Monitor and Project Engineers B. Kliem and J. Herlihy is also gratefully acknowledged.

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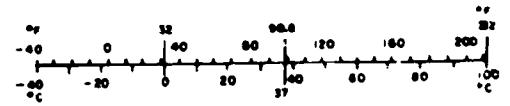
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
	AREA			
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
	MASS (weight)			
oz	ounces	28	grams	g
lb	pounds	2.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
	VOLUME			
tsp	teaspoons	5	milliliters	ml
tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
	TEMPERATURE (exact)			
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
	AREA			
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
	MASS (weight)			
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
	VOLUME			
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
	TEMPERATURE (exact)			
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



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1. INTRODUCTION

This report contains the test data of an evaluation of passenger counter sensors (PCS) for use in transit buses. The work was performed by Gould Information Identification, Inc. (GI^3), under Contract DOT-TSC-1237 to the U.S. Department of Transportation, Research and Special Programs Administration, Transportation Systems Center. Funding was provided by the Office of Bus and Paratransit Technology, Urban Mass Transportation Administration.

The work effort reported herein represents a small part of the overall contract effort whose sole primary objective is the evaluation of Multi-User Automatic Vehicle Monitoring (AVM) for transit and paratransit users. As part of that overall effort, an AVM system will be deployed on six test routes and 200 buses of the Southern California Rapid Transit District (SCRTD) and evaluated over a one-year period. An important requirement of AVM is that accurate knowledge of the transit rider load factors on each AVM-equipped bus be available, both in real time to facilitate closed-loop bus control tactics and off-line for transit management information. The transit rider count for each vehicle will be obtained using available passenger counters as sensors.

The criteria used for this evaluation were developed to fulfill the requirements set for the AVM experiment and evaluation program and do not necessarily represent the criteria that a transit property would apply in the selection of a PCS for use as part of an on-board data collection system. The goal of the Multi-User AVM program is to determine the potential benefits that AVM may yield to both transit operators and passengers in a closely-controlled experimental environment. Therefore, many of the requirements which have been placed on the

system elements that will be used to gather data during the transit experiments are more restrictive than may be necessary in some transit environments. In no way should the results of this evaluation be construed as a sanctioning of one or more passenger counter systems by the U.S. Department of Transportation.

2. TEST PROGRAM DESCRIPTION

The test program was designed to assess the capability of each passenger counter sensor and associated logic to reliably and accurately record bus passenger boarding and alighting activities through a uniform and objective comparison of each of the three selected PCSs. Two of the three PCSs that were selected for testing incorporated prototype electronic packaging, although all three manufacturers have indicated that they have the capability to manufacture production hardware. In each case, the complete PCS went through both laboratory tests and field operational tests, but only the sensor elements underwent environmental testing, since in the AVM application no displays are required and the logic would be packed with other on-vehicle AVM equipment in an environmentally protected enclosure.

The tests performed were designed to provide both absolute and comparative data regarding each PCS with regard to:

- accuracy in counting boarding passengers,
- accuracy in counting alighting passengers,
- susceptibility to error for particular types of boarding/alighting configurations,
- ease of installation on a bus,
- susceptibility to the environmental conditions associated with operation on a bus in an urban environment, and
- susceptibility to vandalism.

Tests were conducted in three parts as follows:

- Simultaneous testing of the three units in a laboratory mockup of a bus passageway as a means of identifying the basic counting capabilities of each PCS under controlled conditions.
- Simultaneous testing on a City Transit of Fort Worth (CITRAN) bus. During these tests, all three counters were subjected to exactly the

same operational conditions in order to obtain a set of PCS data which could be authentically used as a basis for comparing the counting accuracies of three different PCSs.

- Environmental testing of the sensor elements of each PCS to determine their ability to function within the environment which may be expected in transit operating conditions and the extent to which the environment produces degraded performances.

These tests were conducted in the order shown. Laboratory and field tests were conducted by GI^3 personnel.

2.1 Laboratory Tests

2.1.1 Laboratory Test Configuration. Laboratory testing was conducted through the use of a special test stand which was constructed at the facility. This test stand included a replica of both the front and rear doors of a Flxible Corporation Model 7200 Series bus. In order to replicate the boarding/alighting areas of an actual bus, the test stand included the following:

- Doors which could be opened and closed remotely.
- A rear door which could be opened by a passenger pushing on the door.
- Step heights which were based on specifications provided by the Flxible Corporation.
- Sensors which were installed in the manner suggested by the appropriate PCS manufacturer.
- A test stand front door which was of a fan-fold type. (This was in contrast to the slide-type door found on the CITRAN bus. The test stand front door is also wider by six inches than the CITRAN bus front door.)

All three PCSs were installed in the test stand, in accordance with the applicable manufacturer's specifications, and were tested simultaneously. Therefore, passengers passing through either door of the test stand provided a common baseline for each test.

Laboratory testing served to verify the fundamental characteristics of each individual PCS in terms of its counting properties under controlled conditions. Also, since the passenger sensing mechanisms used [infrared (IR) and treadle] are so basically different, these tests served to identify problems which result in degraded performance of each type of counter. Particular problems which can be expected relative to the two technologies are as follows:

IR	TREADLE
• passenger size or carrying parcels	• passenger weight
• passengers boarding/alighting simultaneously	• type of boarding, e.g., both feet on one step simultaneously
• whether or not passenger's hands touch the door or sensors	
• door alignment after each closing	• curb height

Each of these items is discussed with regard to specific tests.

2.1.2 Laboratory Test Description. Laboratory tests were conducted through the use of personnel simulating the boarding/alighting of passengers from the test stand. Table 2-1 contains a description of each specific test that was conducted, the number of samples involved, and the conditions under which each test was performed. As noted in this table, both single boardings and mass boardings of passengers were simulated. Each test is briefly described in the following paragraphs.

Test 1. This test provided data for characterizing each individual PCS under conditions of single-passenger, separate transactions with all doors open. In this manner, the effect of repeated door open/close events was not included, thus allowing the inherent counting accuracy of each PCS sensor to be assessed in both directions. Passengers weighing between 80 and 240 pounds were utilized during these tests.

TABLE 2-1 LABORATORY TEST DESCRIPTION

TEST NO.	OBSERVATIONS P_A	OBSERVATIONS P_B	DESCRIPTION OF TEST	CONDITIONS
1	600	600	Passage through each door separately, board front/ alight rear	1. Both doors open 2. No Parcels
2	600	600	Simultaneous board at front door/alight at rear door	Same as 1
3	600	600	Simultaneously two passengers board/alight at front and rear doors	Same as 1
4	600	600	Passage through each door separately, board front/ alight rear	Passengers Carry * Parcels
5	600	600	Simultaneous board at front door/alight at rear door	Passengers Carry Parcels*
6	600	600	Same as 2 with both feet planted on each step at each transaction	No Parcels
7	600	600	Steady stream of passengers board at front door, alight at rear door	Passengers Carry Parcels*

P_A = NUMBER OF PASSENGERS ALIGHTING

P_B = NUMBER OF PASSENGERS BOARDING

*PARCELS INCLUDED BRIEFCASES, GROCERY SACKS AND UMBRELLAS.

Test 2. A passenger boarded at the front door and a passenger alighted at the rear door simultaneously. This test evaluated the ability of each PCS's logic to perform the simultaneous counting functions.

Test 3. Two passengers alighted and boarded simultaneously at the front door and at the rear door.

Test 4. Same as 1 except passengers carried (a) briefcases, (b) grocery sacks, and (c) umbrellas.

Test 5. Same as 2 except passengers carried parcels identified in Test 4.

Test 6. Same as 2 except passengers was forced to dwell in the sensor area by planting both feet on each step.

Test 7. A steady stream of passengers were continously crowded on and off the test stand. Some carried parcels as noted in Test 4.

2.1.3 Test Procedure. Laboratory tests were conducted with pre-planned boarding and alighting of passengers through the test stand. All tests were structured so as to involve sets of exactly 100 passenger boardings and a like number of passenger alightings in order to facilitate data recording and analysis. During all tests, a manual record was kept of all passenger transactions and the conditions of the test.

2.1.4 Data Recording. An example of the recording format used for the data during each test described in paragraph 2.1.2 is shown in Table 2-2. After each 100 observations, the test director recorded the displayed values of P_A and P_B corresponding to each of the three PCSs and then reset each display to zero.

2.1.5 Data Reduction. The data recorded during the laboratory test were analyzed with the objectives of:

- identifying particular error-inducing conditions associated with each type PCS,
- characterizing the basic sensing ability of each PCS under the controlled conditions of each test,

TABLE 2-2 LABORATORY TEST DATA SHEET

TEST NO. _____

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100						
2	100	100						
3	100	100						
4	100	100						
5	100	100						
6	100	100						
TOTAL	600	600						
NO. ERRORS (+)								
PERCENT ERRORS								
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0						

- establishing incidence of boarding errors, and
- establishing incidence of alighting errors.

2.1.6 Data Analysis. For each PCS and for each test, the following data were computed from the recorded raw data:

- percent correct boarding counts = $600 - \frac{\text{absolute no. of errors}}{600} \times 100\%$.
- percent correct alighting counts = $600 - \frac{\text{absolute no. of errors}}{600} \times 100\%$.
- percent overcounts/errors = $\frac{\text{no. of overcounts}}{\text{no. of errors}} \times 100\%$.

The number of counting errors in P_A and P_B observed for each PCS during each 600 observation test was compared with the number of failures (40) which would result in the PCS failing the test. For example, if the number of measured errors in P_A is less than 40, then there would be no more than a 4.2 percent probability that a PCS with a 5 percent error rate would have failed and no more than a 0.2 percent probability that the PCS actually had an error rate greater than or equal to 10 percent.

The absolute number of errors is defined as the total number of errors (overcount and undercount) observed during each test. An overcount occurs when the display indicates more passengers boarded or alighted than actually boarded or alighted. An undercount occurs when the display indicates fewer passengers boarded or alighted.

2.1.7 Laboratory Test Data

During each laboratory test, a log sheet was filled out describing test conditions and any anomalies observed. Log sheets for Laboratory Tests 1 through 7 are contained in this subsection.

LABORATORY TEST DATA SHEET

TEST NO. 1 DATE 2-14-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	100	100	101	98	94	101
2	100	100	100	100	97	100	102	102
3	100	100	100	100	100	100	110	100
4	100	100	100	100	96	98	94	98
5	100	100	101	100	99	98	98	96
6	100	100	100	100	101	99	100	94
TOTAL	600	600	601	600	594	593	598	591
NO. ERRORS (+)			1	0	10	7	26	15
PERCENT ERRORS			.16	0	1.66	1.16	4.33	2.5
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		-1		-1		-11

TEST CONDUCTED BY W. P. Thomas

LABORATORY TEST DATA SHEET

TEST NO. 2 DATE 2-16-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	104	108	103	104	126	111
2	100	100	104	108	105	102	114	106
3	100	100	100	102	100	99	104	101
4	100	100	101	102	108	99	101	101
5	100	100	102	100	107	98	105	108
6	100	100	100	99	101	100	103	110
TOTAL	600	600	611	619	624	602	653	637
NO. ERRORS (+)			11	21	24	10	53	37
PERCENT ERRORS			1.8	3.5	4.0	1.6	8.8	6.1
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		+8		-22		-16

TEST CONDUCTED BY W. D. Hamm

LABORATORY TEST DATA SHEET

TEST NO. 3 DATE 2-15-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	101	100	101	101	111	102
2	100	100	101	101	102	102	110	101
3	100	100	99	101	105	102	106	98
4	100	100	100	102	99	101	109	102
5	100	100	100	99	101	99	105	103
6	100	100	99	98	102	100	101	105
TOTAL	600	600	600	601	610	605	642	611
NO. ERRORS (+)			4	7	12	7	42	15
PERCENT ERRORS			.66	1.1	2.	1.1	7.	2.5
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		+1		-5		-27

TEST CONDUCTED BY Karen Thorn

LABORATORY TEST DATA SHEET

TEST NO. 4a DATE 2-15-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	100	101	100	100	95	99
2	100	100	100	100	103	101	100	102
3	100	100	100	100	98	100	103	106
4	100	100	99	101	100	98	101	102
5	100	100	99	100	99	100	114	106
6	100	100	99	102	102	101	96	99
TOTAL	600	600	597	604	602	600	609	614
NO. ERRORS (±)			3	4	8	4	27	18
PERCENT ERRORS			.5	.6	1.3	.5	4.5	3.
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		+7		-2		+5

TEST CONDUCTED BY Norma Thomas

LABORATORY TEST DATA SHEET

TEST NO. 46 DATE 2-16-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	100	100	85	97	119	100
2	100	100	100	100	100	96	98	99
3	100	100	100	100	100	96	97	100
4	100	100	101	99	99	98	100	100
5	100	100	99	103	99	98	108	100
6	100	100	100	104	100	90	110	100
TOTAL	600	600	600	606	583	575	632	599
NO. ERRORS (±)			2	8	17	25	42	1
PERCENT ERRORS			.3	1.3	2.8	41	7	.16
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		+6		+8		-33

TEST CONDUCTED BY K. L. Thomas

LABORATORY TEST DATA SHEET

TEST NO. 4c DATE 2-15-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	97	101	92	98	103	96
2	100	100	100	101	100	100	111	102
3	100	100	98	101	98	96	107	101
4	100	100	100	100	99	95	109	103
5	100	100	100	100	83	97	115	97
6	100	100	100	101	93	96	109	102
TOTAL	600	600	595	604	565	582	654	601
NO. ERRORS (±)			5	4	35	18	54	15
PERCENT ERRORS			.8	.6	58	3	9	2.5
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		+9		+17		-53

TEST CONDUCTED BY Karen Thomas

LABORATORY TEST DATA SHEET

TEST NO. 5 DATE 2-16-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	110	110	91	90	71	78
2	100	100	115	103	90	91	80	78
3	100	100	106	103	85	83	73	79
4	100	100	105	101	89	89	79	83
5	100	100	101	101	83	82	81	90
6	100	100	103	103	90	91	82	91
TOTAL	600	600	640	621	528	526	466	499
NO. ERRORS (±)			40	21	72	74	134	101
PERCENT ERRORS			6.6	3.5	12	12.3	22.3	16.8
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		-19		-2		+33

TEST CONDUCTED BY Vonna Thomas

LABORATORY TEST DATA SHEET

TEST NO. 6 DATE 2-16-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	100	100	101	99	100	94
2	100	100	101	100	99	98	98	96
3	100	100	100	100	96	98	94	98
4	100	100	100	100	100	100	110	100
5	100	100	100	100	97	99	102	102
6	100	100	100	100	101	98	94	101
TOTAL	600	600	601	600	594	592	598	591
NO. ERRORS (±)			1	0	10	8	26	15
PERCENT ERRORS			.1	0	1.6	1.3	4.3	2.5
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		-1		-2		-7

TEST CONDUCTED BY Karen Thomas

LABORATORY TEST DATA SHEET

TEST NO. 7 DATE 2-16-78

RUN NO.	NO. SAMPLES		TEST RESULTS					
			DYNAMIC CONTROLS		DYNIMAN		PRO-DATA	
	P_B	P_A	P_B	P_A	P_B	P_A	P_B	P_A
1	100	100	96	96	98	102	89	96
2	100	100	99	100	105	106	97	107
3	100	100	92	96	97	98	96	100
4	100	100	92	97	98	101	97	98
5	100	100	78*	74*	87	101	86	99
6	100	100	92	94	61**	78**	92	98
TOTAL	600	600	471	483	485	508	557	598
NO. ERRORS (+)			29	21	25	12	43	16
PERCENT ERRORS			4.8	3.5	4.1	2	7.1	2.6
$\lvert \Sigma P_A - \Sigma P_B \rvert$	0	0		+12		+23		+41

TEST CONDUCTED BY K.D. Hamm

* THE LOGIC FOR DYNAMIC CONTROLS RESET ITSELF WHEN THE DOORS WERE ACTUATED WHEN BEING ALIGNED

** REALIGNMENT OF DOORS RESULTED IN THE LOGIC BEING RESET

2.2 Field Operational Tests

2.2.1 Field Test Methodology. Field testing of all three PCSs was accomplished through tests on a CITRAN bus in Fort Worth. All three PCSs were installed and tested simultaneously in order to ensure that the test results were based on exactly the same set of passenger transactions. All passenger transactions and, therefore, all observations consisted of boardings and alightings as they occurred during the day-to-day operation of the bus on a selected CITRAN bus route.

CITRAN operations personnel recommended that the Hemphill (B) line be utilized for the test route. This line was identified by CITRAN as one of their more heavily travelled routes. CITRAN data indicate that a bus on the "B" line typically handles 400 passengers per day, which is considerable less than a typical SCRTD bus run. Consequently, special runs to schools, local aerospace contractor facilities, ans a park-and-ride arrangement were also conducted to allow mass boarding data to be obtained.

2.2.2 Operational Test Procedure. Attempting to correlate passenger transactions to specific bus stops from run-to-run or day-to-day was not the goal of these tests; the goal was primarily the determination of counting accuracy. Therefore, data were recorded at each bus stop in sequential order without reference, except through special comments, to the specific location.

During the operational tests, the test conductor read and reset the PCSs after each stop. Other members of the test team manually counted the passenger transactions at the front and rear doors, leaving the test conductor free to coordinate the activities and record the data after each stop.

At each location at which the bus stopped, the following data were recorded:

1. P_B: the actual number of passengers boarding.
2. P_A: the actual number of passengers alighting.
3. P(i) :the number of passengers boarding as counted by the PCS designated as i, either DC, D, or P (with DC corresponding to the Dynamic Controls PCS, D corresponding to the Dynimax PCS, and P corresponding to the Pro-Data PCS).

4. $P_A(i)$: the number of passengers alighting as counted by the PCS designated as i either DC, D, or P.

5. T: the elapsed time at each stop between the time the first door opens and the time the last door closes.

6. Remarks as necessary, e.g., 7 or 9 passengers boarding were school school children, mass boarding, etc.

Actual boarding and alighting data were obtained by two test personnel (situated front and rear) manually counting boardings and alightings on handheld mechanical counters, one in each hand. During actual passenger transactions, the test personnel devoted their full attention to obtaining accurate counts of P_A and P_B. A few instances of manual errors were detected during the test program; these were noted on the test log and the associated data deleted from consideration.

After the bus ceased passenger transactions, the test director had ample time to (1) record the actual transitions as values recorded on the four mechanical counters (two values supplied by the reardoor observer and two by the frontdoor observer), (2) record and reset the three PCS displays, and (3) read the stop watch prior to reaching the next bus stop.

CITRAN scheduled the bus as requested by GI[3]. The tests were conducted on weekdays and Saturdays. Each test day began at the CITRAN garage with GI[3] personnel installing the display console and power connection to the PCSs and having test personnel board the bus for its initial scheduled run, which began during the 6-7 a.m. time block. Tests were then conducted continuously with a separate test run number being designated for each round trip. At least three test personnel participated in all test runs. During each test, a log of all extraordinary occurrences was kept to facilitate subsequent analysis.

2.2.3 Data Reduction. The second step in the data reduction process involved segregating the test data into sets of data which were identifiable

with a specific PCS. This involved reducing the data collected on test sheets.

2.2.4 Field Operational Test Data

During each test run, a log sheet was completed recording passenger transactions and any anomalies observed. Log sheets for the Field Operational Tests 1 through 8 are contained in this subsection.

"A" COUNTER

FIELD DATA ANALYSIS: PCS "A" - Dynamic Control ok

ROUTE 251 TEST RUN 1 DATE 2-22-78 START TIME 3:40 END TIME 4:39

Bus # 105

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	37	1	37	0	0	1	36	37	-1
2	-	9	0	9	0	0	37	38	-1
3	-	11	0	10	0	1	36	18	-2
4	2	~~5~~ 6	2	6	0	~~2~~ 0	~~18~~ 12	14	-2
5	[illegible]	~~11~~ 5	1	7	0	~~9~~ -2	8	8	-0
6	0	3	0	2	0	1	5	6	-1
7	0	3	0	4	0	-1	2	2	0
8			-	-	-	-	-	-	-
9			-	-	-	-	-	-	-
10	3	1	3	1	0	0	4	4	0
11	0	1	0	1	0	0	3	3	0
12	0	0	0	0	0	0	3	3	0
13	0	0	0	0	0	0	3	3	0
14	3	0	3	0	0	0	6	6	0
15	1	0	1	0	0	0	7	7	0
16	0	0	0	0	0	0	7	7	0
17	1	0	1	0	0	0	8	8	0
18	0	0	0	0	0	0	8	8	0
19	0	1	0	1	0	0	7	7	0
20	0	1	0	2	0	-1	6	5	1
21	0	1	0	1	0	0	5	4	1
22	1	0	1	0	0	0	6	5	1
23	10	0	9	0	1	0	16	14	2
24	4	1	4	1	0	0	19	17	2
25	0	1	0	1	0	0	18	16	2
26	0	2	0	2	0	0	16	14	2
27	0	2	0	2	0	0	14	12	2
B3 28	1	0	1	0	0	0	15	13	2
29	1	1	1	1	0	0	15	13	2
30	1	0	0	1	1	-1	16	12	4
31	1	0	1	0	0	0	17	13	4
32	1	0	1	0	0	0	13	14	4
33	1	3	1	4	0	-1	16	11	5
34	11	7	11	7	0	0	20	15	5
35	1	0	1	0	0	0	21	16	5
36	0	1	0	1	0	0	20	15	5
37	1	1	1	1	0	0	20	15	5
38	1	0	1	0	0	0	21	16	5
39	0	2	0	2	0	0	19	14	5
40	1	1	0	1	1	0	19	13	6
41	1	0	1	0	0	0	20	14	6
42	0	4	0	4	0	0	16	10	6
43	3	0	3	0	0	0	19	13	6
44	1	0	1	0	0	0	20	14	6
45	0	4	0	4	0	0	16	10	6
46	0	1	0	1	0	0	15	9	6
47	0	1	0	1	0	0	14	8	6
48	0	1	0	1	0	0	13	7	6
49	3	2	3	2	0	0	14	8	6
	92	7							

"A" Counter

SHEET 2

ROUTE 251 TEST RUN 1 DATE 2-22-8 START TIME 3:40 END TIME 6 39

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	2	1	—	—	2	1	15	8	7
51	3	0	5	1	-2	-1	18	12	6
52	6	0	6	0	0	0	24	18	6
53	1	0	1	0	0	0	25	19	6
54	1	1	1	1	0	0	25	19	6
55	0	1	0	1	0	0	24	18	6
56	0	1	0	2	0	-1	23	16	7
57	0	3	0	4	0	-1	20	12	8
58	0	2	0	2	0	0	18	10	8
59	0	1	0	1	0	0	17	9	8
60	0	5	0	5	0	0	13	4	9
61	0	0	0	0	0	0	13	4	9
62	0	1	0	1	0	0	11	3	8
63	0	2	0	1	0	1	9	2	7
64	0	1	0	1	0	0	8	1	7
65	0	1	0	1	0	0	7	0	7
66	0	1	0	1	0	0	6	-1	7
67	0	0	0	0	0	0	6	-1	7
68	4	0	4	0	0	0	10	3	7
70	0	0	0	0	0	0	10	3	7
71	0	1	0	1	0	0	9	2	7
72	0	3	0	1	0	2	6	1	5
73	0	6	0	6	0	0	0	-5	5
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
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85									
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87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	109	109							

"B" COUNTER

FIELD DATA ANALYSIS: PCS "B" DYNAmic

ROUTE 251 TEST RUN 1 DATE 2-22-78 START TIME 340 END TIME 6:39

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	37	1	37	1	0	0	36	36	0
2	0	9	0	9	0	0	27	27	0
3	0	11	0	10	0	1	16	17	-1
4	2	6	2	6	0	0	12	13	-1
5	1	5	1	7	0	-2	8	7	1
6	0	3	0	2	0	1	5	5	0
7	0	3	0	4	0	-1	2	1	1
8	—	—	—	—	—	—	—	—	—
9	—	—	—	—	—	—	—	—	—
10	3	1	2	1	1	0	4	2	2
11	0	1	0	1	0	0	3	1	2
12	0	0	0	0	0	0	3	1	2
13	0	0	0	0	0	0	3	1	2
14	3	0	3	0	0	0	6	4	2
15	1	0	1	0	0	0	7	5	2
16	0	0	0	0	0	0	7	5	2
17	1	0	1	0	0	0	8	6	2
18	0	0	0	0	0	0	8	6	2
19	0	1	0	1	0	0	7	5	2
20	0	1	0	2	0	-1	6	3	3
21	0	1	0	1	0	0	5	2	3
22	1	0	1	0	0	0	6	3	3
23	10	0	9	0	1	0	16	12	4
24	4	1	4	1	0	0	19	15	4
25	0	1	0	1	0	0	18	14	4
26	0	2	0	2	0	0	16	12	4
27	0	2	0	1	0	1	14	11	3
28	1	0	1	0	0	0	15	12	3
29	1	1	1	1	0	0	15	12	3
30	1	0	0	1	1	-1	16	11	5
31	1	0	1	0	0	0	17	12	5
32	1	0	1	0	0	0	18	13	5
33	1	3	1	3	0	0	16	11	5
34	11	7	9	4	2	3	20	16	4
35	1	0	1	0	0	0	21	17	4
36	0	1	0	0	0	1	20	17	3
37	1	1	1	1	0	0	20	17	3
38	1	0	1	0	0	0	21	18	3
39	0	2	0	3	0	-1	19	15	4
40	1	1	0	1	1	0	19	14	5
41	1	0	1	0	0	0	20	15	5
42	0	4	0	4	0	0	16	11	5
43	3	0	3	0	0	0	19	14	5
44	1	0	1	0	0	0	20	15	5
45	0	4	0	3	0	1	16	12	4
46	0	1	0	1	0	0	15	11	4
47	0	1	0	1	0	0	14	10	4
48	0	1	0	0	0	1	13	10	3
49	3	2	3	2	0	0	14	11	3
	12								

B" COUNTER

SHEET 2

ROUTE 251 TEST RUN 1 DATE 2-22-29 START TIME 340 END TIME 639

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	2	1	0	0	2	1	15	11	4
51	3	0	4	1	-1	-1	18	14	4
52	6	0	6	0	0	0	24	20	4
53	1	0	1	0	0	0	25	21	4
54	1	1	1	1	0	0	25	21	4
55	0	1	0	0	0	-1	24	21	3
56	0	1	0	2	0	-1	23	19	4
57	0	3	0	3	0	0	20	16	4
58	0	2	0	2	0	0	18	14	4
59	0	1	0	1	0	0	17	13	4
60	0	5	0	5	0	0	12	9	3
61	0	0	0	0	0	0	12	9	3
62	0	1	0	1	0	0	11	7	4
63	0	2	0	2	0	0	9	5	4
64	0	1	0	1	0	0	8	4	4
65	0	1	0	1	0	0	7	3	4
66	0	1	0	1	0	0	6	2	4
67	0	0	0	0	0	0	6	2	4
68	4	0	4	0	0	0	10	6	4
70	0	0	0	0	0	0	10	6	4
71	0	1	0	1	0	0	9	5	4
72	0	3	0	1	0	2	6	4	2
73	0	6	0	6	0	0	0	+2	2
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	109	109							

FIELD DATA ANALYSIS: PCS C' Pro Data

ROUTE 207 TEST RUN 1 DATE 2/22/8 START TIME 340 END TIME 639

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	37	1	30	1	7	0	36	29	7
2	0	9	1	8	-1	1	27	22	5
3	0	11	3	7	-2	4	16	14	2
4	2	6	1	8	1	-2	12	17	-5
5	1	5	2	3	-1	2	8	16	-8
6	0	3	0	2	0	1	5	17	-9
7	0	3	0	0	0	3	2	14	-12
8	—	—	—	—	—	—	—	—	—
9	—	—	—	—	—	—	—	—	—
10	3	1	1	0	2	1	4	15	-11
11	0	1	0	1	0	0	3	14	-11
12	0	0	0	0	0	0	3	14	-11
13	0	0	0	0	0	0	3	14	-11
14	3	0	3	0	0	0	6	17 (17)	-11
15	1	0	1	0	0	0	7	18	-11
16	0	0	0	0	0	0	7	18	-11
17	1	0	1	0	0	0	8	19	-11
18	0	0	0	0	0	0	8	19	-11
19	0	1	0	1	0	0	7	18	-11
20	0	1	0	1	0	0	6	17	-11
21	0	1	0	1	0	0	5	16	-11
22	1	0	1	0	0	0	6	17	-11
23	10	0	9	0	1	0	16	26	-10
24	4	1	4	1	0	0	19	29	-10
25	0	1	0	1	0	0	18	28	-10
26	0	2	0	1	0	1	16	27	-11
27	0	2	0	2	0	0	14	25	-11
28	1	0	1	0	0	0	15	26	-11
29	1	1	1	1	0	0	15	26	-11
30	1	0	0	0	1	1	16	25	-9
31	1	0	0	0	1	0	17	25	-8
32	1	0	1	0	0	0	18	26	-8
33	1	3	0	2	1	1	16	24	-8
34	11	2	11	2	0	0	20	29	-9
35	1	0	1	0	0	0	21	30	-9
36	0	1	0	1	0	0	20	29	-9
37	1	1	0	1	1	0	20	29	-9
38	1	0	1	0	0	0	21	29	-8
39	0	2	0	2	0	0	19	27	-8
40	1	1	0	0	1	1	19	27	-8
41	1	0	1	0	0	0	20	28	-8
42	0	4	0	4	0	0	16	24	-8
43	3	0	3	0	0	0	19	27	-8
44	1	0	1	0	0	0	20	28	-8
45	0	4	0	3	0	1	16	25	-9
46	0	1	0	1	0	0	15	24	-9
47	0	1	0	1	0	0	14	23	-9
48	0	1	0	1	0	0	13	22	-9
49	3	2	3	2	0	0	14	23	-9

"C" Run Data

SHEET 2

ROUTE 207 TEST RUN 1 DATE 2/22/78 START TIME 3:40 END TIME 6:39

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	2	1	0	0	2	1	15	23	-8
51	3	2	5	0	-2	0	16	26	-10
52	6	0	4	0	2	0	29	32	-3
53	1	0	1	0	0	0	25	33	-8
54	1	1	1	2	0	-1	25	32	-7
55	0	1	0	2	0	-1	24	30	-6
56	0	1	0	2	0	-1	23	28	-5
57	0	3	0	3	0	0	20	25	-5
58	0	2	1	3	-1	0	18	24	-6
59	0	1	0	1	0	0	17	23	-6
60	0	5	0	4	0	1	12	19	-7
61	0	0	0	0	0	0	12	19	-7
62	0	1	0	1	0	0	11	18	-7
63	0	2	0	2	0	0	9	16	-7
64	0	1	0	1	0	0	8	15	-7
65	0	1	0	1	0	0	7	14	-7
66	0	1	0	0	0	1	6	14	-8
67	0	0	0	0	0	0	6	14	-8
68	4	0	3	0	1	0	10	17	-7
70	0	0	0	0	0	0	10	17	-7
71	0	1	0	1	0	0	9	16	-7
72	0	3	0	2	0	1	6	14	-8
73	0	6	0	6	0	0	0	9	-9
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL									

FIELD DATA ANALYSIS: PCS "A" DYNAMIC CONTROL

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 6:32 END TIME 11:25

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	2	2	0
2	2	0	2	0	0	0	4	4	0
3	1	0	1	0	0	0	5	5	0
4	2	0	2	0	0	0	7	7	0
5	0	1	0	1	0	0	6	6	0
6	0	2	0	2	0	0	4	4	0
7	0	2	0	2	0	0	2	2	0
8	1	1	1	1	0	0	2	2	0
9	1	0	1	0	0	0	3	3	0
10	2	0	2	0	0	0	5	5	0
11	1	2	1	2	0	0	4	4	0
12	0	1	0	1	0	0	3	3	0
13	1	0	1	0	0	0	4	4	0
14	1	0	1	0	0	0	5	5	0
15	1	0	1	0	0	0	6	6	0
16	1	0	1	0	0	0	7	7	0
17	1	0	1	0	0	0	8	8	0
18	1	0	1	0	0	0	9	9	0
19	1	0	1	0	0	0	10	10	0
20	1	0	1	0	0	0	11	11	0
21	1	0	1	0	0	0	12	12	0
22	1	0	1	0	0	0	13	13	0
23	1	0	1	0	0	0	14	14	0
24	1	0	1	0	0	0	15	15	0
25	1	0	1	2	0	-2	16	14	2
26	1	0	1	0	0	0	17	15	2
27	1	0	1	0	0	0	18	16	2
28	1	0	1	0	0	0	19	17	2
29	1	0	1	0	0	0	20	15	2
30	0	1	0	1	0	0	17	17	2
31	17	0	12	0	5	0	36	29	7
32	0	1	0	1	0	0	35	28	7
33	1	1	1	1	0	0	35	28	7
34	0	1	0	1	0	0	34	27	7
35	1	0	1	0	0	0	35	28	7
36	0	3	0	3	0	0	32	25	7
37	1	0	1	0	0	0	33	26	7
38	0	1	0	1	0	0	32	25	7
39	0	2	0	2	0	0	30	23	7
40	0	3	0	3	0	0	27	20	7
41	0	6	0	6	0	0	21	14	7
42	1	8	1	8	0	0	14	7	7
43	0	7	0	7	0	0	7	0	7
44	0	2	0	2	0	0	5	-2	7
45	0	1	0	1	0	0	4	-3	7
46	2	2	2	2	0	0	4	-3	7
47	1	0	1	0	0	0	5	-2	7
48	1	0	1	0	0	0	6	-1	7
49	6	0	6	0	0	0	12	5	7
	60	39							

"A" [redacted] 2

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 632 END TIME 1125

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	2	0	2	0	0	10	3	7
51	0	2	0	4	0	-2	8	-1	9
52	0	1	0	1	0	0	7	-2	9
53	3	0	3	0	0	0	10	1	9
54	0	1	0	1	0	0	9	2	7
55	0	1	0	1	0	0	8	1	7
56	0	2	0	2	0	0	6	-1	7
57	1	0	1	0	0	0	7	0	7
58	0	1	0	1	0	0	6	-1	7
59	4	1	4	0	0	1	9	3	6
60	0	4	0	4	0	0	5	-1	6
61	1	0	1	0	0	0	6	0	6
62	0	1	0	1	0	0	5	-1	6
63	1	0	1	0	0	0	6	0	6
64	1	0	1	0	0	0	7	1	6
65	2	1	2	0	0	1	8	3	5
66	0	1	0	1	0	0	7	2	5
67	0	1	0	1	0	0	6	1	5
68	2	0	4	1	-2	-1	5	4	4
70	1	1	1	1	0	0	5	4	4
71	0	1	0	1	0	0	7	3	4
72	0	2	0	2	0	0	5	1	4
73	0	1	0	1	0	0	4	0	4
74	0	1	0	1	0	0	3	-1	4
75	2	2	2	2	0	0	3	-1	4
76	0	1	0	1	0	0	2	-2	4
77	3	0	3	0	0	0	5	1	4
78	4	2	4	2	0	0	7	3	4
79	1	0	0	1	1	-1	8	2	6
80	1	0	0	1	1	-1	9	1	8
81	0	1	0	1	0	0	8	0	8
82	1	1	1	1	0	0	8	0	8
83	1	0	0	1	1	-1	9	-1	10
84	1	1	1	1	0	0	9	-1	10
85	2	1	2	1	0	0	10	0	10
86	0	4	0	4	0	0	6	-4	10
87	1	0	1	0	0	0	7	-3	10
88	2	0	2	0	0	0	9	-1	10
89	1	0	1	0	0	0	10	0	10
90	1	0	1	0	0	0	11	1	10
91	1	0	1	0	0	0	12	2	10
92	0	1	0	1	0	0	11	1	10
93	0	1	0	1	0	0	10	0	10
94	2	1	1	0	1	1	11	1	10
95	1	0	1	0	0	0	12	2	10
96	1	0	1	0	0	0	13	3	10
97	0	1	0	1	0	0	12	2	10
98	0	2	0	1	0	1	10	1	9
99	0	0	0	2	0	-2	10	-1	11
100	0	0	0	1	0	-1	9	-2	11
TOTAL	43	45	0	1	1	-1	10	-3	13

NOTE

FIELD DATA ANALYSIS: PCS "A" Dynamic Control

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 6:32 END TIME [illegible]

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS -3	ERROR
1	3	1	4	1	-1	0	12	0	12
2	1	2	1	2	0	0	11	-1	12
3	1	1	1	1	0	0	11	-1	12
4	0	1	0	2	0	-1	10	-3	13
5	3	0	3	0	0	0	13	0	13
6	1	1	1	1	0	0	13	0	13
7	1	0	1	0	0	0	14	1	13
8	1	0	1	0	0	0	15	2	13
9	3	1	3	1	0	0	17	4	13
10	1	0	0	1	1	-1	18	3	15
11	1	0	1	0	0	0	19	4	15
12	0	3	0	2	0	1	16	2	14
13	1	0	1	0	0	0	17	3	14
14	0	1	1	3	-1	0	14	1	13
15	0	1	0	1	0	0	13	0	13
16	0	1	0	1	0	0	12	-1	13
17	3	5	4	5	-1	0	10	-2	12
18	4	4	5	4	-1	0	10	-1	11
19	2	0	2	0	0	0	12	1	11
20	0	1	0	0	0	1	11	1	10
21	1	0	1	0	0	0	12	2	10
22	1	0	1	0	0	0	13	3	10
23	2	2	2	0	0	2	13	5	8
24	1	0	1	2	0	-2	14	4	10
25	3	1	3	0	0	1	16	7	9
26	0	0	0	1	0	-1	16	6	10
27	1	0	1	0	0	0	17	7	10
28	0	2	0	2	0	0	15	5	10
29	4	0	4	0	0	0	19	9	10
30	1	0	1	0	0	0	20	10	10
31	0	1	0	0	0	1	19	10	9
32	1	0	1	0	0	0	20	11	9
33	6	5	0	4	6	1	15	5	10
34	1	2	1	2	0	0	14	4	10
35	2	3	2	3	0	0	13	3	10
36	2	4	2	4	0	0	11	1	10
37	1	0	1	0	0	0	12	2	10
38	0	3	0	4	0	-1	9	-2	11
39	0	1	0	1	0	0	8	-3	11
40	1	0	1	0	0	0	9	-2	11
41	1	0	6	1	-5	-1	10	-3	13
42	4	3	5	3	-1	0	11	-2	13
43	0	1	0	1	0	0	10	-3	13
44	1	0	1	0	0	0	11	-2	13
45	1	0	1	0	0	0	12	-1	13
46	1	0	1	0	0	0	13	0	13
47									
48									
49									
	56	53							

"A" 4

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 1125 END TIME 1346

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	13 ON BOARD COUNT ACTUAL	13 ON BOARD COUNT PCS O	13 ON BOARD COUNT ERROR
50	1	5	0	4	1	1	6	-4	10
51	1	0	1	0	0	0	7	-3	10
52	1	0	0	0	1	0	8	-3	11
53	1	0	1	0	0	0	9	-2	11
54	1	1	1	1	0	0	9	-2	11
55	1	3	1	3	0	0	7	-4	11
56	5	2	5	2	0	0	10	-1	11
57	6	4	3	6	3	-2	12	-4	16
58	1	0	1	0	0	0	13	-3	16
59	1	0	1	0	0	0	14	-2	16
60	3	2	3	0	0	2	17	1	16
61	0	2	0	1	0	1	15	0	15
62	0	2	0	1	0	1	13	-1	14
63	0	1	0	1	0	0	12	-1	14
64	0	1	0	0	0	1	11	-1	12
65	1	0	1	0	0	0	12	0	12
66	1	1	1	1	0	0	1	0	1
67	0	1	0	1	0	0	11	-1	12
68	1	0	1	0	0	0	12	0	12
70	0	2	0	2	0	0	10	-2	12
71	2	1	2	1	0	0	11	-1	12
72	0	2	0	2	0	0	9	-3	12
73	1	1	1	1	0	0	9	-3	12
74	0	1	0	1	0	0	8	-4	12
75	0	1	0	1	0	0	7	-5	12
76	1	0	1	0	0	0	8	-4	12
77	1	0	1	0	0	0	9	-3	12
78	1	1	1	1	0	0	9	-3	12
79	3	0	3	0	0	0	12	0	12
80	0	1	0	1	0	0	11	-1	12
81	3	9	3	9	0	0	5	-7	12
82	1	0	1	0	0	0	6	-6	12
83	1	0	1	0	0	0	7	-5	12
84	1	0	1	0	0	0	8	-4	12
85	1	0	1	0	0	0	9	-3	12
86	1	3	1	4	0	-1	7	-6	13
87	2	0	2	0	0	0	9	-4	13
88	1	0	1	0	0	0	9	-4	13
89	0	1	0	1	0	0	9	-4	13
90	1	1	1	1	0	0	9	-4	13
91	1	0	1	0	0	0	10	-3	13
92	2	1	3	1	-1	0	11	-1	12
93	0	1	0	1	0	0	10	-2	12
94	5	3	5	4	0	-1	12	0	12
95	1	5	1	5	0	0	9	-3	12
96	0	5	0	5	0	0	8	-4	12
97	0	6	0	6	0	0	7	-5	12
98	0	7	0	7	0	0	6	-6	12
99	0	7	0	7	0	0	5	-7	12
100	1	7	1	7	0	0	5	-7	12
TOTAL	55	63							

FIELD DATA ANALYSIS: PCS "A" DYNAMIC CONTROL

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 11:25 END TIME 6:46

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS - 7	ERROR
1	0	1	0	1	0	0	4	-3	12
2	1	1	1	0	0	1	4	-7	11
3	0	1	0	1	0	0	3	-8	11
4	0	1	0	1	0	0	2	-9	11
5	2	0	2	0	0	0	4	-7	11
6	1	0	1	0	0	0	5	-6	11
7	0	1	0	1	0	0	4	-7	11
8	0	2	0	2	0	0	2	-9	11
9	0	1	0	1	0	0	1	-10	11
10	2	0	2	0	0	0	3	-8	11
11	0	1	0	1	0	0	2	-9	10
12	4	1	4	1	0	0	5	-5	10
13	4	0	4	0	0	0	9	-1	10
14	0	3	0	3	0	0	6	-5	11
15	4	3	4	3	0	0	7	-4	11
16	0	1	0	1	0	0	6	-5	11
17	1	0	1	0	0	0	7	-4	11
18	1	0	1	0	0	0	8	-3	11
19	1	0	1	0	0	0	9	-2	11
20	0	0	0	0	0	0	9	-2	11
21	0	1	0	1	0	0	8	-3	11
22	1	0	1	0	0	0	9	-2	11
23	0	1	0	1	0	0	8	-3	11
24	1	1	1	1	0	0	9	-2	11
25	0	0	0	0	0	0	9	-2	11
26	0	1	0	1	0	0	8	-3	11
27	1	0	1	0	0	0	9	-2	11
28	1	0	1	0	0	0	10	-1	11
29	0	1	0	1	0	0	9	-2	11
30	1	0	1	0	0	0	10	-1	11
31	0	1	0	1	0	0	9	-2	11
32	4	5	4	5	0	0	8	-3	11
33	0	1	0	1	0	0	4	-7	11
34	1	0	1	0	0	0	3	-8	11
35	0	1	0	1	0	0	4	-7	11
36	0	1	0	1	0	0	3	-8	11
37	4	0	4	0	0	0	7	-4	11
38	0	1	0	1	0	0	6	-5	11
39	3	0	3	0	0	0	9	-2	11
40	0	1	0	1	0	0	8	-3	11
41	0	3	0	3	0	0	5	-6	11
42	2	0	2	0	0	0	7	-4	11
43	0	1	0	1	0	0	6	-5	11
44	2	0	2	0	0	0	8	-3	11
45	3	3	3	3	0	0	8	-2	10
46	2	2	2	2	0	0	8	-2	10
47	1	1	1	1	0	0	8	-2	10
48	1	2	1	2	0	0	7	-3	10
49	14	1	13	1	1	0	20	9	11
	63	48							

COUNTER A [redacted] 6

ROUTE 207 TEST RUN #12 DATE 23/02/83 START TIME 1125 END TIME 646

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	5	1	6	1	-1	0	29	19	10
51	1	1	1	1	0	0	24	14	10
52	0	1	0	1	0	0	23	13	10
53	0	1	0	1	0	0	22	12	10
54	0	10	0	9	0	1	12	3	9
55	0	2	0	2	0	0	10	1	9
56	0	1	0	1	0	0	9	0	9
57	3	2	3	2	0	0	10	1	9
58	0	1	0	1	0	0	9	0	9
59	2	0	2	0	0	0	11	2	9
60	0	1	0	1	0	0	10	1	9
61	0	3	0	3	0	0	7	-2	9
62	2	0	1	0	1	0	9	-1	10
63	1	0	1	0	0	0	10	0	10
64	0	1	0	1	0	0	9	-1	10
65	1	0	1	0	0	0	10	0	10
66	2	1	2	1	0	0	11	1	10
67	8	2	2	2	6	0	17	1	16
68	1	0	1	0	0	0	18	2	16
70	0	2	0	1	0	-1	16	1	15
71	1	0	1	0	0	0	17	2	15
72	1	0	1	0	0	0	18	3	15
73	0	2	0	2	0	0	16	1	15
74	0	4	0	2	0	2	12	-1	13
75	4	2	4	2	0	0	14	1	13
76	1	0	1	0	0	0	15	2	13
77	2	6	2	6	0	0	11	-2	13
78	0	1	0	1	0	0	10	-2	13
79	1	0	1	0	0	0	11	-2	13
80	—	—	—	—	—	—	—	—	—
81	1	0	1	0	0	0	12	-1	13
82	1	0	1	0	0	0	13	0	13
83	6	1	6	1	0	0	18	5	13
84	2	0	2	0	0	0	20	7	13
85	3	0	3	0	0	0	23	10	13
86	1	0	1	0	0	0	24	11	13
87	0	0	0	0	0	0	24	11	13
88	0	1	0	1	0	0	23	10	13
89	0	1	0	1	0	0	22	9	13
90	2	0	2	0	0	0	24	11	13
91	0	1	0	1	0	0	23	10	13
92	0	1	0	1	0	0	22	9	13
93	0	1	0	1	0	0	21	8	13
94	0	1	0	1	0	0	20	7	13
95	0	1	0	1	0	0	19	6	13
96	0	1	0	1	0	0	18	5	13
97	0	1	0	1	0	0	17	4	13
98	0	2	0	2	0	0	15	2	13
99	0	1	0	1	0	0	14	1	13
100	1	0	1	0	0	0	15	2	13
101	0	2	0	2	0	0	13	0	13
TOTAL	53								

FIELD DATA ANALYSIS: PCS "A" DYNAMIC CONTROL 7

ROUTE 207 TEST RUN #2 DATE 23/02/82 START TIME 11:25 END TIME 646

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS Q	ERROR
1	0	1	0	1	0	0	12	-1	13
2	0	1	0	1	0	0	11	-2	13
3	0	1	0	1	0	0	10	-3	13
4	0	1	0	1	0	0	9	-4	13
5	0	1	0	1	0	0	8	-5	13
6	1	0	1	0	0	0	9	-4	13
7	1	0	1	0	0	0	10	-3	13
8	0	2	0	2	0	0	8	-5	13
9	0	3	0	3	0	1	5	-7	12
10	16	3	13	7	3	-4	18	-1	19
11	2	0	1	0	1	0	20	0	20
12	1	0	1	0	0	0	21	1	20
13	2	1	2	1	0	0	22	2	20
14	0	2	0	2	0	0	20	0	20
15	0	1	0	2	0	-1	19	-2	21
16	1	0	1	0	0	0	20	-1	21
17	0	1	0	1	0	0	19	-2	21
18	1	0	1	0	0	0	20	-1	21
19	0	1	0	1	0	0	19	-2	21
20	3	1	3	1	0	0	21	0	21
21	7	0	7	0	0	0	28	7	21
22	0	5	0	5	0	0	23	2	21
23	1	0	1	0	0	0	24	3	21
24	1	0	1	0	0	0	25	4	21
25	5	6	4	6	1	0	24	2	22
26	4	9	4	9	0	0	19	-3	22
27	11	1	11	1	0	0	29	7	22
28	1	0	1	0	0	0	30	8	22
29	2	1	2	1	0	0	31	9	22
30	0	1	0	1	0	0	30	8	22
31	0	1	0	1	0	0	29	7	22
32	0	1	0	1	0	0	28	6	22
33	—	—	—	—	—	—	—	—	—
34	1	1	1	1	0	0	28	6	22
35	0	1	0	1	0	0	27	5	22
36	0	6	0	8	0	-2	21	-3	24
37	1	0	1	0	0	0	22	-2	24
38	1	3	2	3	-1	2	19	-3	21
39	2	4	2	4	0	0	16	-5	21
40	0	1	0	1	0	0	15	-6	21
41	0	3	0	3	0	0	12	-9	21
42	1	0	0	1	1	-1	13	-10	23
43	1	0	1	0	0	0	14	-9	23
44	1	0	1	0	0	0	15	-8	23
45	1	0	1	0	0	0	16	-7	23
46	0	1	0	1	0	0	15	-8	23
47	0	1	0	1	0	0	14	-9	23
48	0	1	0	1	0	0	13	-10	23
49	0	1	0	1	0	0	12	-11	23
	69								

COUNTRCH [redacted] 8

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 11 25 END TIME 6 46

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT 12 ACTUAL	ON BOARD COUNT PCS -11	ON BOARD COUNT ERROR
50	2	1	2	1	0	0	13	-10	23
51	0	1	0	1	0	0	12	-11	23
52	0	1	0	1	0	0	11	-12	23
53	0	2	0	2	0	0	9	-14	23
54	4	2	6	0	-2	2	11	-8	19
55	2	0	1	0	1	0	13	-7	20
56	0	2	0	2	0	0	10	-10	20
57	1	0	1	0	0	0	11	-9	20
58	0	1	0	3	0	-2	10	-12	22
59	1	3	1	1	0	2	8	-12	20
60	1	0	1	0	0	0	9	-11	20
61	2	0	2	0	0	0	11	-9	20
62	0	1	0	0	0	1	10	-9	19
63	0	1	0	1	0	0	9	-10	19
64	0	1	0	1	0	0	8	-11	19
65	1	0	1	0	0	0	9	-10	19
66	1	1	1	1	0	0	9	-10	19
67	6	0	6	0	0	0	15	-4	19
68	1	0	1	0	0	0	16	-3	19
70	0	1	0	1	0	0	15	-4	19
71	0	1	0	1	0	0	14	-5	19
72	0	1	0	1	0	0	13	-6	19
73	0	1	0	1	0	0	12	-7	19
74	0	6	0	6	0	0	6	-13	19
75	0	6	0	6	0	0	0	-19	19
76	22	33							
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	421	421							

FIELD DATA ANALYSIS: PCS "B" DYNAMAP

ROUTE 207 TEST RUN # 2 DATE 2.3/02/8 START TIME 6:32 END TIME 11:25

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	2	2	0
2	2	0	2	0	0	0	4	4	0
3	1	0	1	0	0	0	5	5	0
4	2	0	2	0	0	0	7	7	0
5	0	1	0	1	0	0	6	6	0
6	0	2	0	2	0	0	4	4	0
7	0	2	0	2	0	0	2	2	0
8	1	1	1	1	0	0	2	2	0
9	1	0	1	0	0	0	3	3	0
10	2	0	2	0	0	0	5	5	0
11	1	2	1	2	0	0	4	4	0
12	0	1	0	1	0	0	3	3	0
13	1	0	1	0	0	0	4	4	0
14	1	0	1	0	0	0	5	5	0
15	1	0	1	0	0	0	6	6	0
16	1	0	1	0	0	0	7	7	0
17	1	0	1	0	0	0	8	8	0
18	1	0	1	0	0	0	9	9	0
19	1	0	1	0	0	0	10	10	0
20	1	0	1	0	0	0	11	11	0
21	1	0	1	0	0	0	12	12	0
22	1	0	1	0	0	0	13	13	0
23	1	0	1	0	0	0	14	14	0
24	1	0	1	0	0	0	15	15	0
25	1	0	1	0	0	0	16	16	0
26	1	0	1	0	0	0	17	17	0
27	1	0	1	0	0	0	18	18	0
28	1	0	1	0	0	0	19	19	0
29	1	0	1	0	0	0	20	20	0
30	0	1	1	1	0	0	19	19	0
31	17	0	17	0	0	0	36	36	0
32	0	1	0	1	0	0	35	35	0
33	1	1	1	1	0	0	35	35	0
34	0	1	0	1	0	0	34	34	0
35	1	0	1	0	0	0	35	35	0
36	0	3	0	3	0	0	32	32	0
37	1	0	1	0	0	0	33	33	0
38	0	1	0	1	0	0	32	32	0
39	0	2	0	2	0	0	30	30	0
40	0	3	0	3	0	0	27	27	0
41	0	6	0	5	-1	-1	21	21	0
42	1	8	1	8	0	0	14	14	0
43	0	7	0	7	0	0	7	7	0
44	0	2	0	2	0	0	5	5	0
45	0	1	0	1	0	0	4	4	0
46	2	2	2	2	0	0	4	4	0
47	1	0	1	0	0	0	5	5	0
48	1	0	1	0	0	0	6	6	0
49	6	0	5	0	1	0	12	11	-1

"B"

SHEET #2 2

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 6 32 END TIME 1125

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT 12 ACTUAL	ON BOARD COUNT 15 PCS	ON BOARD COUNT ERROR
50	0	2	0	0	0	2	10	15	-5
51	0	2	0	1	0	1	8	14	-6
52	0	1	0	1	0	0	7	13	-6
53	3	0	3	0	0	0	10	16	-6
54	0	1	0	1	0	0	9	15	-6
55	0	1	0	0	0	1	8	15	-7
56	0	2	0	2	0	0	6	13	-7
57	1	0	1	1	0	0	7	14	-7
58	0	1	0	1	0	0	6	13	-7
59	4	1	4	0	0	1	9	17	-8
60	0	4	0	3	0	1	5	14	-9
61	1	0	1	0	0	0	6	15	-9
62	0	1	0	1	0	0	5	14	-9
63	1	0	1	0	0	0	6	15	-9
64	1	0	1	0	0	0	7	16	-9
65	2	1	2	0	0	1	8	18	-10
66	0	1	0	1	0	0	7	17	-10
67	0	1	0	1	0	0	6	16	-10
68	2	0	4	2	-2	-2	5	18	-10
70	1	1	1	1	0	0	5	18	-10
71	0	1	0	1	0	0	7	17	-10
72	0	2	0	2	0	0	5	15	-10
73	0	1	0	1	0	1	4	15	-9
74	0	1	1	2	0	-1	3	13	-10
75	2	2	2	1	0	1	3	14	-11
76	0	1	0	1	0	0	2	14	-12
77	3	0	3	0	0	0	5	17	-12
78	4	2	4	2	0	0	7	18	-11
79	1	0	2	1	-1	-1	8	17	-9
80	1	0	1	1	0	-1	9	16	-7
81	0	1	0	1	0	0	8	15	-7
82	1	1	1	1	0	0	8	15	-7
83	1	0	0	1	1	-1	9	14	-5
84	1	1	1	1	0	0	9	14	-5
85	2	1	2	1	0	0	10	15	-5
86	0	4	0	4	0	0	6	11	-5
87	1	0	1	0	0	0	7	12	-5
88	2	0	2	0	0	0	9	14	-5
89	1	0	1	0	0	0	10	15	-5
90	1	0	1	0	0	0	11	16	-5
91	1	0	1	0	0	0	12	17	-5
92	0	1	0	1	0	0	11	16	-5
93	0	1	0	1	0	0	10	15	-5
94	2	1	2	0	0	1	11	17	-6
95	1	0	1	0	0	0	12	18	-6
96	1	0	1	0	0	0	13	19	-6
97	0	1	0	1	0	0	12	18	-6
98	0	2	0	1	0	1	10	17	-7
99	0	0	0	2	0	-2	10	15	-5
100	0	1	0	1	0	0	9	14	-5
AP	1	0	0	1	1	-1	10	13	-3
TOTAL	43	45							

FIELD DATA ANALYSIS: PCS "B" DYNIMAN

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 6:32 END TIME 1:25

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	3	1	3	1	0	0	12	15	-3
2	1	2	1	2	0	0	11	14	-3
3	1	1	1	1	0	0	11	14	-3
4	0	1	0	2	0	-1	10	12	-2
5	3	0	3	0	0	0	13	15	-2
6	1	1	1	1	0	0	13	15	-2
7	1	0	1	0	0	0	14	16	-2
8	1	0	1	0	0	0	15	17	-2
9	3	1	3	1	0	0	17	19	-2
10	1	0	0	0	1	0	15	19	-1
11	1	0	1	0	0	0	19	20	-1
12	0	3	0	3	0	0	16	17	-1
13	1	0	1	0	0	0	17	18	-1
14	0	3	1	3	-1	0	14	16	-2
15	0	1	0	1	0	0	13	15	-2
16	0	1	0	1	0	0	12	14	-2
17	3	5	3	5	0	0	10	12	-2
18	4	4	5	4	-1	0	10	13	-3
19	3	0	2	0	1	0	12	15	-3
20	0	1	2	1	-2	0	11	16	-5
21	1	0	1	0	0	0	12	17	-5
22	1	0	1	0	0	0	13	18	-5
23	2	2	2	0	0	2	13	20	-7
24	1	0	1	2	0	-2	14	19	-5
25	3	1	3	0	0	1	16	23	-6
26	0	0	0	1	0	-1	16	21	-5
27	1	0	1	0	0	0	17	22	-5
28	0	2	0	2	0	0	15	20	-5
29	4	0	4	0	0	0	19	24	-5
30	1	0	1	0	0	0	20	25	-5
31	0	1	0	1	0	0	19	24	-5
32	1	0	1	0	0	0	20	25	-5
33	0	5	0	5	0	0	15	20	-5
34	1	2	1	2	0	0	14	19	-5
35	2	3	3	2	-1	1	13	20	-7
36	2	4	3	4	-1	0	11	17	-6
37	1	0	1	0	0	0	12	18	-6
38	0	3	0	2	0	1	9	16	-7
39	0	1	0	1	0	0	8	15	-7
40	1	0	1	0	0	0	9	16	-7
41	1	0	0	2	1	-2	10	14	-4
42	4	3	4	3	0	0	11	15	-4
43	0	1	0	1	0	0	10	14	-4
44	1	0	1	0	0	0	11	15	-4
45	1	0	1	0	0	0	12	16	-4
46	1	0	1	0	0	0	13	17	-4
47	[redacted]								
48									
49									
	56	53							

B

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 1125 END TIME 1146

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	1	8	1	4	0	4	6	-1	7
51	1	0	1	0	0	0	7	0	7
52	1	0	1	0	0	0	8	1	7
53	1	0	1	0	0	0	9	2	7
54	1	1	1	2	0	-1	7	1	8
55	1	3	2	3	-1	0	7	0	7
56	5	2	3	2	2	0	10	1	9
57	6	4	5	3	1	1	12	3	9
58	1	0	2	0	-1	0	13	5	8
59	1	0	1	0	0	0	14	6	8
60	3	0	2	1	1	-1	17	7	10
61	0	2	0	1	0	1	15	6	9
62	0	2	0	1	0	1	13	5	8
63	0	1	0	1	0	0	12	4	8
64	0	1	0	1	0	0	11	3	8
65	1	0	1	0	0	0	12	4	8
66	1	1	1	1	0	0	12	4	8
67	0	1	0	1	0	0	11	3	8
68	1	0	0	0	1	0	12	3	9
70	0	2	0	3	0	-1	10	0	10
71	2	1	2	1	0	0	11	1	10
72	0	2	0	2	0	0	9	-1	10
73	1	1	1	0	0	1	9	0	9
74	0	1	0	1	0	0	8	-1	9
75	0	1	0	1	0	0	7	-2	9
76	1	0	1	0	0	0	8	-1	9
77	1	0	1	0	0	0	9	0	9
78	1	0	1	0	0	0	9	0	9
79	3	0	1	0	2	0	12	1	11
80	0	1	0	1	0	0	11	0	11
81	3	1	2	1	1	0	5	-7	12
82	1	0	1	0	0	0	6	-6	12
83	1	0	1	0	0	0	7	-5	12
84	1	0	1	0	0	0	8	-4	12
85	1	0	1	0	0	0	9	-3	12
86	1	3	1	4	0	-1	7	-6	13
87	2	0	2	0	0	0	9	-4	13
88	1	0	1	0	0	0	10	-3	13
89	0	1	1	1	-1	0	9	-4	13
90	1	1	1	2	0	-1	9	-5	14
91	1	0	1	1	0	-1	10	-4	14
92	2	1	2	2	0	-1	11	-4	15
93	0	1	1	3	-1	-2	10	-5	15
94	5	3	4	3	1	0	12	-4	16
95	1	4	2	5	-1	-1	9	-7	16
96	0	2	0	1	0	1	8	-8	16
97	0	2	0	1	0	1	7	-9	16
98	0	1	0	1	0	0	6	-10	16
99	0	1	0	1	0	0	5	-11	16
100	1	1	2	2	-1	-1	5	-11	16
TOTAL					7	-4	8	-2	

FIELD DATA ANALYSIS: PCS "B" DYNIMAN

ROUTE 207 TEST RUN #2 DATE 23/08/8 START TIME 11:25 END TIME 6:46

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	1	1	-1	0	4	13	-9
2	1	1	0	1	1	0	4	12	-8
3	0	1	0	1	0	0	3	11	-8
4	0	1	0	1	0	0	2	10	-8
5	2	0	2	0	0	0	4	12	-8
6	1	0	1	0	0	0	5	13	-8
7	0	1	0	1	0	0	4	12	-8
8	0	2	0	2	0	0	2	10	-8
9	0	1	0	0	0	1	1	10	-9
10	2	0	2	0	0	0	3	12	-9
11	0	1	0	1	0	0	2	11	-9
12	4	0	4	2	0	0	5	13	-8
13	4	0	4	0	0	0	9	17	-8
14	0	3	0	3	0	0	6	14	-8
15	4	1	4	1	0	0	7	15	-8
16	0	1	0	1	0	0	6	14	-8
17	1	0	1	0	0	0	7	15	-8
18	1	0	1	0	0	0	8	16	-8
19	1	0	1	0	0	0	9	17	-8
20	0	0	1	0	-1	0	9	18	-9
21	0	1	0	1	0	0	9	17	-8
22	0	1	0	1	0	0	9	18	-9
23	0	1	0	1	0	0	9	17	-8
24	1	0	1	0	0	0	9	18	-9
25	0	1	0	1	0	0	8	17	-9
26	0	1	0	1	0	0	8	16	-8
27	0	1	0	1	0	0	8	15	-7
28	1	0	1	0	0	0	9	15	-6
29	1	0	1	0	0	0	10	15	-5
30	0	1	0	1	0	0	9	14	-5
31	1	0	1	0	0	0	10	15	-5
32	0	1	0	1	0	0	9	14	-5
33	0	4	0	4	0	0	4	13	-9
34	0	1	0	1	0	0	3	12	-9
35	0	1	0	1	0	0	4	13	-9
36	1	0	1	0	0	0	3	12	-9
37	0	4	0	4	0	0	7	16	-9
38	0	1	0	1	0	0	6	15	-9
39	2	2	2	2	0	0	6	17	-11
40	0	1	0	1	0	0	5	16	-11
41	0	3	0	3	0	0	5	13	-8
42	2	0	2	0	0	0	7	15	-8
43	2	1	2	1	0	0	7	14	-7
44	0	2	0	2	0	0	5	16	-11
45	3	3	3	3	0	0	5	16	-11
46	2	2	2	2	0	0	5	16	-11
47	1	1	1	1	0	0	5	16	-11
48	1	2	1	2	0	0	4	15	-11
49	1	2	1	2	3	0	20	24	-4

Reproduced from best available copy.

CARTER BB

[redacted] 6

ROUTE 207 TEST RUN #2 DATE 23/02/2 START TIME 11 25 END TIME 6 46

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	5	1	5	1	0	0	24	28	-4
51	1	1	1	1	0	0	24	28	-4
52	0	1	0	1	0	0	23	27	-4
53	0	1	0	1	0	0	22	26	-4
54	0	10	0	11	0	-1	12	15	-3
55	0	2	0	2	0	0	10	13	-3
56	0	1	0	1	0	0	9	12	-3
57	3	2	3	2	0	0	10	13	-3
58	0	1	0	1	0	0	9	12	-3
59	2	0	2	0	0	0	11	14	-3
60	0	1	0	1	0	0	10	13	-3
61	0	3	0	4	0	-1	7	10	-3
62	2	0	1	0	1	0	9	10	-1
63	1	0	1	0	0	0	10	11	-1
64	0	1	0	1	0	0	9	10	-1
65	1	0	1	0	0	0	10	11	-1
66	2	1	2	1	0	0	11	12	-1
67	8	2	7	2	1	0	17	17	0
68	1	0	1	0	0	0	18	18	0
70	0	2	0	1	0	1	16	17	-1
71	1	0	1	0	0	0	17	18	-1
72	1	0	1	0	0	0	18	19	-1
73	0	2	0	2	0	0	16	17	-1
74	0	4	0	3	0	1	12	15	-3
75	4	2	4	2	0	0	14	17	-3
76	1	0	1	0	0	0	15	18	-3
77	2	6	2	6	0	0	11	14	-3
78	0	1	0	0	0	1	10	14	-4
79	1	0	1	0	0	0	11	15	-4
80	—	—	—	—	—	—	—	—	—
81	1	0	1	0	0	0	12	16	-4
82	1	0	1	0	0	0	13	17	-4
83	6	1	5	1	1	0	18	22	-4
84	2	0	2	0	0	0	20	24	-4
85	3	0	3	0	0	0	23	27	-4
86	1	0	1	0	0	0	24	28	-4
87	0	0	0	0	0	0	24	28	-4
88	0	1	0	1	0	0	23	27	-4
89	0	1	0	0	0	1	22	27	-5
90	2	0	2	0	0	0	24	29	-5
91	0	1	0	1	0	0	23	28	-5
92	0	1	0	1	0	0	22	27	-5
93	0	1	0	1	0	0	21	26	-5
94	0	1	0	0	0	1	20	26	-6
95	0	1	0	2	0	-1	19	24	-5
96	0	1	0	1	0	0	18	23	-5
97	0	1	0	1	0	0	17	22	-5
98	0	2	0	2	0	0	15	20	-5
99	0	1	0	1	0	0	14	18	-4
100	1	0	1	0	0	0	15	19	-4
TOTAL	10	62	10	62	0	0	13	17	-4

7

FIELD DATA ANALYSIS: PCS "B" Dynaman

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 1125 END TIME 646

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	0	1	0	0	13	16	-4
2	0	1	0	1	0	0	11	15	-4
3	0	1	0	1	0	0	10	14	-4
4	0	1	0	1	0	0	9	13	-4
5	0	1	1	2	0	-1	8	12	-4
6	1	0	1	0	0	0	9	13	-4
7	1	0	1	0	0	0	10	14	-4
8	0	2	0	2	0	0	8	13	-5
9	0	3	0	3	0	0	5	10	-5
10	16	3	15	3	1	0	18	22	-4
11	2	0	1	0	1	0	20	23	-3
12	1	0	1	0	0	0	21	24	-3
13	2	1	1	1	1	0	22	24	-2
14	0	2	0	1	0	1	20	23	-3
15	0	1	0	1	0	0	19	22	-3
16	1	0	1	0	0	0	20	23	-3
17	0	1	0	1	0	0	19	22	-3
18	1	0	1	0	0	0	20	23	-3
19	0	1	0	1	0	0	19	22	-3
20	3	1	3	1	0	0	21	24	-3
21	7	0	6	0	1	0	28	30	-2
22	0	5	0	1	0	4	23	29	-6
23	1	0	1	0	0	0	24	30	-6
24	1	0	1	0	0	0	25	31	-6
25	5	6	5	2	0	4	24	31	-7
26	4	9	10	0	4	9	19	31	-12
27	11	1	10	1	1	0	29	40	-11
28	1	0	1	0	0	0	30	39	-9
29	2	1	2	1	0	0	31	40	-9
30	0	1	0	1	0	0	30	39	-9
31	0	1	0	1	0	0	29	38	-9
32	0	1	0	1	0	0	28	37	-9
33	0	1	1	1	-1	0	-	-	-9
34	1	1	1	1	0	0	28	37	-9
35	0	1	0	1	0	0	27	36	-9
36	0	6	0	5	0	1	21	31	-10
37	1	0	1	0	0	0	22	32	-10
38	1	5	1	4	0	1	18	29	-11
39	2	4	2	3	0	1	16	28	-12
40	0	1	0	1	0	0	15	27	-12
41	0	5	0	2	0	3	12	24	-12
42	1	0	0	1	1	-1	13	23	-10
43	1	0	1	0	0	0	14	24	-10
44	1	0	1	0	0	0	15	25	-10
45	1	0	1	0	0	0	16	26	-10
46	0	1	2	1	-2	0	15	27	-12
47	0	1	0	1	0	0	14	26	-12
48	0	1	0	1	0	0	13	25	-12
49	0	1	0	1	0	0	12	24	-12
	72								

COUNTER B

[redacted] 8

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 11:25 END TIME 6:46

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	2	1	2	0	0	1	13	26	-13
51	0	1	0	1	0	0	12	25	-13
52	0	1	0	1	0	0	11	24	-13
53	0	2	0	2	0	0	9	22	-13
54	4	2	1	0	3	2	11	23	-12
55	2	0	1	0	1	0	13	24	-11
56	0	3	0	3	0	0	10	21	-11
57	1	0	1	0	0	0	11	22	-11
58	0	1	0	2	0	-1	10	20	-10
59	1	3	1	11	0	-2	8	20	-12
60	1	0	1	0	0	0	9	21	-12
61	2	0	2	0	0	0	11	23	-12
62	0	1	0	1	0	0	10	22	-12
63	0	1	0	1	0	0	9	20	-11
64	0	1	0	1	0	0	8	20	-12
65	1	0	1	0	0	0	9	21	-12
66	1	1	1	1	0	0	9	22	-13
67	6	0	6	0	0	0	15	27	-12
68	1	0	1	0	0	0	16	28	-12
70	0	1	0	1	0	0	15	27	-12
71	0	1	0	1	0	0	14	26	-12
72	0	1	0	1	0	0	13	25	-12
73	0	1	0	1	0	0	12	24	-12
74	0	6	0	6	0	0	6	18	-12
75	0	6	0	6	0	0	0	12	-12
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	421	421							

FIELD DATA ANALYSIS: PCS "C" PRO DATA

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 6'32 END TIME 11:25

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	2	2	0
2	2	0	2	0	0	0	4	4	0
3	1	0	1	0	0	0	5	5	0
4	2	0	2	0	0	0	7	7	0
5	0	1	0	1	0	0	6	6	0
6	0	2	0	2	0	0	4	4	0
7	0	2	0	2	0	0	2	2	0
8	1	1	1	1	0	0	2	2	0
9	1	0	1	0	0	0	3	3	0
10	2	0	2	0	0	0	5	5	0
11	1	2	1	2	0	0	4	4	0
12	0	1	0	1	0	0	3	3	0
13	1	0	0	0	1	0	4	3	1
14	1	0	1	0	0	0	5	4	1
15	1	0	1	0	0	0	6	5	1
16	1	0	1	0	0	0	7	6	1
17	1	0	1	0	0	0	8	7	1
18	1	0	1	0	0	0	9	8	1
19	1	0	0	0	1	0	10	8	2
20	1	0	1	0	0	0	11	9	2
21	1	0	1	1	0	-1	12	9	3
22	1	0	1	0	0	0	13	10	3
23	1	0	1	0	0	0	14	11	3
24	1	0	1	0	0	0	15	12	3
25	1	0	2	0	-1	0	16	14	2
26	1	0	0	0	1	0	17	14	3
27	1	0	1	0	0	0	18	15	3
28	1	0	1	0	0	0	19	16	3
29	1	0	1	0	0	0	20	17	3
30	0	1	2	1	0	0	19	16	3
31	17	0	16	0	1	0	36	32	4
32	0	1	0	1	0	0	35	31	4
33	1	1	1	1	0	0	35	31	4
34	0	1	0	0	0	1	34	31	3
35	1	0	1	0	0	0	35	32	3
36	0	3	0	2	0	1	32	30	2
37	1	0	1	0	0	0	32	31	2
38	0	1	0	0	0	1	32	31	1
39	0	2	0	2	0	0	30	29	1
40	0	3	0	2	0	1	27	27	0
41	0	6	0	5	0	1	21	22	-1
42	1	8	1	8	0	0	14	15	-1
43	0	7	1	5	-1	2	7	11	-4
44	0	2	0	2	0	0	5	9	-4
45	0	1	0	1	0	0	4	8	-4
46	2	2	2	2	0	0	4	8	-4
47	1	0	1	0	0	0	5	1	-4
48	1	0	1	0	0	0	6	10	-4
49	6	0	4	0	2	0	12	14	-2

Counter C

SHEET 2 2

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME _____ END TIME 1125

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT #ACTUAL	ON BOARD COUNT PCS #	ON BOARD COUNT ERROR
50	0	2	0	2	0	0	10	12	-2
51	0	2	0	3	0	-1	8	9	-1
52	0	1	0	1	0	0	7	8	-1
53	3	0	3	0	0	0	10	11	-1
54	0	1	0	1	0	0	9	10	-1
55	0	1	0	1	0	0	8	9	-1
56	0	2	0	2	0	0	6	7	-1
57	1	0	0	0	1	0	7	7	0
58	0	1	0	1	0	0	6	6	0
59	4	1	4	0	0	1	9	10	-1
60	0	4	0	4	0	0	5	6	-1
61	1	0	1	0	0	0	6	7	-1
62	0	1	0	1	0	0	5	6	-1
63	1	0	1	0	0	0	6	7	-1
64	1	0	1	0	0	0	7	8	-1
65	2	1	3	0	0	1	8	10	-2
66	0	1	0	1	0	0	7	9	-2
67	0	1	0	1	0	0	6	8	-2
68	2	0	3	2	-1	2	9	9	-1
70	1	1	1	1	0	0	8	9	-1
71	0	1	0	1	0	0	7	8	-1
72	0	2	0	2	0	0	5	6	-1
73	0	1	0	1	0	0	4	5	-1
74	0	1	1	1	-1	0	3	5	-2
75	2	2	2	2	0	0	3	5	-2
76	0	1	0	1	0	0	2	4	-2
77	3	0	3	0	0	0	5	7	-2
78	4	2	4	2	0	0	7	9	-2
79	1	0	0	2	1	-2	8	7	1
80	1	0	0	1	1	-1	9	6	3
81	0	1	0	1	0	0	8	5	3
82	1	1	2	0	-1	1	9	7	1
83	1	0	0	1	1	-1	9	6	3
84	1	1	1	1	0	0	9	6	3
85	2	1	2	2	0	-1	10	6	4
86	0	4	1	4	-1	0	6	3	3
87	1	0	1	0	0	0	7	4	3
88	2	0	1	0	1	0	9	5	4
89	1	0	1	0	0	0	10	6	4
90	1	0	1	0	0	0	11	7	4
91	1	0	1	0	0	0	12	8	4
92	0	1	0	1	0	0	11	7	4
93	0	1	0	1	0	0	10	6	4
94	2	1	1	0	1	1	11	7	4
95	1	0	1	0	0	0	12	8	4
96	1	0	1	0	0	0	13	9	4
97	0	1	0	1	0	0	12	8	4
98	0	2	0	1	0	1	10	5	5
99	0	0	2	0	-2	0	10	4	6
100	0	1	0	1	0	0	9	3	6
101	1	0	0	1	1	-1	10	2	8
TOTAL					1 -5	5 -7			

FIELD DATA ANALYSIS: PCS "C" PRODATA

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 6:32 END TIME 1:25

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	3	1	3	1	0	0	12	9	3
2	1	2	1	3	0	-1	11	7	4
3	1	1	1	0	0	1	11	8	3
4	0	1	1	2	-1	-1	10	7	3
5	3	0	3	0	0	0	13	10	3
6	1	1	1	1	0	0	13	10	3
7	1	0	1	0	0	0	14	11	3
8	1	0	0	0	1	0	15	11	4
9	3	1	2	2	1	-1	17	11	6
10	1	0	0	2	1	-2	18	9	9
11	1	0	1	0	0	0	19	10	9
12	0	3	0	3	0	0	16	7	9
13	1	0	1	0	0	0	17	8	9
14	0	3	1	4	-1	-1	14	5	9
15	0	1	0	1	0	0	13	4	9
16	0	1	0	1	0	0	12	3	9
17	3	5	3	3	0	2	10	3	7
18	4	4	9	7	-5	-3	10	5	5
19	2	0	2	0	0	0	12	7	5
20	0	1	0	1	0	0	11	6	5
21	1	0	1	0	0	0	12	7	5
22	1	0	1	0	0	0	13	8	5
23	2	2	2	0	0	2	13	10	3
24	1	0	1	2	0	-2	14	9	5
25	3	1	3	0	0	1	16	12	4
26	0	0	0	1	0	-1	16	11	5 ←
27	1	0	1	0	0	0	17	12	5
28	0	2	0	2	0	0	15	10	5
29	4	0	3	0	1	0	19	13	6
30	1	0	0	0	1	0	20	13	7
31	0	1	0	1	0	0	19	12	7
32	1	0	1	0	0	0	20	13	7
33	0	5	0	5	0	0	15	8	7
34	1	2	1	1	0	1	14	8	6
35	2	3	3	4	0	-1	13	6	6
36	2	4	2	5	0	-1	11	3	8
37	1	0	1	0	0	0	12	4	8
38	0	3	0	5	0	-2	9	1	10
39	0	1	0	1	0	0	8	2	10
40	1	0	1	0	0	0	9	1	10
41	1	0	0	1	1	-1	10	0	10
42	4	3	3	2	1	1	11	1	10
43	0	1	0	1	0	0	11	0	10
44	1	0	1	0	0	0	11	1	10
45	1	0	1	0	0	0	12	2	10
46	1	0	0	0	1	0	13	3	11
47									
48					-1				
49									
					-1	-17			

C

ROUTE 207 TEST RUN # 2 DATE 23/02/8 START TIME 1125 END TIME 6:46

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	1	8	1	3	0	5	6	15	-9
51	1	0	1	0	0	0	7	16	-9
52	1	4	1	0	0	0	8	17	-9
53	1	0	2	0	-1	0	7	19	-10
54	1	1	1	1	0	0	7	19	-10
55	1	3	1	3	0	0	7	17	-10
56	5	2	6	2	-1	0	10	21	-11
57	6	4	5	3	1	1	12	21	-9
58	1	0	1	0	0	0	13	22	-9
59	1	0	1	0	0	0	14	23	-9
60	3	0	3	0	0	0	14	26	-9
61	0	2	0	1	0	1	13	25	-10
62	0	2	0	1	0	1	12	24	-11
63	0	1	0	1	0	0	12	23	-11
64	0	1	0	1	0	0	11	22	-11
65	1	0	1	0	0	0	12	23	-11
66	1	1	1	1	0	0			
67	0	1	0	1	0	0	11	22	-11
68	1	0	0	0	1	0	12	22	-10
70	0	2	0	2	0	0	10	20	-10
71	2	1	2	1	0	0	11	21	-10
72	0	2	0	2	0	0	9	19	-10
73	1	1	1	1	0	0	9	19	-10
74	0	1	0	1	0	0	9	18	-10
75	0	1	0	1	0	0	8	17	-10
76	1	0	1	0	0	0	9	18	-10
77	1	0	1	0	0	0	9	19	-10
78	1	1	1	1	0	0	9	19	-10
79	3	0	2	0	1	0	13	21	-8
80	0	1	0	0	0	1	11	21	-10
81	3	1	3	0	0	1	5	14	-9
82	1	0	1	0	0	0	6	15	-9
83	1	0	1	0	0	0	7	16	-9
84	1	0	1	0	0	0	8	17	-9
85	1	0	1	0	0	0	6	12	-6
86	1	3	1	3	0	0	7	16	-9
87	2	0	2	0	0	0	9	19	-10
88	1	0	1	0	0	0	10	19	-9
89	0	1	0	1	0	0	9	19	-10
90	1	1	1	1	0	0	9	19	-10
91	1	0	1	0	0	0	10	19	-9
92	2	1	2	1	0	0	11	20	-9
93	0	1	0	1	0	0	10	19	-9
94	5	3	5	3	0	0	12	21	-9
95	1	4	2	4	-1	0	9	19	-10
96	0	1	0	1	0	0	8	18	-10
97	0	2	0	2	0	0	7	16	-9
98	0	1	0	1	0	0	6	15	-9
99	0	1	0	1	0	0	5	14	-9
100	1	1	1	2	0	-1	5	13	-8
TOTAL	55	63							

COUNTER C

5

FIELD DATA ANALYSIS: PCS_____

OK

ROUTE 207 TEST RUN #2 DATE 23/08/8 START TIME 11:25 END TIME 6:46

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS-11	ERROR
1	0	1	0	1	0	0	4	-13	16
2	1	1	1	1	0	0	4	-12	16
3	0	1	0	1	0	0	3	-13	16
4	0	1	0	1	0	0	2	-14	16
5	2	0	3	0	-1	0	4	-11	15
6	1	0	1	0	0	0	5	-10	15
7	0	1	0	1	0	0	4	-11	15
8	0	2	0	2	0	0	2	-13	15
9	0	1	0	1	0	0	1	-14	15
10	2	0	2	0	0	0	3	-12	15
11	0	1	0	1	0	0	2	-13	15
12	4	1	3	0	1	0	5	-10	15
13	4	0	4	0	0	0	6	-9	15
14	0	2	0	2	0	-1	6	-10	16
15	4	3	3	3	1	0	7	-10	17
16	0	1	1	1	-1	0	6	-10	16
17	1	0	1	0	0	0	7	-9	16
18	1	0	1	0	0	0	8	-8	16
19	1	0	1	0	0	0	9	-7	16
20	0	0	0	0	0	0	9	-7	16
21	0	0	0	0	0	-1	8	-9	17
22	1	0	1	0	0	0	9	-8	17
23	0	0	0	0	0	0	8	-9	17
24	1	0	1	0	0	0	9	-8	17
25	1	1	1	1	0	0	—	—	—
26	0	0	0	0	0	0	9	-8	17
27	0	0	0	0	0	0	8	-9	17
28	1	0	1	0	0	0	9	-8	17
29	1	0	1	0	0	0	10	-7	17
30	0	0	0	0	0	0	9	-8	17
31	1	0	1	0	0	0	10	-7	17
32	0	0	0	0	0	0	9	-8	17
33	4	0	4	0	0	0	4	-11	15
34	0	1	0	1	0	0	3	-12	15
35	1	0	1	0	0	0	4	-11	15
36	0	0	0	0	0	0	3	-12	15
37	4	0	4	0	0	0	7	-8	15
38	0	0	0	0	0	0	6	-9	15
39	3	0	2	0	1	0	9	-7	16
40	0	0	0	0	0	0	9	-8	16
41	0	3	0	3	0	0	5	-11	16
42	2	0	2	0	0	0	7	-9	16
43	0	1	0	1	0	0	6	-10	16
44	2	0	2	0	0	0	8	-8	16
45	3	3	3	3	0	0	8	-8	16
46	2	2	2	2	0	0	8	-8	16
47	1	2	2	3	-1	0	8	-9	17
48	1	2	0	2	-1	0	7	-10	17
49	14	1	9	0	5	1	20	-1	21
	63	48			9				

CANTER DC

[redacted] 6

ROUTE _____ TEST RUN _____ DATE _____ START TIME 11 25 END TIME 6 46

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS -1	ON BOARD COUNT ERROR
50	5	1	5	2	0	-1	24	2	22
51	1	1	1	1	0	0	24	2	22
52	0	1	0	1	0	0	23	1	22
53	0	1	0	1	0	0	22	0	22
54	0	10	0	11	0	-1	12	-11	23
55	0	2	0	2	0	0	10	-13	23
56	0	1	0	0	0	1	9	-13	22
57	3	2	3	2	0	0	10	-12	22
58	0	1	0	1	0	0	9	-13	22
59	2	0	1	0	1	0	11	-12	23
60	0	1	0	1	0	0	10	-13	23
61	0	3	0	3	0	0	7	-16	23
62	2	0	1	0	1	0	9	-15	24
63	1	0	1	0	0	0	10	-14	24
64	0	1	0	1	0	0	9	-15	24
65	1	0	1	0	0	0	10	-14	24
66	2	1	1	1	1	0	11	-14	25
67	8	2	7	2	1	0	17	-9	26
68	1	0	1	0	0	0	18	-8	26
70	0	2	0	2	0	0	16	-10	26
71	1	0	1	0	0	0	17	-9	26
72	1	0	1	0	0	0	18	-8	26
73	0	2	0	2	0	0	16	-10	26
74	0	4	0	2	0	2	12	-12	24
75	4	2	4	2	0	0	14	-10	24
76	1	0	2	1	-1	-1	15	-9	24
77	2	6	5	3	-3	3	11	-7	18
78	0	1	0	1	0	0	10	-8	18
79	1	0	1	0	0	0	11	-7	18
80	—	—	—	—	—	—	—	—	—
81	1	0	1	0	0	0	12	-6	18
82	1	0	0	0	1	0	13	-6	19
83	6	1	6	1	0	0	18	-1	19
84	2	0	2	0	0	0	20	1	19
85	3	0	3	0	0	0	23	4	19
86	1	0	0	0	1	0	24	4	20
87	0	0	0	0	0	0	24	4	20
88	0	1	0	1	0	0	23	3	20
89	0	1	0	1	0	0	22	2	20
90	2	0	2	0	0	0	24	4	20
91	0	1	0	2	0	-1	23	2	21
92	0	1	0	1	0	0	22	1	21
93	0	1	0	1	0	0	21	0	21
94	0	1	0	1	0	0	20	-1	21
95	0	1	0	1	0	0	19	-2	21
96	0	1	0	1	0	0	18	-3	21
97	0	1	0	1	0	0	17	-4	21
98	0	2	0	2	0	0	15	-6	21
99	0	1	0	1	0	0	14	-7	21
100	1	0	1	0	0	0	15	-6	21
101	0	2	0	1	0	1	13	-7	20
TOTAL									

FIELD DATA ANALYSIS: PCS "C" PROData

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 11:25 END TIME 646

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS - 9	ERROR
1	0	1	0	2	0	1	12	-9	21
2	0	1	0	1	0	0	11	-10	21
3	0	1	0	1	0	0	10	-11	21
4	0	1	0	1	0	0	9	-12	21
5	0	1	0	1	0	0	8	-13	21
6	1	0	2	0	-1	0	9	-11	20
7	1	0	1	0	0	0	10	-10	20
8	0	2	0	2	0	0	8	-12	20
9	0	3	0	3	0	0	5	-15	20
10	16	3	13	4	3	-1	18	-6	24
11	2	0	2	0	0	0	20	-4	24
12	1	0	1	0	0	0	21	-3	24
13	2	1	1	1	1	0	22	-3	25
14	0	2	0	2	0	0	20	-5	25
15	0	1	0	1	0	0	19	-6	25
16	1	0	1	0	0	0	20	-5	25
17	0	1	0	1	0	0	19	-6	25
18	1	0	1	0	0	0	20	-5	25
19	0	1	0	1	0	0	19	-6	25
20	3	1	2	1	1	0	21	-5	26
21	7	0	5	0	2	0	29	0	29
22	0	5	0	5	0	0	23	-5	28
23	1	0	1	0	0	0	24	-4	28
24	1	0	1	0	0	0	25	-3	28
25	5	6	5	6	0	0	24	-4	28
26	4	9	2	7	2	2	19	-9	28
27	11	1	6	1	5	0	29	-4	33
28	1	0	1	0	0	0	30	-3	33
29	2	1	2	0	0	1	31	-1	32
30	0	1	0	1	0	0	30	-2	32
31	0	1	0	1	0	0	29	-3	32
32	0	1	0	2	0	-1	29	-3	32
33									
34	1	1	2	1	-1	0	29	-4	33
35	0	1	0	1	0	0	27	-5	32
36	0	6	0	4	0	2	21	-9	30
37	1	0	1	0	0	0	22	-8	30
38	1	5	1	5	0	0	18	-12	30
39	2	4	1	4	1	0	16	-15	31
40	0	1	0	1	0	0	15	-16	31
41	0	3	0	3	0	0	12	-19	31
42	1	0	0	1	1	-1	13	-20	33
43	1	0	0	0	1	0	14	-20	34
44	1	0	1	0	0	0	15	-19	34
45	1	0	1	0	0	0	16	-18	34
46	0	1	0	2	0	-1	15	-20	35
47	0	1	0	1	0	0	14	-21	35
48	0	1	0	1	0	0	13	-22	35
49	0	1	0	0	0	1	12	-22	34

COUNTER C

[redacted] 8

ROUTE 201 TEST RUN #2 DATE 23/02/8 START TIME 11:25 END TIME 6:46

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	2	1	2	1	0	0	13	-21	34
51	0	1	0	1	0	0	12	-22	34
52	0	1	0	1	0	0	11	-23	34
53	0	2	0	3	0	0	9	-25	34
54	4	2	5	3	-1	0	11	-22	33
55	2	0	1	1	1	0	13	-22	35
56	0	3	0	1	0	2	10	-23	33
57	1	0	1	0	0	0	11	-22	33
58	0	1	0	3	0	-2	10	-25	35
59	1	3	2	1	-1	2	8	-24	32
60	1	0	1	0	0	0	9	-23	32
61	2	0	2	0	0	0	11	-21	32
62	0	1	0	1	0	0	10	-22	32
63	0	1	0	1	0	0	9	-23	32
64	0	1	0	0	0	1	8	-23	31
65	1	0	1	1	0	-1	9	-23	32
66	1	0	1	1	0	-1	9	-23	32
67	6	0	6	0	0	0	15	-17	32
68	1	0	0	0	1	0	16	-17	33
70	0	1	0	1	0	0	15	-18	33
71	0	1	0	0	0	1	14	-18	32
72	0	1	1	0	-1	1	13	-17	30
73	0	1	0	1	0	0	12	-18	30
74	0	6	0	6	0	0	6	24	30
75	0	6	0	6	0	0	0	30	30
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	421	421							

COUNTER C [redacted] 8

ROUTE 207 TEST RUN #2 DATE 23/02/8 START TIME 11:25 END TIME 6:46

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	2	1	2	1	0	0	13	- 21	34
51	0	1	0	1	0	0	12	- 22	34
52	0	1	0	1	0	0	11	- 23	34
53	0	2	0	2	0	0	9	- 25	34
54	4	2	5	2	-1	0	11	- 22	33
55	2	0	1	1	1	-1	13	- 22	35
56	0	3	0	1	0	2	10	- 23	33
57	1	0	1	0	0	0	11	- 22	33
58	0	1	0	3	0	-2	10	- 25	35
59	1	3	2	1	-1	2	8	- 24	32
60	1	0	1	0	0	0	9	- 23	32
61	2	0	2	0	0	0	11	- 21	32
62	0	1	0	1	0	0	10	- 22	32
63	0	1	0	1	0	0	9	- 23	32
64	0	1	0	0	0	-1	8	- 23	31
65	1	0	1	1	0	-1	9	- 23	32
66	1	1	1	1	0	0	9	- 23	32
67	6	0	6	0	0	0	15	- 17	32
68	1	0	0	0	1	0	16	- 17	33
70	0	1	0	1	0	0	15	- 18	33
71	0	1	0	0	0	1	14	- 18	32
72	0	1	1	0	-1	1	13	- 17	30
73	0	1	0	1	0	0	12	- 18	30
74	0	6	0	6	0	0	6	24	30
75	0	6	0	6	0	0	0	30	30
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	421	421							

FIELD DATA ANALYSIS: PCS "A" DYNAMIC CONTROL

ROUTE 207 TEST RUN #3 AM DATE 24/02/8 START TIME 6:32 END TIME [illegible]

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	1	0	1	0	0	0	2	2	0
3	3	0	3	0	0	0	5	5	0
4	1	0	1	0	0	0	6	6	0
5	4	0	4	0	0	0	10	10	0
6	0	1	0	1	0	0	9	9	0
7	0	1	0	1	0	0	8	8	0
8	0	2	0	2	0	0	6	6	0
9	0	2	0	1	0	1	4	4	0
10	0	1	0	1	0	0	3	3	0
11	0	0	0	1	0	-1	3	4	-1
12	1	1	0	0	1	1	4	4	0
13	1	0	1	0	0	0	4	4	0
14	1	0	1	0	0	0	5	5	0
15	0	1	0	1	0	0	4	4	0
16	0	0	0	0	0	0	4	4	0
17	0	3	0	3	0	0	1	1	0
18	0	1	0	1	0	0	0	0	0
19	1	0	1	0	0	0	1	1	0
20	1	0	1	0	0	0	2	2	0
21	1	0	1	0	0	0	3	3	0
22	1	0	1	0	0	0	4	4	0
23	2	0	2	0	0	0	5	5	0
24	1	0	[illegible]				7	7	0
25	1	0					8	8	0
26	1	0					9	9	0
27	1	0	1	0	0	0	10	10	0
28	1	0	1	0	0	0	11	11	0
29	[illegible]		4	10	16	-10	12	12	0
30	1	0	[illegible]				36	6	[illegible]
31	0	1	0	1	0	0	33	7	0
32	1	1	1	1	0	0	32	6	0
33	0	1	0	1	0	0	32	6	0
34	0	4	0	[illegible]			31	5	0
35	1	0	[illegible]				27	2	0
36	0	2					28	3	0
37	4	2					26	1	0
38	0	5	0	[illegible]			28	3	0
39	1	12	1	[illegible]			25	[illegible]	[illegible]
40	0	1	[illegible]				[illegible]	1	[illegible]
41	0	4					11	14	[illegible]
42	0	2					7	7	0
43	1	2					5	20	[illegible]
44	0	1	0	[illegible]			4	[illegible]	[illegible]
45	3	0	[illegible]				5	[illegible]	[illegible]
46	0	1	[illegible]				6	[illegible]	[illegible]
47	3	0	[illegible]				5	[illegible]	[illegible]
48	0	[illegible]					8	17	[illegible]
49	0	2					7	[illegible]	[illegible]
							5	[illegible]	[illegible]
	61	55							

COUNTER A

SHEET 2

ROUTE 207 TEST RUN [illegible] DATE 21/02/[illegible] START TIME 6:[illegible]2 END TIME [illegible]05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	2	[illegible]	[illegible]			3	-22	[illegible]
51	1	0	0	0			4	-22	[illegible]
52	0	2	[illegible]	1		1	2	-2[illegible]	[illegible]
53	[illegible]	[illegible]	2	0			5	-21	26
54	1	0	1	[illegible]			6	[illegible]	26
55	2	0	[illegible]	[illegible]			8		26
56	3	0					11		26
57	1	0					12	[illegible]	26
58	1	2	1	1		1	11	[illegible]	25
59	[illegible]	[illegible]	2	[illegible]			13	[illegible]	[illegible]
60	1	0	[illegible]	[illegible]			14		[illegible]
61	[illegible]	1	[illegible]	[illegible]			13	-12	[illegible]
62	0	2	[illegible]	[illegible]			11	-14	25
63	1	0	[illegible]	[illegible]			12	-1[illegible]	[illegible]
64	1	[illegible]	[illegible]	[illegible]			13	[illegible]	[illegible]
65	4	1	[illegible]	[illegible]			16	-7	25
66	3	5	[illegible]	[illegible]			14	-11	25
67	1	2		2			15		[illegible]
68	0	[illegible]	[illegible]	[illegible]			10	[illegible]	[illegible]
70	[illegible]	[illegible]					8	-17	[illegible]
71	[illegible]	1					7	-1[illegible]	[illegible]
72	[illegible]	[illegible]					5	-[illegible]	[illegible]
73	[illegible]	1					4	[illegible]	[illegible]
74	[illegible]	[illegible]					4	[illegible]	←
75							3	[illegible]	
76	[illegible]	1	[illegible]				6	-1[illegible]	[illegible]
77	2	0	2	0			8	-17	2[illegible]
78	1	0					9	-16	[illegible]
79	1	[illegible]					10	-1[illegible]	25
80							11	[illegible]	[illegible]
81							12	-[illegible]	[illegible]
82	0	1					11	-14	2[illegible]
83	[illegible]						12	-1[illegible]	[illegible]
84	[illegible]						13	[illegible]	
85	[illegible]	1					13	-2	
86	1						14	-11	[illegible]
87							16	-9	[illegible]
88	1	0					17	-7	
89	2	1		1			18	-7	[illegible]
90	0	2		[illegible]			16	-9	
91	0	[illegible]					14	-11	
92	[illegible]	[illegible]		[illegible]			16	-7	
93	4	2		2	[illegible]		18	[illegible]	[illegible]
94	[illegible]						19	-9	[illegible]
95	[illegible]						20	[illegible]	[illegible]
96	[illegible]						19	-7	
97	0	1					18	-10	[illegible]
98	[illegible]	[illegible]					15	-13	[illegible]
99	0	1					14	-1[illegible]	[illegible]
100	1	1	[illegible]	[illegible]			14	-1[illegible]	[illegible]
TOTAL	[illegible]						11	-17	[illegible]
	57	51							

FIELD DATA ANALYSIS: PCS "A" Page 3

ROUTE 207 TEST RUN # 2 DATE 24/02/82 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	5	1	5			7	-21	28
2	1	0			1		8	-21	27
3	4	1	5	1	-1		11	-17	28
4	1	1	1	1			11	-17	28
5	0	1	0	0		1	10	-17	27
6	1	0	1	0			11	-16	27
7	1	0	1	0			12	-15	27
8	1	1	1	1			12	-15	27
9	0	1	0	1			11	-16	27
10	0	1	0	1			10	-17	27
11	1	0					11	-16	27
12	1	0					12	-15	27
13	1	0					13	-14	27
14	3	0					16	-11	27
15	1	0					17	-10	27
16	0	1					16	-11	27
17	0	2					14	-13	27
18	0	1					13	-14	27
19	0	2					11	-16	27
20	7	10	4	13		-3	8	-22	30
21	2	0	1	0	1		10	-21	31
22	1	0	1	0			11	-20	31
23	0	1	2	0			14	-17	31
24	1	0	1	0			15	-16	31
25	1	1	1	1			15	-16	31
26	1	1	1	1			15	-16	31
27	2	3	2	2			17	-14	31
28	1	0	1	1			18	-13	31
29	0	1	0	1			17	-14	31
30	1	0	1	0			18	-13	31
31	0	1	0	1			17	-14	31
32	0	0	0	0	0	1	15	-15	30
33	0	0	0	0			14	-16	30
34	0	0	0	0			13	-17	30
35	1	2	1	2			15	-15	30
36	1	2	2	2			14	-16	30
37	1	0	1	0			15	-15	30
38	3	2	3	2			16	-14	30
39	0	2	2	2			16	-14	30
40	2	0	2	0			18	-12	30
41	0	1	0	1			17	-13	30
42	0	1	0	1	0	0	16	-14	30
43	0	0	1	4	5	0	18	-17	30
44	0	0	0	2	0	0	16	-19	34
45	0	0	0	1	0	0	15	-20	35
46	0	1	0	1	0	0	14	-21	(35) ✓
47	—	—	—	—	—	—	—	—	—
48					—	—	—	—	—
49					—	—	—	—	—
	55	54							

"A"

ROUTE 207 TEST RUN #2 DATE 24/[illegible] START TIME 6[illegible] END TIME [illegible] 4

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	13	-22	35
51	0	2	0	1	0	1	11	-23	34
52	0	1	0	1	0	0	10	-24	34
53	0	1	0	1	0	0	9	-25	34 ✓
54									
55					CONT. IN ATTENDON SHEET				
56									
57									
58									
59									
60									
61									
62									
63									
64									
65									
66									
67									
68									
70									
71									
72									
73									
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	0	5							

5

FIELD DATA ANALYSIS: PCS "A" Dy[illegible]ic Control

ROUTE 207 TEST RUN #3 DM DATE 2/24/8 START TIME 11 05 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	[illegible]	10	-24	34
2	1	0	1	0	0	[illegible]	11	-23	34
3	2	0	2	0	0	0	13	-21	34
4	1	0	[illegible]	0	0	0	14	-20	34
5	6	6	4	6	2	0	14	-22	36
6	3	0	[illegible]	[illegible]	[illegible]	0	17	-19	36
7	1	0	1	0	0	0	18	-18	36
8	1	0	1	0	0	0	19	-17	36
9	0	2	[illegible]	[illegible]	0	0	17	-19	36
10	0	2	[illegible]	[illegible]	[illegible]	0	15	-21	36
11	5	3	[illegible]	[illegible]	-1	0	17	-13	35
12	1	0	1	0	0	0	18	-17	35
13	1	0	1	[illegible]	0	0	19	-16	35
14	2	2	[illegible]	[illegible]	0	0	19	-16	35
15	0	1	0	1	0	0	18	-17	35
16	4	0	4	0	[illegible]	0	22	-13	35
17	0	1	[illegible]	1		0	21	-14	35
18	1	0	1	0		0	22	-13	35
19	0	1	0	1		0	21	-14	35
20	0	1	0	1		[illegible]	20	-15	35
21	0	1	0	1	[illegible]	[illegible]	19	-16	35
22	0	1	0	[illegible]	[illegible]	0	18	-17	35
23	0	1	0	[illegible]		0	17	-18	35
24	0	2			[illegible]	0	15	-20	35
25	5	6	[illegible]	[illegible]	[illegible]	0	14	-21	35
26	1	0	[illegible]		[illegible]	0	15	-20	35
27	3	0	[illegible]	[illegible]	1	0	18	-18	36
28	1	0	1		0	0	19	-17	36
29	1	0	1	[illegible]	[illegible]		20	-16	36
30	7	1	[illegible]		0	1	26	-9	35
31	1	0	1	0	[illegible]	[illegible]	27	-8	35
32	0	1	0	1		[illegible]	26	-9	35
33	0	1	0	1		[illegible]	25	-10	35
34	3	3	2	0	1	3	25	-8	33
35	1	0	1	0		[illegible]	26	-7	33
36	3	7	2	8	[illegible]	-1	22	-12	34
37	0	3	2	3		0	19	-15	34
38	4	3	4	1		2	20	-12	32
39	2	4	1	3	1	1	18	-14	32
40	0	1	0	1	[illegible]	0	17	-15	32
41	1	0	1	0	[illegible]	0	18	-14	32
42	0	1	0	1	0	0	17	-15	32
43	0	2	[illegible]	[illegible]	0	[illegible]	15	-17	32
44	3	4	[illegible]	[illegible]	0	0	14	-18	32
45	0	1	0	1	0		13	-19	32
46	3	1	3	1	[illegible]	0	15	-17	32
47	0	1	0	1	0	0	14	-18	32
48	1		1	1	0	[illegible]	14	-18	32
49	0	1	0	1	0	0	13	-19	32 ✓
	170	66			4 -	6			34+ -2

"A"

SHEET # 6

ROUTE 207 TEST RUN # 3AM DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	12	-20	32
51	0	1	0	1	0	0	11	-21	32
52	0	1	0	1	0	0	10	-22	32
53	1	1	1	1	0	0	10	-22	32
54	0	1	0	1	0	0	9	-23	32
55	2	1	2	2	0	1	10	-21	31
56	1	0	1	0	0	0	11	-20	31
57	0	1	0	1	0	0	10	-21	31
58	1	2	2	3	-1	-1	9	-21	30
59	4	0	4	0	0	0	13	-17	30
60	2	3	2	3	0	0	12	-18	30
61	1	2	1	2	0	0	13	-17	30
62	5	1	5	1	0	0	17	-12	29
63	0	1	0	1	0	0	16	-13	29
64	1	0	1	0	0	0	17	-12	29
65	0	2	0	2	0	0	15	-14	29
66	0	2	0	2	0	0	13	-16	29
67	1	0	1	0	0	0	14	-15	29
68	0	1	0	1	0	0	13	-16	29
70	0	1	0	1	0	0	12	-17	29
71	0	1	0	1	0	0	11	-18	29
72	1	0	1	0	0	0	12	-17	29
73	1	0	1	0	0	0	13	-16	29
74	6	7	6	7	0	0	12	-17	29
75	1	0	1	0	0	0	13	-16	29
76	2	1	2	1	0	0	14	-17	31
77	0	2	0	2	0	0	12	-19	31
78	1	0	1	0	0	0	13	-18	31
79	0	1	0	1	0	0	12	-19	31
80	0	2	0	2	0	0	10	-21	31
81	1	0	1	0	0	0	11	-20	31
82	0	2	0	2	0	0	9	-22	31
83	1	0	1	0	0	0	10	-21	31
84	0	1	0	1	0	0	9	-22	31
85	5	1	5	1	0	0	13	-18	31
86	0	1	0	1	0	0	13	-18	31
87	2	3	3	4	0	-1	11	-21	32
88	2	2	2	2	0	0	11	-21	32
89	7	1	7	1	0	0	17	-15	32
90	3	0	3	0	0	0	20	-12	32
91	1	1	1	1	0	0	20	-12	32
92	0	1	0	1	0	0	19	-13	32
93	0	1	0	1	0	0	18	-14	32
94	0	2	0	2	0	0	16	-16	32
95	2	3	2	3	0	-1	16	-17	33
96	0	1	0	1	0	0	15	-18	33
97	1	0	1	0	0	0	16	-17	33
98	0	2	0	2	0	0	14	-19	33
99	0	1	0	1	0	0	13	-20	33
100	0	1	0	1	0	0	12	-21	33
TOTAL	57	51	57	51	0	0	15	-20	35 ✓

32+1

FIELD DATA ANALYSIS: PCS A

ROUTE 207 TEST RUN #3AM DATE 24/02/8 START TIME 6 32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	2	0	2	0	0	11	-22	33
2	0	1	0	1	0		10	-22	32
3	0	1	0	1	0		9	-21	30
4	1	0	1	0			10	-20	30
5	0	1	0	1			9	-19	28
6	0	1	0	1			8	-18	26
7	3	0	3	0			11	-18	29
8	0	1	0	1			10	-17	27
9	0	1	0	1			9	-16	25
10	0	1	0	1			8	-15	23
11	1	0	1	0			9	-15	24
12	6	0	5	0	1		15	-15	30
13	0	1	1	1	0		14	-20	34
14	1	0	1	0	0		15	-5	20
15	2	0	2	0	0		17	-1	18
16	1	5	1	5	0		13	-21	34
17	0	3	0	3	0		10	-14	24
18	5	1	5	1	0		14	-24	38
19	2	2	3	3	-1	-1	14	-25	39
20	8	0	9	0	-1		22	-11	33
21	1	0	1	0	0		23	-10	33
22	2	0	1	0	1		24	-9	33
23	1	0	1	0	0		25	-8	33
24	0	1	0	1	0		24	-7	31
25	0	3	0	3	0		21	-12	33
26	0	1	0	1	0		20	-13	33
27	3	0	3	0	0		23	-12	35
28	0	1	0	1	0		22	-11	33
29	1	2	1	2	0	0	21	0	21
30	0	1	0	1	0	0	20	-11	31
31	0	2	0	2	0		18	-13	31
32	0	1	0	1	0		17	-14	31
33	0	1	0	1	0		16	-15	31
34	3	1	3	1	0		18	-13	31
35	0	1	0	1	0		17	-14	31
36	1	0	1	0	0		18	-13	31
37	0	1	0	1	0		17	-14	31
38	0	1	0	1	0		16	-15	31
39	0	1	0	1	0		15	-16	31
40	0	3	0	3	0		12	-19	31
41	1	0	1	0	0		13	-18	31
42	4	3	4	3	0		14	-17	31
43	0	1	0	1	0		13	-16	29
44	0	3	0	3	0		10	-19	29
45	15	11	14	11	1		13	-17	30
46	1	0	1	0	0		14	-16	30
47	1	0	1	0	0		15	-15	30
48	3	0	3	0	0	0	18	-12	30
49	3	0	3	0	0	0	21	-9	30
	70	51			1	-1			

Reproduced from best available copy.

A"

ROUTE 207 TEST RUN 3 Am DATE 24/02/8 START TIME 6 32 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	1	0	1	0	0		27	-8	35
51	1	1	1	1	0		27	-8	35
52	2	0	2	0	0		29	-6	35
53	0	1	0	1	0	0	28	-7	35
54	0	3	0	2	0	1	25	-10	35
55	4	0	3	0	1	0	29	-6	35
56	0	2		2		0	27	-8	35
57	1	0		0		0	28	-7	35
58	0	3	0	2	0	1	25	-10	35
59	6	1	5	1	1	0	29	-6	35
60	1	0	1	0	0	0	30	-5	35
61	6	6	5	5	1	1	31	-4	35
62	2	1	2	1	0	0	32	-3	35
63	1	3	1	2	0	1	30	-5	35
64	1	0	1	0	0	0	31	-4	35
65	1	0	0	1	1	-1	32	-3	35
66	0	1	0	1	0	0			37
67	0	1		1		0			37
68	0	1		1		0			37
70	0	1					16		37
71	1	1					17	-20	37
72	0	1							37
73	0	1							37
74	0	1	0	1	0	0			
75	0	1		1		0			
76	0	1							
77	0	2				-1			
78	1	0	1	0	0	0	9	-28	
79	0	1						-30	
80	0	1						-31	
81	0	1						-32	
82	0	1	0	1	0	0			
83	0	2							
84	1	0							
85	1	0							
86	1	1				1			
87	5	0					10	-27	
88	2	1	2	1	0	0	11	-26	
89	4	0	4	0	0	0	15	-22	
90	1	0					16	-21	
91	0	1							
92	0	1							
93	0	1							
94	3	0					16	-21	
95	0	2						-23	
96									
97	0	1				-1			
98	0	2							
99	0	3							
100	0	1							
~~TOTAL~~	2	0					12		
	51	50							

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN #3 DATE 24/02/8 START TIME 632 END TIME 1105

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
201	0	1	0	1	0	0	11	-27	38
2	0	3	[illegible]	[illegible]	0	0	8	-30	38
3	0	2	[illegible]	2	0	0	6	-32	38
4	1	2	1	[illegible]	0	0	7	-31	38
5	1	0	1	0	0	0	8	-30	38
6	16	3	17	3	-1	0	21	-16	37
7	0	2	0	2	0	0	19	-18	37
8	0	2	[illegible]	2	0	0	17	-20	37
9	0	6	[illegible]	6	0	0	11	-26	37
10	1	0	[illegible]	0	0	0	12	-25	37
11	0	1	[illegible]	1	0	0	11	-26	37
12	0	0	[illegible]	[illegible]	0	0	11	-26	37
13	0	1	0	1	0	0	11	-26	37
14	0	4	1	3	-1	1	10	-27	37
15	0	1	0	1	0	0	6	-29	35
16	0	5	0	5	0	0	5	-29	34
17							0	-34	34
18									
19									
20									
21									
22									
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FIELD DATA ANALYSIS: PCS "B" DYNAMAN

ROUTE 207 TEST RUN #3 AM DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	1	0	1	0	0		2	2	0
3	3	0	3	0	0		5	5	0
4	1	0	1	0	0		6	6	0
5	4	0	3	0	1	0	10	9	1
6	0	1	0	1	0	0	9	8	1
7	0	1	0	1	0	0	8	7	1
8	0	2	0	2	0	0	6	5	1
9	0	2	0	1	0	1	4	4	0
10	0	1	0	1	0	0	3	3	0
11	0	0	0	1	0	-1	3	2	1
12	1	1	1	0	0	1	3	3	0
13	1	0	1	0	0	0	4	4	0
14	1	0	1	0	0	0	5	5	0
15	0	1	0	1	0	0	4	4	0
16	1	0	1	0	0	0	5	5	0
17	0	3	0	3	0	0	2	2	0
18	0	1	0	2	0	-1	1	0	1
19	1	0	1	0	0	0	2	2	0
20	1	0	1	0	0	0	3	2	1
21	1	0	1	0	0	0	4	3	1
22	1	0	1	0	0	0	5	4	1
23	2	0	2	0	0	0	7	6	1
24	1	0	1	0	0	0	8	7	1
25	1	0	1	0	0	0	9	8	1
26	1	0	1	0	0	0	10	9	1
27	1	0	1	0	0	0	11	10	1
28	1	0	1	0	0	0	12	11	1
29	20	0	20	1	0	-1	32	30	2
30	1	0	1	0	0	0	32	31	1
31	0	1	0	1	0	0	32	30	2
32	1	1	1	1	0	0	32	30	2
33	0	1	0	1	0	0	31	29	2
34	0	4	0	4	0	0	27	25	2
35	1	0	1	0	0	0	28	26	2
36	0	2	0	2	0	0	26	24	2
37	4	2	4	2	0	0	28	26	2
38	0	5	0	5	0	0	23	21	2
39	1	12	1	11	0	1	12	11	1
40	0	1	0	1	0	0	11	10	1
41	0	4	0	4	0	0	7	6	1
42	0	2	0	2	0	0	5	4	1
43	1	3	1	0	0	2	4	5	-1
44	0	1	0	1	0	0	3	4	-1
45	3	0	3	0	0	0	6	7	-1
46	0	1	0	1	0	0	5	6	-1
47	3	0	3	0	0	0	8	9	-1
48	0	1	0	1	0	0	7	8	-1
49	0	2	0	2	0	0	5	6	-1

-12

"B" SHEET 2

ROUTE 207 TEST RUN # 3 DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	2		2			3	4	-1
51	1	0			1		4	4	0
52	0	2					2	2	0
53	3	0	3				5	5	0
54	1	0	1	0			6	6	0
55	2	0	1	0	1		8	7	1
56	3	0	1	0			11	10	1
57	1	0	1	0			12	11	1
58	1	2	1	2			11	10	1
59	2	0	2	1			13	12	1
60	1	0	1	0			14	13	1
61	3	1	3	1			13	12	1
62	0	2	0	2			11	10	1
63	1	0	1	0			12	11	1
64	1	0	1	0			13	12	1
65	4	1	4	1			16	15	1
66	3	5	3	5			14	13	1
67	1	2	1	2			13	12	1
68	0	3	0	3			10	9	1
70	0	2	0	2			8	7	1
71	0	1	0	2		-1	7	5	2
72	0	2	0	0		2	5	5	0
73	0	1	0	1		-1	4	3	1
74	0	0	0	3		-3	4	1	3
75	0	1	0	1			3	0	3
76	1	1	2	0	1	-1	6	1	5
77	2	0	2	1			8	3	5
78	1	2	1	0			9	4	5
79	1	0	1	0			10	5	5
80	1	0	0	0			11	6	5
81	1	0	1	0			12	7	5
82	0	1	0	1			11	6	5
83	1	0	1	0			12	7	5
84	1	0	1	0			13	8	5
85	1	1	1	0			13	8	5
86	1	0	1	0			14	9	5
87	2	0	2	0			16	11	5
88	1	0	1	0			17	12	5
89	3	1	3	1			18	13	5
90	0	2	0	2			16	11	5
91	0	2	0	2			14	9	5
92	2	0	2	0	1		16	10	6
93	4	2	4	2			18	12	6
94	1	0	1	0			19	13	6
95	1	0	1	0			20	14	6
96	1	2	2	1	1		19	14	5
97	0	1	0	1			18	13	5
98	0	3	0	3			15	10	5
99	0	1	0	1			14	9	5
100	1	1	1	1			14	9	5
101	0	3	0	3			11	6	5
TOTAL									

3 - -3 -1+6

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN # 3 DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	5	1	5			7	2	5
2	1	0	1	0			8	3	5
3	4	1	5	2	-1	-1	11	6	5
4	1	1	6	1			11	6	5
5	0	1	6	1			10	5	5
6	1	0	7	1			11	6	5
7	1	0	8	1	1		12	6	6
8	1	0	9	1			12	6	6
9	0	1	9	2			11	5	6
10	0	1	9	3			10	4	6
11	1	0	10	3			11	5	6
12	1	0	11	3			12	6	6
13	1	0	12	3			13	7	6
14	2	0	3	0			16	10	6
15	1	0	4	0			17	11	6
16	0	1	4	1			16	10	6
17	0	2	4	3			14	8	6
18	0	1	4	4			13	7	6
19	0	2	4	6		-1	11	4	7
20	7	10	11	16	2	-5	9	-6	14
21	2	0	13	16	1	0	10	-5	15
22	1	0	14	16	0		11	-4	15
23	3	0	17	16			14	-1	15
24	1	0	18	16			15	0	15
25	1	1	19	17			15	0	15
26	1	1	20	18			15	0	15
27	2	0	22	18			17	2	15
28	1	0	23	18			18	3	15
29	0	1	23	19			17	2	15
30	1	0	24	19			18	3	15
31	0	1	24	20			17	2	15
32	0	2	24	22		1	15	1	14
33	0	1	24	23	0		14	0	14
34	0	1	24	24	0		13	-1	14
35	4	2	28	26	0		15	1	14
36	2	3	30	29	0	-1	14	-1	15
37	1	0	31	29	0		15	0	15
38	3	2	34	31	0		16	1	15
39	2	2	36	33	-1		16	2	14
40	2	0	38	33	0		19	5	14
41	0	1	38	34	0		17	3	14
42	0	1	38	35	0	0	16	2	14
43	6	4	44	39	1	0	19	3	15
44	0	2	44	41	0	0	16	1	15
45	0	1	44	42	0	1	15	0	15
46	0	1	44	43	0	1	14	0	14
47	—	—	—	—	0	0			
48	—	—	—	—					
49	—	—	—	—					5+9
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"B"

JTE 207 TEST RUN #3 DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	2	1	0	1	0	0	13	17	14
51	0	2	0	2	0	0	11	13	14
52	0	1	0	1	0	0	10	12	14
53	2	2	2	2	0	0	9	12	14 ✓
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FIELD DATA ANALYSIS: PCS "B" Dyniman

ROUTE 207 TEST RUN #3 P.M DATE 2/24/8 START TIME 11:05 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	10	4	14
2	1	0	1	0	0	0	11	-3	14
3	2	0	2	0	0	0	13	-1	14
4	1	0	1	0	0	0	14	0	14
5	6	6	7	4	-1	2	14	3	11
6	3	0	3	0	0	0	17	6	11
7	1	0	1	0	0	0	18	7	11
8	1	0	1	0	0	0	19	8	11
9	0	2	0	2	0	0	17	6	11
10	0	2	0	2	0	0	15	4	11
11	5	3	5	3	0	0	17	6	11
12	1	0	1	0	0	0	18	7	[illegible]
13	1	0	1	0	0	0	19	8	11
14	2	2	1	0	1	2	19	9	10
15	0	1	0	1	0	0	18	8	10
16	4	0	4	0	0	0	22	12	10
17	0	1	0	1	0	0	21	11	10
18	1	0	1	0	0	0	22	12	10
19	0	1	0	1	0	0	21	11	10
20	0	1	0	1	0	0	20	10	10
21	0	1	0	1	0	0	19	9	10
22	0	1	0	0	0	1	18	9	9
23	0	1	0	1	0	0	17	8	9
24	0	2	0	1	0	1	15	7	8
25	5	6	5	6	0	0	14	6	8
26	1	0	1	0	0	0	15	7	8
27	3	0	2	0	1	0	18	9	9
28	1	0	2	0	-1	0	19	11	8
29	1	0	1	0	0	0	20	12	8
30	7	1	5	0	2	1	26	17	9
31	1	0	1	0	0	0	27	18	9
32	0	1	0	1	0	0	26	17	9
33	0	1	0	2	0	-1	25	15	10
34	3	3	2	0	1	3	25	17	8
35	1	0	1	0	0	0	26	18	8
36	3	7	3	7	0	0	22	14	8
37	0	3	0	3	0	0	19	11	8
38	4	3	4	3	0	0	20	12	8
39	2	4	2	4	0	0	18	10	8
40	0	1	0	1	0	0	17	9	8
41	1	0	1	0	0	0	18	10	8
42	0	1	0	1	0	0	17	9	8
43	0	2	0	2	0	0	15	7	8
44	3	4	Beyond Power		0	0	14	6	8
45	0	1	0	1	0	0	13	5	8
46	3	1	3	0	0	1	15	8	7
47	0	1	0	1	0	0	14	7	7
48	1	1	1	1	0	0	14	7	7
49	0	1	0	1	0	0	13	6	7 ✓
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B

ROUTE 207 TEST RUN # 3 DATE 24/02/10 START TIME 6:32 END TIME 11:05 SHEET # 6

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	12 3	5	17
51	0	1	0 0	1 1	0 0	0 0	11 2	4	7
52	0	1	0 0	1 1	0 0	0 0	10 1	3	7
53	1	1	1 0	1 1	0 0	0 0	10	5	7
54	1	1	1 0	1 1	0 0	0 0	9 0	2	7
55	2	1	2 1	0 0 1	0 0	0 0	10	4	6
56	1	0	2 1	0 0 1	0 0	0 0	11 2	5	6
57	0	1	2 1	0 0 1	0 0	0 0	10	4	6
58	1	2	1 1	2 0 1	0 0	0 0	9 0	3	6
59	4	0	4 1	0 0 1	0 0	0 0	13 4	7	6
60	2	3	2 1	0 0 1	0 0	0 0	12 3	6	6
61	1	3	1 1	0 0 1	0 0	0 0	13 4	7	6
62	5	1	5 1	1 0 1	0	-1 1	17	10	17
63	0	1	1 1	1 0	0 0	0	16	9	7
64	1	0	1 1	0 0	0 0	0	17	10	7
65	0	2	0 0	1 2	0 0	1 1	15 9	9	6
66	0	2	0 0	2 0	0 0	0 0	12 4	7	6
67	1	0	1 0	0 1	0 0	0 0	14 5	8	6
68	0	1	1 0	0 1	0 0	0 0	13 4	7	6
70	0	1	0 1	1 0	0 0	0 0	12 3	6	6
71	1	0	1 1	0 1	0 0	0 0	11 2	5	6
72	1	0	1 1	0 1	0 0	0 0	12 3	6	6
73	1	0	1 1	0 1	0 0	0 0	13 4	7	6
74	6	1	6 1	4 0	0 0	1 1	12 3	9	3
75	1	0	1 1	0 0	0 0	0 0	13 4	9	4
76	2	1	2 1	0 0	0 0	1 1	14 5	11	3
77	0	2	0 0	2 0	0 0	0 0	12 3	9	3
78	1	0	1 1	0 1	0 0	0 0	13 4	10	3
79	0	1	0 0	1 0	0 0	0 0	12 3	9	3
80	0	2	0 0	2 0	0 0	0 0	10	7	3
81	1	0	1 1	0 1	0 0	0 0	11 2	8	3
82	0	2	0 0	2 0	0 0	0 0	9 0	6	3
83	1	0	1 1	0 1	0 0	0 0	10	7	3
84	0	1	0 0	1 0	0 0	0 0	9 0	6	3
85	5	1	4 1	1 0	1 0	0 0	13 4	9	4
86	2	3	2 1	3 0	0 0	0 0	12 3	9	3
87	2	2	2 1	2 0	0 0	0 0	11 2	8	3
88	7	1	7 1	1 0	0 0	0 0	17 8	14	3
89	3	0	3 1	0 0	0 0	0 0	20 11	17	3
90	1	0	1 1	0 0	0 0	1 0	20 18	16	2
91	0	1	0 0	1 0	0 0	0 0	19 17	17	2
92	0	2	0 0	2 0	0 0	0 0	18 16	16	2
93	2	2	2 1	3 0	0 0	0 -1	16 14	14	2
94	2	1	2 1	1 0	0 0	0 0	16 13	13	3
95	0	2	0 0	2 0	0 0	0 0	15 12	12	3
96	0	1	0 0	1 0	0 0	0 0	16 13	13	3
97	0	2	0 0	2 0	0 0	0 0	14 11	11	3
98	0	1	0 0	1 0	0 0	0 0	13 10	10	3
99	0	1	0 0	1 0	0 0	0 0	12 9	9	3
100	0	1	0 0	1 0	0 0	0 0	13 10	10	3
101 TOTAL	1	0	1	0	0 0	0 0	13	10	3

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Sheet 07

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN #3 DATE 24/Dec/8 START TIME 6 32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
101	0	2	0	2	0	0	11 4	8	-3
2	0	1	0	1	0	0	10	7	-3
3	0	1	0	1	0	0	9 0	6	-3
4	1	0	1	0	0	0	10	7	-3
5	0	1	0	1	0	0	9 0	6	-3
6	0	1	0	1	0	0	8 1	5	-3
7	3	0	3	0	0	0	11 4	8	-3
8	0	1	0	1	0	0	10 3	7	-3
9	0	1	0	1	0	0	9 0	6	-3
10	0	1	0	1	0	0	8 1	5	-3
11	1	0	1	0	0	0	9 0	6	-3
12	6	0	6	0	0	0	15 6	12	-3
13	0	1	0	1	0	0	14 3	11	-3
14	1	0	1	0	0	0	15 6	12	-3
15	2	0	2	0	0	0	17 8	14	-3
16	1	5	1	4	0	1	13 4	11	-2
17	0	3	0	0	0	3	10	11	-1
18	5	1	5	1	0	0	14 5	15	-1
19	2	2	3	3	-1	-1	14 5	15	-1
20	8	0	8	0	0	0	22 13	23	-1
21	1	0	1	0	0	0	23 14	24	-1
22	2	0	2	0	0	0	25 16	26	-1
23	1	0	1	0	0	0	26 17	27	-1
24	0	1	0	1	0	0	25 16	26	-1
25	0	3	0	3	0	0	22 13	23	-1
26	0	1	0	1	0	0	21 12	22	-1
27	3	0	3	0	0	0	24 15	25	-1
28	0	1	0	1	0	0	23 14	24	-1
29	1	0	1	0	0	0	24 15	25	-1
30	0	1	0	1	0	0	23 14	24	-1
31	0	2	1	1	-1	1	21 12	24	-3
32	0	1	0	1	0	0	20 11	23	-3
33	0	1	0	1	0	0	19 10	22	-3
34	3	1	3	1	0	0	21 12	24	-3
35	0	1	0	2	0	-1	20 11	22	-2
36	1	0	1	0	0	0	21 12	23	-2
37	0	1	0	1	0	0	20 11	22	-2
38	0	1	0	1	0	0	19 10	21	-2
39	0	1	0	1	0	0	18 9	20	-2
40	0	2	0	2	0	0	16 7	18	-2
41	1	0	1	0	0	0	17 8	19	-2
42	4	3	4	2	0	1	18 9	21	-3
43	0	1	0	1	0	0	17 8	20	-3
44	0	3	0	3	0	0	14 5	17	-3
45	15	11	6	4	9	7	18 9	19	-1
46	1	0	1	0	0	0	19 10	20	-1
47	1	0	1	0	0	0	20 11	21	-1
48	4	0	3	0	1	0	23 14	24	-1
49	3	0	3	0	0	0	26 17	27	-1 ✓ 39-4

"B"

SHEET 8

RTE 207 TEST RUN # 3 DATE 24/02/2 START TIME 6 32 END TIME 1105

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	1	0	1	0	0	0	18 27	28	-1
51	1	1	1	1	0	0	18 27	28	-1
52	2	0	2	0	0	0	20 29	30	-1
53	0	1	0	1	0	0	19 28	29	-1
54	0	3	0	3	0	0	16 25	27	-2
55	4	0	4	0	0	0	20 29	30	-1
56	0	2	0	1	0	1	18 27	28	-1
57	1	0	1	0	0		19 28	29	-1
58	0	3	0	3	0	1	16 25	27	-2
59	6	7	5	6	1	1	15 24	27	-3
60	1	8	1	8	0	0	8 17	20	-3
61	6	6	6	5	0	1	8 17	21	-4
62	2	1	2	1	0	0	8 18	22	-4
63	1	3	1	2	0	0	8 17	21	-4
64	1	0	1	0	0	0	6 8	22	-14
65	1	0	1	0	0	0	10 19	23	-4
66	0	1	0	1	0	0	8 18	22	-4
67	0	1	0	1	0	0	8 17	21	-4
68	0	1	0	0	0	1	8 16	21	-5
70	0	1	0	2	0	-1	6 15	19	-4
71	1	1	2	2	-1	-1	6 15	19	-4
72	0	1	0	1	0	0	5 14	18	-4
73	0	1	0	0	0	1	5 13	18	-5
74	0	1	0	1	0		3 12	17	-5
75	0	1	0	1	0		3 11	16	-5
76	0	1	0	1	0	0	3 10	15	-5
77	0	2	0	2	0	0	- -	15	-5
78	1	0	1	0	0	0	0 7	14	-5
79	0	1	0	3	0	-1	-1	11	-5
80	0	1	0	1	0	0	-2 7	10	-3
81	0	1	0	1	0	0	-3 6	9	-3
82	0	1	0	1	0	0	-4 5	8	-3
83	0	2	0	2	0	0	-6 3	6	-3
84	1	0	1	0	0	0	-5 4	7	-3
85	1	0	1	0	0	0	-4 5	8	-3
86	1	1	1	1	0	0	-4 5	8	-3
87	5	0	5	0	0	0	1 10	13	-3
88	3	1	3	1	0	0	2 11	14	-3
89	4	0	4	0	0	0	6 15	18	-3
90	1	0	1	0	0	0	6 16	19	-3
91	0	1	0	1	0	0	6 15	18	-3
92	0	1	0	0	0	1	5 14	19	-4
93	0	1	0	1	0	1	5 13	18	-5
94	3	0	3	0	0	0	6 16	21	-5
95	0	2	0	2	0	0	6 14	19	-5
96	2	0	2	0	0	0	6 16	21	-5
97	0	1	0	1	0	0	6 15	20	-5
98	0	2	0	1	0	1	6 13	19	-6
99	0	2	0	2	0	0	5 11	17	-6
100	0	1	0	1	0	0	5 10	16	-6
~~101~~	2	0	1	0	1	0	5 12	17	-5 ✓

1 - 5

-14-4

Sheet 9

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN 3PM DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
20 1	0	1	0	0	0	1	11	17	-6
2	0	3	0	3	0	0	8	14	-6
3	0	2	1	1	-1	1	6	14	-8
4	1	0	1	0	0	0	7	15	-8
5	1	0	1	0	0	0	8	16	-8
6	16	3	16	3	0	0	21	29	-8
7	0	2	0	2	0	0	19	27	-8
8	0	2	0	1	0	1	17	26	-9
9	0	6	0	7	0	-1	11	19	-8
10	1	0	1	0	0	0	12	20	-8
11	0	1	0	1	0	0	11	19	-8
12	0	0	0	0	0	0	11	19	-8
13	0	1	0	1	0	0	10	18	-8
14	0	4	0	4	0	0	6	15	-9
15	0	1	0	1	0	0	5	14	-9
16	0	5	0	5	0	0	0	9	-9
17									
18									
19									
20									
21									
22									
23									
24									
25									
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48									
49	43	45							

FIELD DATA ANALYSIS: PCS "C" PRO DATA

ROUTE 207 TEST RUN #3AM DATE 24/02/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0		1	1	0
2	1	0	1	0	0		2	2	0
3	3	0	2	0	1		5	4	1
4	1	0	0	0	0		6	5	1
5	4	0	4	0	0		10	9	1
6	0	1	0	0	0		9	8	1
7	0	1	0	0	0		8	7	1
8	0	2	0	0	0		6	5	1
9	0	2	0	0	0	2	4	5	-1
10	0	1	0	0	0	0	3	4	-1
11	0	0	0	0	0	-1	3	3	0
12	1	1	1	0	0	0	3	3	0
13	1	0	1	0	0	0	4	4	0
14	1	0	0	0	1	0	5	4	1
15	0	0	0	0	0	0	5	4	1
16	0	0	1	0	0	0	5	5	0
17	0	3	0	0	0	-1	2	0	2
18	0	1	0	0	0	1	1	0	1
19	1	0	0	0	0	0	2	1	1
20	1	0	0	0	0	0	3	2	1
21	1	0	0	0	0	0	4	3	1
22	1	0	0	0	0	0	5	4	1
23	2	0	0	0	0	0	7	6	1
24	1	0	0	0	0	0	8	7	1
25	1	0	0	0	0	0	9	8	1
26	1	0	0	0	0	0	10	9	1
27	1	0	0	0	0	0	11	10	1
28	1	0	0	0	0	0	12	11	1
29	20	0	16	2	4	-2	33	26	7
30	1	0	0	0	0	0	33	26	7
31	0	1	0	0	0	0	32	25	7
32	1	1	1	0	0	0	32	25	7
33	0	1	0	0	0	0	31	24	7
34	0	4	0	0	-1	1	27	22	5
35	1	0	0	0	1	0	28	22	6
36	0	2	0	0	0	0	26	20	6
37	4	2	0	0	0	0	28	22	6
38	0	5	0	0	0	-1	23	16	7
39	1	12	0	0	1	0	12	4	8
40	0	1	0	0	0	1	11	4	7
41	0	4	0	0	0	0	7	0	7
42	0	2	0	0	0	-1	5	-3	8
43	1	3	1	0	0	0	4	-4	8
44	0	1	0	0	0	0	3	-5	8
45	0	0	0	0	0	0	3	-2	5
46	0	1	0	0	0	0	2	0	2
47	0	0	0	0	1	0	2	-1	3
48	0	1	0	0	0	0	1	-2	3
49	0	2	0	0	0	0	1	-1	2
		55							

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SHEET 2

ROUTE 207 TEST RUN # 3 DATE 21/02/8 START TIME 6:12 END TIME 1:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	2	1	1	-1	1	3	-4	7
51	1	0	1				4	-3	7
52	0	2					2	-5	7
53	2	0					5	-2	7
54	1	0					6	-1	7
55	2	0					8	1	7
56	3	0					1	4	7
57	1	0					12	5	7
58	1	2				1	11	5	6
59	2	0					14	7	7
60	1	0					14	8	6
61	3	1			-1		13	8	5
62	0	2			0		11	6	5
63	1	0					12	7	5
64	1	0			1		13	7	6
65	4	1				1	16	11	5
66	3	5				1	17	12	5
67	1	2				-1	13	8	5
68	0	3					10	5	5
70	0	2					8	3	5
71	0	1					7	2	5
72	0	2				1	5	1	4
73	0	1					4	0	4
74	0	1					4	0	4
75	0	1					3	-1	4
76	1	1				-1	6	1	5
77	2	0					8	3	5
78	1	0					9	4	5
79	1	0					16	5	11
80	1	0			1		11	5	6
81	1	0					10	4	6
82	0	1					11	5	6
83	1	0					12	6	6
84	1	0					13	7	6
85	1	1					13	7	6
86	1	0					14	8	6
87	2	0				-1	16	9	7
88	1	0			-1		17	11	6
89	2	1					18	12	6
90	0	2					16	10	6
91	0	2					14	8	6
92	2	0					16	10	6
93	4	2			-1		1	13	5
94	1	0					19	14	5
95	1	0			1			14	6
96	1	2					7	13	6
97	0	1					15	12	6
98	0	3				1	15	10	5
99	0	1					14	9	5
100	1	1					14	9	5
TOTAL	60	73					11	6	5

FIELD DATA ANALYSIS: PCS "C" Page 3

ROUTE 207 TEST RUN # 3 DATE 24/02/8 START TIME 6:32 END TIME 7:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	5	1	5	0	0	7	2	5
2	1	0			-1	0	8	4	4
3	4	1			0	1	11	8	3
4	1	1			2	-1	11	7	4
5	0	1					10	6	4
6	1	0					11	7	4
7	1	0					12	8	4
8	1	1					12	8	4
9	0	1				-1	11	6	5
10	0	1				1	10	6	4
11	1	0					11	7	4
12	1	0					12	8	4
13	1	0					13	9	4
14	1	0					16	12	4
15	1	0					17	13	4
16	0	1					16	12	4
17	0	2					14	10	4
18	0	1					13	9	4
19	0	2					11	7	4
20	7	10			2	-3	8	-1	9
21	2	0			1		10	0	10
22	1	0					11	1	10
23	3	0			1		14	3	11
24	1	0			1		15	3	12
25	1	1					15	3	12
26	1	1					15	3	12
27	2	0					17	5	12
28	1	0	2				19	6	13
29	0	1	1	1	-1		17	6	11
30	1	0					18	7	11
31	0	1					17	6	11
32	0	2				2	15	6	9
33	2	1					14	5	9
34	0	1				1	12	5	8
35	4	2			-1	1	15	9	6
36	2	3				1	14	9	5
37	1	0					15	10	5
38	3	2					16	11	5
39	2	2					16	11	5
40	2	0					18	13	5
41	0	1				-1	17	11	6
42	0	1	0	1	0	0	16	10	6
43	6	4	4	4	2	0	18	10	8
44	0	2	0	2	0	0	16	8	8
45	0	1	0	1	0	0	15	7	8
46	0	1	0	1	0	0	14	6	8
47	—	—	—	—	—	—	—	—	—
48	—	—	—	—	—	—	—	—	—
49	—	—	—	—	—	—	—	—	—

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SHEET # 4

JTE 207 TEST RUN #3 DATE 24/3/78 START TIME 6:32 END TIME [illegible]

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	13	5	8
51	0	2	0	1	0	1	11	4	7
52	0	1	0	1	0	0	10	3	7
53	0	1	0	1	0	0	9	2	7 ✓
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									
65									
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68									
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92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL									

5

FIELD DATA ANALYSIS: PCS "C" Pro Data

ROUTE 207 TEST RUN # 3 PM DATE 2/24/8 START TIME 11:05 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	10	3	7
2	1	0	1	1	0	-1	11	3	8
3	2	0	1	0	1	0	13	4	9
4	1	0	1	0	0	0	14	5	9
5	6	6	5	8	1	-2	14	2	12
6	3	0	4	0	2	0	17	3	14
7	1	0	1	0	0	0	18	4	14
8	1	0	1	0	0	0	19	5	14
9	0	2	0	2	0	0	17	3	14
10	0	2	0	2	0	0	15	1	14
11	5	3	5	3	0	0	17	1	16
12	1	0	1	0	0	0	18	2	16
13	1	0	1	0	0	0	19	3	16
14	2	2	2	2	0	0	19	3	16
15	0	1	0	1	0	0	18	2	16
16	4	0	4	0	0	0	22	6	16
17	0	1	0	1	0	0	21	5	16
18	1	0	1	0	0	0	22	6	16
19	0	1	0	1	0	0	21	5	16
20	0	1	0	1	0	0	20	4	16
21	0	1	0	1	0	0	19	3	16
22	0	1	0	2	0	1	18	1	17
23	0	1	0	1	0	0	17	0	17
24	0	2	0	2	0	0	15	-2	17
25	5	6	6	6	-1	0	14	-2	16
26	1	0	1	0	0	0	15	-1	16
27	3	0	2	0	1	0	18	1	17
28	1	0	1	0	0	0	19	2	17
29	1	0	1	0	0	0	20	3	17
30	7	1	4	0	3	1	26	7	19
31	1	0	1	0	0	0	27	8	19
32	0	1	0	1	0	0	26	7	19
33	0	1	0	1	0	0	25	6	19
34	3	3	2	0	1	3	25	8	17
35	1	0	1	0	0	0	26	9	17
36	3	7	2	4	1	3	22	7	15
37	0	3	1	3	-1	0	19	5	14
38	4	3	4	2	0	1	20	7	13
39	2	4	2	3	0	1	18	6	12
40	0	1	0	1	0	0	17	5	12
41	1	0	1	1	0	-1	18	5	13
42	0	1	0	1	0	0	17	4	13
43	0	2	0	3	0	0	15	2	13
44	3	4	Recycle Error		0	0	14	1	13
45	0	1	0	1	0	0	13	0	13
46	3	1	3	1	0	0	15	2	13
47	0	1	0	1	0	0	14	1	13
48	1	1	1	0	0	1	14	2	12
49	0		0	1	0	0	13	1	12 ✓
	69	66			12 →				#5

C

SHEET # 6

ROUTE 207 TEST RUN 3 DATE 24/Oct/8 START TIME 6:32 END TIME 1105

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	12	0	12
51	0	1	0	1	0	0	11	-1	12
52	0	1	0	1	0	0	10	-2	12
53	1	1	2	1	-1	0	10	-1	11
54	0	1	0	1	0	0	9	-2	11
55	2	1	1	0	1	1	10	-1	11
56	1	0	1	1	0	-1	11	-1	12
57	0	1	0	1	0	0	10	-2	12
58	1	2	1	2	0	0	9	-3	12
59	4	0	3	0	1	0	13	0	13
60	2	3	1	3	1	0	12	-2	14
61	1	0	1	0	0	0	13	-1	14
62	5	1	3	1	2	0	17	1	16
63	0	1	0	2	0	-1	16	-1	17
64	1	0	1	0	0	0	17	0	17
65	0	2	0	2	0	0	15	-2	17
66	0	2	0	3	0	-1	13	-5	18
67	1	0	1	0	0	0	14	-4	18
68	0	1	0	1	0	0	13	-5	18
70	0	1	0	1	0	0	12	-6	18
71	0	1	0	1	0	0	11	-7	18
72	1	0	2	0	-1	0	12	-5	17
73	1	0	1	0	0	0	13	-4	17
74	6	7	5	8	1	-1	12	-7	19
75	1	0	1	1	0	-1	13	-7	20
76	2	1	2	0	0	1	14	-5	19
77	0	2	0	2	0	0	12	-7	19
78	1	0	0	0	1	0	13	-7	20
79	0	1	0	2	0	-1	12	-9	21
80	0	2	0	3	0	-1	10	-12	22
81	1	0	1	0	0	0	11	-11	22
82	0	2	0	2	0	0	9	-13	22
83	1	0	1	0	0	0	10	-12	22
84	0	1	0	1	0	0	9	-13	22
85	5	1	3	1	2	0	13	-11	24
86	0	1	0	1	0	0	12	-12	24
87	2	3	1	3	1	0	11	-14	25
88	2	2	2	1	0	1	11	-13	24
89	7	1	5	1	2	0	17	-9	26
90	3	0	3	0	0	0	20	-6	26
91	1	1	0	1	1	0	20	-7	27
92	0	1	0	1	0	0	19	-8	27
93	0	1	0	1	0	0	18	-9	27
94	0	2	1	2	-1	0	16	-9	25
95	2	2	2	2	0	0	16	-9	25
96	0	1	0	1	0	0	15	-10	25
97	1	0	1	0	0	0	16	-9	25
98	0	2	0	2	0	0	14	-11	25
99	0	1	0	1	0	0	13	-12	25
100	0	1	0	1	0	0	12	-13	25
TOTAL	71	70	71	70	0	0	12	-13	25

10 - 3

12 + 13

Shed #1

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 3 DATE 24/04/8 START TIME 6'32 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
101	0	2	0	2	0	0	11	-14	25
2	0	1	0	1	0	0	10	-15	25
3	0	1	0	2	0	-1	9	-17	26
4	1	0	1	0	0	0	10	-16	26
5	0	1	0	1	0	0	9	-17	26
6	0	1	0	0	0	1	8	-17	25
7	3	0	3	0	0	0	11	-14	25
8	0	1	0	1	0	0	10	-15	25
9	0	1	0	1	0	0	9	-16	25
10	0	1	0	1	0	0	8	-17	25
11	1	0	0	0	1	0	9	-16	25
12	6	0	3	0	3	0	15	-13	28
13	0	1	0	1	0	0	14	-14	28
14	1	0	1	0	0	0	15	-13	28
15	2	0	0	0	2	0	17	-18	35
16	1	5	3	6	-2	1	13	-16	29
17	0	3	0	2	0	1	10	-19	29
18	5	1	5	2	0	-1	14	-15	29
19	2	2	2	1	0	1	14	-14	28
20	8	0	7	0	1	0	23	-7	29
21	1	0	1	0	0	0	23	-6	29
22	2	0	2	0	0	0	25	-4	29
23	1	0	0	0	1	0	26	-4	30
24	0	1	0	1	0	0	25	-5	30
25	0	2	0	2	0	0	22	-5	27
26	0	1	1	1	-1	0	21	-8	29
27	3	0	1	0	2	0	24	-7	31
28	0	1	0	1	0	0	23	-8	31
29	1	0	1	1	0	-1	24	-5	29
30	0	1	0	1	0	0	23	-9	32
31	0	2	0	1	0	1	21	-10	31
32	0	1	0	1	0	0	20	-11	31
33	0	1	0	0	0	1	19	-11	30
34	3	1	3	1	0	0	21	-9	30
35	0	1	0	1	0	0	20	-10	30
36	1	0	0	0	1	0	21	-10	31
37	0	1	0	1	0	0	20	-11	31
38	0	1	1	2	-1	-1	19	-12	31
39	0	1	0	1	0	0	18	-13	31
40	0	2	0	2	0	0	16	-15	31
41	1	0	1	0	0	0	17	-14	31
42	4	3	4	3	0	0	18	-13	31
43	0	1	0	1	0	0	17	-14	31
44	0	3	0	3	0	0	14	-17	31
45	15	11	13	12	2	-1	18	-13	31
46	1	0	1	0	0	0	19	-12	31
47	1	0	1	0	0	0	20	-11	31
48	3	0	3	0	0	0	23	-8	31
49	3	0	2	0	1	0	24	-7	31

"C"

ROUTE 201 TEST RUN #3 DATE 24/02/8 START TIME 6'32 END TIME

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	1	0	1	0	0	0	1 27	-9	36
51	1	1	1	1	0	0	1 27	-9	36
52	2	0	2	0	0	0	20 29	-7	[illegible]
53	0	1	0	1	0	1	19 28	-8	[illegible]
54	0	3	[illegible]	2	[illegible]	1	16 25	-10	[illegible]
55	4	0	4	0	0	0	20 29	-6	[illegible]
56	0	2	[illegible]	2	[illegible]	-2	8 27	-16	37
57	1	0	1	0	[illegible]	[illegible]	8 29	-9	37
58	0	3	0	3	[illegible]	[illegible]	0 25	-12	37
59	6	7	6	7	[illegible]	[illegible]	9 29	-13	37
60	1	8	0	8	1	[illegible]	8 17	-21	[illegible]
61	6	6	4	4	2	2	8 17	-21	[illegible]
62	2	1	2	1	[illegible]	[illegible]	8 18	-20	[illegible]
63	1	2	2	2	-1	[illegible]	8 17	[illegible]	37
64	1	0	1	1	[illegible]	-1	9 18	[illegible]	38
65	1	0	1	0	0	[illegible]	10 19	-19	[illegible]
66	0	1	0	0	[illegible]	1	9 18	-19	[illegible]
67	0	1	0	1	0	[illegible]	8 17	-20	37
68	0	1	0	1	0	[illegible]	7 16	-21	37
70	0	1	0	0	[illegible]	1	6 15	-21	[illegible]
71	1	1	[illegible]	0	1	1	6 15	-21	[illegible]
72	0	1	0	1	[illegible]	[illegible]	5 14	[illegible]	36
73	0	1	0	1	[illegible]	[illegible]	4 13	[illegible]	[illegible]
74	0	1	[illegible]	1	[illegible]	[illegible]	3 12	[illegible]	[illegible]
75	0	1	[illegible]	1	0	[illegible]	2 11	[illegible]	36
76	0	1	0	1	[illegible]	[illegible]	1 10	[illegible]	36
77	0	2	[illegible]	[illegible]	0	[illegible]	-1 9	[illegible]	[illegible]
78	1	0	[illegible]	[illegible]	[illegible]	[illegible]	0 7	[illegible]	[illegible]
79	0	1	[illegible]	1	[illegible]	[illegible]	-1 8	[illegible]	36
80	0	1	[illegible]	1	[illegible]	[illegible]	-2 7	[illegible]	[illegible]
81	0	1	[illegible]	[illegible]	[illegible]	[illegible]	-3 6	[illegible]	[illegible]
82	0	1	[illegible]	1	[illegible]	[illegible]	-4 5	[illegible]	[illegible]
83	0	2	0	2	[illegible]	[illegible]	-6 3	[illegible]	[illegible]
84	1	0	1	0	[illegible]	[illegible]	-5 4	[illegible]	[illegible]
85	1	0	1	0	[illegible]	[illegible]	-4 2	-31	36
86	1	1	0	0	1	1	-4 2	[illegible]	[illegible]
87	5	0	2	1	3	-1	10	[illegible]	[illegible]
88	2	1	2	1	[illegible]	[illegible]	3 11	-22	[illegible]
89	4	0	2	0	2	[illegible]	6 15	[illegible]	41
90	1	0	1	[illegible]	[illegible]	[illegible]	7 17	-25	41
91	0	1	[illegible]	[illegible]	[illegible]	[illegible]	6 [illegible]	[illegible]	[illegible]
92	0	1	[illegible]	1	[illegible]	[illegible]	5 14	[illegible]	[illegible]
93	0	1	0	[illegible]	[illegible]	-1	4 13	-29	[illegible]
94	3	0	[illegible]	0	0	[illegible]	7 16	[illegible]	[illegible]
95	0	2	0	2	[illegible]	[illegible]	5 14	[illegible]	[illegible]
96	2	0	2	0	[illegible]	[illegible]	7 [illegible]	[illegible]	[illegible]
97	0	1	[illegible]	1	[illegible]	[illegible]	6 15	[illegible]	[illegible]
98	0	2	[illegible]	[illegible]	[illegible]	1	4 13	[illegible]	[illegible]
99	0	2	1	[illegible]	-1	-1	2 11	-3	[illegible]
100	0	1	0	1	0	[illegible]	1 [illegible]	-31	[illegible]
TOTAL	2	0	2	0	[illegible]	1	5 12	[illegible]	41

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Sheet 9 of 9

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 3 DATE 24/02/8 START TIME 6:32 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	0	1	0	0	11	-30	-41
2	0	3	1	2	-1	1	8	-31	39
3	0	2	0	2	0	0	6	-33	39
4	1	0	1	0	0	0	7	-32	39
5	1	0	1	0	0	0	8	-31	39
6	16	3	13	3	3	0	21	-23	44
7	0	2	0	2	0	0	19	-25	44
8	0	2	1	3	-1	-1	17	-28	45
9	0	6	1	6	-1	0	11	-33	44
10	1	0	1	0	0	0	12	-32	44
11	0	1	0	1	0	0	11	-33	44
12	0	0	0	0	0	0	11	-33	44
13	0	1	0	0	0	1	10	-33	43
14	0	4	0	3	0	1	6	-36	42
15	0	1	0	1	0	0	5	-37	42
16	0	5	0	5	0	0	0	42	(42)
17									
18									41+1
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
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37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49	437	437							

FIELD DATA ANALYSIS: PCS "A"

ROUTE 252 TEST RUN #4 DATE 2-27-78 START TIME 3:40 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	28	0	28	0	0	0	28	28	
2	0	3	0	3	0	0	25	25	0
3	0	1	0	1	0	0	24	24	0
4	1	10	1	11	0	-1	15	14	1
5	0	7	0	7	0	0	8	7	1
6	0	8	0	8	0	0	0	-1	1
7	0	0	0	0	0	0	9	8	1
8	1	0	1	0	0	0	7	6	1
9	6	0	6	0	0	0	11	10	1
10	4	0	4	0	0	0	22	21	1
11	12	1	12	1	0	0	24	23	
12	4	2	4	2	0	0	25	24	1
13	2	1	2	1	0	0	26	25	1
14		0	1	0	0	0	25	24	1
15	0	1	0	1	0	0	24	23	1
16	0	1	0	1	0	0	23	23	0
17	0	1	0	0	0	1	23	24	-1
18	1	1	1	0	0	1	21	22	-1
19	0	2	0	2	0	0	19	20	-1
20	0	2	0	2	0	0	18	19	-1
21	0	1	0	1	0	0	17	18	-1
22	0	1	0	1	0	0	15	16	-1
23	0	2	0	2	0	0	14	15	-1
24	0	1	0	1	0	0	15	16	-1
25	1	0	1	0	0	0	13	14	-1
26	0	2	0	2	0	0	12	13	-1
27	0	1	0	1	0	0	11	12	-1
28	0	1	0	1	0	0	12	13	-1
29	1	0	1	0	0	0	10	11	-1
30	0	2	0	2	0	0	9	10	-1
31	0	1	0	1	0	0	8	10	-2
32	0	1	0	0	0	1	7	9	-2
33	0	3	0	3	0	0	4	6	-2
34	0	1	0	1	0	0	3	5	-2
35	0	1	0	1	0	0	2	4	-2
36	2	0	1	0	1	0	4	5	-1
37	1	0	1	0	0	0	5	6	-1
38	1	0	1	0	0	0	6	7	-1
39	1		1	1	0	0	6	7	-1
40		2	0	2	0	0	4	5	-1
41	1	0	1	0	0	0	5	4	-1
42	5	2	5	2	0	0	8	7	-1
43	1	0	1	0	0	0	9	9	-1
44	1	2	0	1	0	1	7	7	0
45	0	1	0	1	0	0	6	6	0
46	0	2	0	2	0	0	4	4	0
47	0	1	0	1	0	0	3	3	0
48	0	1	0	1	0	0	2	2	0
49									
	94	78							

A

SHEET 2

ROUTE 252 TEST RUN 4 DATE 27/02/8 START TIME 340 END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	0	1	0	1	0	0	1	1	0
51	0	1	0	1	0	0	0	0	0
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									
65									
66									
67									
68									
70									
71									
72									
73									
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL									
	74	74							

FIELD DATA ANALYSIS: PCS "B"

ROUTE 252 TEST RUN #4 DATE 2-27-78 START TIME 3:40 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	28	0	27	0	1	0	28	27	1
2	0	3	0	1	0	2	25	26	-1
3	0	1	0		0	1	-4	26	-2
4	1	10	2	2	-1	2	15	20	-5
5	0	7	0	7	0	0	8	13	-5
6	0	8	0	5	0	0	0	5	-5
7	0	0	0	0	0	0	0	5	-5
8	1	0	1	0	0	0	1	6	-5
9	6	0	6	0	0	0	7	12	-5
10	4	0	4	0	0	0	11	16	-5
11	12	1	12	1	0	0	22	27	-5
12	4	2	4	2	0	0	24	29	-5
13	2	1	0	1	0	0	25	30	-5
14	1	0	1	0	0	0	26	31	-5
15	0	1	1	1	-1	0	25	31	-6
16	0	1	0	1	0	0	24	30	-6
17	0	1	0	2	0	-1	23	28	-5
18	1	1	1	1	0	0	23	28	-5
19	0	2	2	3	0	1	21	27	-6
20	0	2	0	0	0	2	19	27	-8
21	0	1	0	0	0	1	18	27	-9
22	0	1	0	1	0	0	17	26	-9
23	0	2	0	2	0	0	15	24	-9
24	0	1	0	1	0	0	14	23	-9
25	1	0	1	0	0	0	15	24	-9
26	0	2	0	2	0	0	13	22	-9
27	0	1	0	1	0	0	12	21	-9
28	0	1	0	0	0	1	11	21	-10
29	1	0	1	0	0	0	12	22	-10
30	0	2	0	2	0	0	10	20	-10
31	0	1	0	0	0	1	9	20	-11
32	0	1	0	1	0	0	8	19	-11
33	0	1	0	1	0	0	7	17	-11
34	0	3	0	1	0	2	4	16	-12
35	0	1	0	1	0	0	3	15	-12
36	0	1	0	1	0	0	2	14	-12
37	2	0	2	0	0	0	4	16	-12
38	1	0	1	0	0	0	5	17	-12
39	1	0	1	0	0	0	6	19	-12
40	1	1	1	0	0	1	6	19	-13
41	0	2	0	2	0	0	4	17	-13
42	1	0	1	0	0	0	5	18	-13
43	5	2	3	2	0	0	8	21	-13
44	1	0	1	0	0	0	9	22	-13
45	0	2	0	2	0	0	7	20	-13
46	0	1	0	1	0	0	6	19	-13
47	0	2	0	2	0	0	4	17	-13
48	0	1	0	1	0	0	3	16	-13
49							2	15	-13

8"

SHEET 2

ROUTE 252 TEST RUN 4 DATE 2-27-8 START TIME 3:40 END TIME

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	0	0	1			
51	0	1	0	1	0	0	1	15	-14
52							0	14	-14
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									
65									
66									
67									
68									
70									
71									
72									
73									
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	74	74							

FIELD DATA ANALYSIS: PCS "C"

ROUTE 252 TEST RUN #4 DATE 2-27-78 START TIME 3:40 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	28	0	19	0	9	0	28	19	9
2	0	3	0	3	0	0	25	16	9
3	0	1	0	1	0	0	24	15	9
4	1	10	1	9	0	1	15	7	8
5	0	7	0	8	0	-1	8	-1	9
6	0	8	0	7	-1	-1	0	-7	7
7	0	0	0	0	0	0	0	-7	7
8	1	0	1	0	0	0	1	-6	7
9	6	0	5	0	1	0	7	-1	8
10	4	0	3	0	2	0	11	1	10
11	12	1	8	1	4	0	23	9	14
12	4	2	4	2	0	0	24	10	14
13	2	1	1	1	1	0	25	10	15
14	1	0	1	0	0	0	26	11	15
15	0	1	0	1	0	0	25	10	15
16	0	1	0	1	0	0	24	9	15
17	0	1	0	2	0	-1	23	7	16
18	1	1	1	0	0	1	23	8	15
19	0	2	0	2	0	0	21	6	15
20	0	2	0	3	0	-1	19	3	16
21	0	1	0	1	0	0	18	2	16
22	0	1	0	1	0	0	17	1	16
23	0	2	0	2	0	0	15	-1	16
24	0	1	0	1	0	0	14	-2	16
25	1	0	1	0	0	0	15	-1	16
26	0	2	0	3	0	0	13	-3	16
27	0	1	0	0	0	1	12	-3	15
28	0	1	0	1	0	0	11	-4	15
29	1	0	2	0	-1	0	12	-2	14
30	0	2	0	2	0	0	10	-4	14
31	0	1	0	2	0	-1	9	-6	15
32	0	1	0	1	0	0	8	-7	15
33	0	1	0	1	0	0	7	-8	15
34	0	3	0	3	0	0	4	-11	15
35	0	1	1	1	-1	0	3	-11	14
36	0	1	1	1	-1	0	2	-11	13
37	2	0	1	0	1	0	3	-10	14
38	1	0	1	0	0	0	3	-10	14
39	1	0	1	0	0	0	3	-10	14
40	1	1	1	1	0	0	3	-10	14
41	0	2	0	2	0	0	1	-10	14
42	1	0	1	0	0	0	1	-9	14
43	5	2	5	2	0	0	4	-6	14
44	1	0	1	0	0	0	5	-5	14
45	1	2	1	3	0	-1	4	-6	14
46	0	1	1	1	-1	0	3	-7	13
47	0	3	0	3	0	0	3	-7	13
48	0	1	0	1	0	0	2	-8	13
49	0	1	0	0	0	1	1	-8	13

C

SHEET 2

ROUTE 252 TEST RUN #1 DATE 2-27-78 START TIME 3140 END TIME

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	1	-10	11
51	0	1	0	1	0	0	0	-11	11
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									
65									
66									
67									
68									
70									
71									
72									
73									
74									
75									
76									
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87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	74	74							

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN #5 AM DATE 2/28/78 START TIME 6:32 END TIME 11:15

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	2	0	2	0	0	0	3	3	0
3	1	0	1	0	0	0	4	4	0
4	1	0	1	0	0	0	5	5	0
5	0	1	0	1	0	0	4	4	0
6	0	1	0	1	0	0	3	3	0
7	0	1	0	1	0	0	2	2	0
8	0	1	0	1	0	0	1	1	0
9	1	0	1	0	0	0	2	2	0
10	0	1	0	1	0	0	1	1	0
11	1	0	1	0	0	0	2	2	0
12	2	0	2	0	0	0	4	4	0
13	0	1	0	1	0	0	3	3	0
14	3	0	3	0	0	0	6	6	0
15	1	1	1	1	0	0	6	6	0
16	1	0	1	0	0	0	7	7	0
17	1	0	1	0	0	0	8	8	0
18	1	0	1	0	0	0	9	9	0
19	1	0	1	0	0	0	10	10	0
20	1	0	1	0	0	0	11	11	0
21	1	0	1	0	0	0	12	12	0
22	1	0	1	0	0	0	13	13	0
23	1	0	1	0	0	0	14	14	0
24	1	0	1	0	0	0	15	15	0
25	1	0	1	0	0	0	16	16	0
26	1	1	1	1	0	0	15	15	0
27	20	9	11	1	9	-1	25	25	10
28	0	1	0	1	0	0	24	24	10
29	1	0	1	0	0	0	24	24	11
30	1	1	1	1	0	0	35	24	11
31	1	1	0	1	0	0	34	23	11
32	1	0	1	0	0	0	24	24	11
33	0	1	0	1	0	0	1	23	11
34	0	4	0	1	2	3	30	22	8
35	0	2	0	3	0	0	28	20	8
36	1	3	1	3	0	0	26	18	8
37	1	4	1	4	0	0	23	15	8
38	2	7	2	7	0	0	18	10	8
39	1	1	1	1	0	0	18	10	8
40	1	5	1	5	0	0	14	6	8
41	0	3	0	4	0	-1	11	2	9
42	0	1	0	1	0	0	10	1	9
43	4	2	4	2	0	0	12	3	9
44	1	0	1	0	0	0	13	4	9
45	0	1	0	1	0	0	12	3	9
46	5	0	5	0	0	0	17	8	9
47	0	5	0	5	0	0	12	3	9
48	0	2	0	2	0	0	10	1	9
49	1	0	1	0	0	0	11	2	9 ✓

"A"

ROUTE _____ TEST RUN T5 DATE _____ START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		OB TRIP'S POINT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	
50	0	2	0	2	0	0	9	2	
51	2	0	2	0	0	0	11	2	
52	0	2	0	1	0	1	9	1	
53	0	1	0	1	0	0	8	0	
54	0	3	0	3	0	0	5	-3	
55	1	0	1	0	0	0	6	-3	
56	0	1	0	1	0	0	5	-3	
57	1	1	1	1	0	0	5	-3	
58	0	2	0	2	0	0	3	-5	
59	0	1	0	1	0	0	2	-6	
60	0	1	0	1	0	0	1	-7	
61	1	0	1	0	0	0	2	-6	
62	1	0	1	0	0	0	3	-5	
63	2	0	2	0	0	0	5	-3	
64	0	1	0	1	0	0	4	-4	
65	1	0	1	0	0	0	5	-3	
66	1	0	1	0	0	0	6	-2	8
67	0	2	0	1	0	1	4	-3	7
68	1	2	1	2	0	0	3	-4	7
70	1	0	1	0	0	0	4	-3	7
71	0	1	0	1	0	0	3	-4	7
72	2	1	2	1	0	0	4	-3	7
73	3	1	3	1	0	0	6	-1	7
74	1	2	1	2	0	0	5	-2	7
75	1	0	1	0	0	0	6	-1	7
76	0	1	0	1	0	0	5	-2	7
77	2	4	2	4	0	0	3	-4	7
78	0	1	0	1	0	0	2	-5	7
79	1	0	1	0	0	0	3	-4	7
80	1	0	1	0	0	0	2	-5	7
81	1	0	1	0	0	0	3	-4	7
82	1	1	1	1	0	0	3	-4	7
83	1	0	1	0	0	0	4	-3	7
84	1	0	1	0	0	0	5	-2	7
85	1	0	1	0	0	0	6	-1	7
86	3	0	3	0	0	0	5	-2	7
87	2	0	2	0	0	0	7	-1	9
88	2	1	2	1	0	0	8	0	9
89	1	0	1	0	0	0	9	-1	9
90	1	2	3	3	-2	-1	8	-2	10
91	4	0	4	0	0	0	12	2	10
92	1	4	1	4	0	0	13	3	10
93	4	4	4	4	0	0	13	3	10
94	1	4	1	4	0	0	10	0	10
95	2	1	2	1	0	0	11	1	10
96	1	0	1	0	0	0	12	2	10
97	2	0	2	0	0	0	14	4	10
98	0	1	0	1	0	0	13	3	10
99	1	0	1	0	0	0	14	4	10
100	0	1	0	1	0	0	13	3	10
[illegible]	0	1	0	1	0	0	12	2	10 ✓
	49	4			2	-1			9+1

Sheet 3

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN T5 DATE 2/28/8 START TIME 6:32 END TIME 11:15

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	14	4	10
2	4	1	5	1	-1	0	17	8	9
3	1	0	1	0	0	0	18	9	9
4	0	1	0	1	0	0	17	8	9
5	6	12	6	13	0	-1	11	1	10
6	2	0	2	0	0	0	13	3	10
7	1	0	1	0	0	0	14	4	10
8	1	0	1	0	0	0	15	5	10
9	1	5	1	5	0	0	11	1	10
10	1	0	1	0	0	0	12	2	10
11	5	0	3	1	2	-1	17	4	13
12	1	0	1	0	0	0	18	5	13
13	1	2	1	0	0	2	17	6	11
14	0	3	0	1	0	2	14	5	9
15	2	1	2	0	0	1	15	7	8
16	0	6	0	3	0	-2	9	-1	10
17	2	1	2	2	0	-1	10	-1	11
18									
19									
20	3	2	3	2	0	0	11	0	11
21	2	4	2	3	0	1	9	-1	10
22	5	0	5	0	0	1	14	4	10
23	4	2	4	3	0	-1	16	5	11
24	1	1	1	1	0	0	16	5	11
25	0	1	0	1	0	0	15	4	11
26	0	1	0	1	0	0	14	3	11
27	0	1	0	1	0	0	13	2	11
28	3	1	3	1	0	0	15	4	11
29	0	1	0	1	0	0	14	3	11
30	0	1	0	1	0	0	13	2	11
31	0	1	0	1	0	0	12	1	11
32	2	0	2	0	0	0	14	3	11
33	0	1	0	1	0	0	13	2	11
34	0	1	0	1	0	0	12	1	11
35	2	2	0	3	2	-1	10	-2	12
36	0	1	0	1	0	0	9	-3	12
37	1	0	1	0	0	0	10	-2	12 ✓
38									
39	51	59							
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
					1	-1			10+2

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN # 5 PM DATE 2/28/78 START TIME 11:15 END TIME 6:40

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	11	-1	12
2	0	2	0	2	0	0	9	-3	12
3	2	0	1	0	1	0	11	-2	13
4	3	4	3	3	1	1	10	-3	13
5	0	1	0	1	0	0	9	-4	13
6	3	0	3	0	0	0	12	-1	13
7	1	0	1	0	0	0	13	0	13
8	1	0	1	0	0	0	14	1	13
9	0	1	0	1	0	0	13	0	13
10	1	3	1	4	0	-1	11	-3	14
11	2	2	2	2	0	0	11	-3	14
12	2	1	2	1	0	0	12	-2	14
13	4	6	4	5	0	1	10	-3	13
14	1	0	1	0	0	0	11	-2	13
15	2	0	2	0	0	0	13	0	13
16	0	2	0	2	0	0	11	-2	13
17	0	2	0	2	0	0	9	-4	13
18	1	1	2	0	-1	1	9	-2	11
19	1	1	1	1	0	0	9	-2	11
20	1	0	1	0	0	0	10	-1	11
21	0	1	0	1	0	0	9	-2	11
22	0	1	0	1	0	0	8	-3	11
23	0	1	0	1	0	0	7	-4	11
24	3	2	3	2	0	0	8	-3	11
25	1	0	1	0	0	0	9	-2	11
26	0	1	0	0	0	1	8	-2	10
27	0	2	0	2	0	0	6	-4	10
28	0	1	0	1	0	0	5	-5	10
29	1	0	1	0	0	0	6	-4	10
30	2	5	2	6	0	-1	3	-8	11
31	2	0	2	0	0	0	5	-6	11
32	1	0	1	0	0	0	6	-5	11
33	1	0	1	0	0	0	7	-4	11
34	0	1	0	1	0	0	6	-5	11
35	1	0	1	0	0	0	7	-4	11
36	0	1	0	1	0	0	6	-5	11
37	1	0	1	0	0	0	7	-4	11
38	1	3	1	3	0	0	5	-6	11
39	1	0	1	0	0	0	6	-5	11
40	0	1	0	2	0	-1	5	-7	12
41	2	0	2	0	0	0	7	-5	12
42	0	1	0	1	0	0	6	-6	12
43	1	0	1	0	0	0	7	-5	12
44	1	2	1	2	0	0	6	-6	12
45	3	0	3	0	0	0	9	-3	12
46	2	1	2	1	0	0	10	-2	12
47	2	0	2	0	0	0	12	0	12
48	0	1	0	1	0	0	11	-1	12
49	0	1	0	1	0	0	10	-2	12 ✓
	52	52			1	1			1210

A

SHEET # 5

ROUTE _____ TEST RUN 5 DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	3	3	2	3	1	0	10	-3	13
51	0	1	0	1	0	0	9	-4	13
52	1	1	1	1	0	0	9	-4	13
53	0	1	0	1	0	0	8	-5	13
54	3	0	3	0	0	0	11	-2	13
55	0	1	0	1	0	0	10	-3	13
56	1	0	1	0	0	0	11	-2	13
57	1	0	1	0	0	0	12	-1	13
58	0	4	0	3	0	1	8	-4	12
59	0	2	1	1	-1	1	6	-4	10
60	1	1	1	1	0	0	6	-4	10
61	0	1	0	1	0	0	5	-5	10
62	2	0	0	0	2	0	7	-5	12
63	1	0	1	0	0	0	8	-4	12
64	1	0	1	0	0	0	9	-3	12
65	1	0	1	0	0	0	10	-2	12
66	0	1	0	1	0	0	9	-3	12
67	1	0	1	0	0	0	10	-2	12
68	3	4	3	4	0	0	9	-3	12
70	4	0	4	0	0	0	13	1	12
71	2	4	2	4	0	0	16	4	12
72	2	0	2	0	0	0	18	6	12
73	2	0	2	0	0	0	20	8	12
74	1	0	1	0	0	0	21	9	12
75	1	0	1	0	0	0	22	10	12
76	0	1	0	1	0	0	21	9	12
77	0	1	0	1	0	0	20	8	12
78	0	1	0	1	0	0	19	7	12
79	0	1	0	1	0	0	18	6	12
80	0	1	0	1	0	0	17	5	12
81	0	3	0	3	0	0	14	2	12
82	0	1	0	1	0	0	13	1	12
83	0	1	0	1	0	0	12	0	12
84	0	2	0	2	0	0	10	-2	12
85	0	1	0	1	0	0	9	-3	12
86	2	1	2	1	0	0	10	-2	12
87	0	1	0	1	0	0	9	-3	12
88	0	2	0	2	0	0	7	-5	12
89	0	1	0	1	0	0	6	-6	12
90	0	1	0	1	0	0	5	-7	12
91	2	0	2	0	0	0	7	-5	12
92	1	0	1	0	0	0	8	-4	12
93	6	7	6	6	0	1	7	-4	11
94	5	0	5	0	0	0	12	1	11
95	1	1	1	1	0	0	12	1	11
96	0	1	0	1	0	0	11	0	11
97	1	0	1	0	0	0	12	1	11
98	3	0	2	0	0	0	14	3	11
99	0	1	0	1	0	0	13	2	11
100	0	1	0	2	0	-1	12	0	12
TOTAL	1	0	1	0	0	0	13	1	12 ✓
	57	54			2	-2			1230

Sheet 6

FIELD DATA ANALYSIS: PCS A

ROUTE 207 TEST RUN 5 DATE 2/29/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	6	0	6	0	0	0	19	7	12
2	8	3	0	3	0	0	16	4	12
3	0	1	0	1	0	0	15	3	12
4	0	1	0	1	0	0	14	2	12
5	3	3	3	3	0	0	14	2	12
6	2	2	2	2	0	0	14	2	12
7	1	1	1	1	0	0	14	2	12
8	3	3	3	3	0	0	14	2	12
9	4	2	4	2	0	0	16	4	12
10	2	4	2	3	0	1	14	3	11
11	0	1	0	1	0	0	13	2	11
12	2	9	2	0	0	0	15	4	11
13	0	1	0	1	0	0	14	3	11
14	0	1	0	1	0	0	13	2	11
15	0	3	0	3	0	0	10	-1	11
16	1	4	1	4	0	0	7	-4	11
17	0	1	0	1	0	0	6	-5	11
18	0	2	0	2	0	0	4	-7	11
19	0	1	0	1	0	0	3	-8	11
20	1	0	1	0	0	0	4	-7	11
21	0	1	0	1	0	0	3	-8	11
22	1	2	1	2	0	0	2	-9	11
23	0	1	0	1	0	0	1	-10	11
24	1	0	1	0	0	0	2	-9	11
25	1	0	1	0	0	0	3	-8	11
26	1	0	1	0	0	0	4	-7	11
27	2	0	2	0	0	0	6	-5	11
28	1	0	1	0	0	0	7	-4	11
29	1	0	1	0	0	0	8	-3	11
30	1	0	1	0	0	0	9	-2	11
31	1	0	1	0	0	0	10	-1	11
32	1	0	1	0	0	1	10	0	10
33	0	1	0	1	0	0	9	-1	10
34	0	3	0	3	0	0	7	-3	10
35	3	4	3	3	1	0	6	-4	10
36	6	1	6	1	0	0	11	1	10
37	3	0	3	0	0	0	13	3	10
38	1	0	1	0	0	0	14	4	10
39	1	2	1	2	0	0	13	3	10
40	1	0	1	0	0	0	14	4	10
41	4	0	3	0	1	0	15	7	11
42	2	0	2	0	0	0	20	9	11
43	1	0	1	0	0	0	21	10	11
44	1	0	1	0	0	0	21	10	11
45	1	0	1	0	0	0	22	11	11
46	0	1	0	1	0	0	21	10	11
47	0	2	0	2	0	0	20	9	11
48	0	1	0	1	0	0	19	8	11
49	0	1	0	1	0	0	18	7	11 ✓
	61	56			2 -	3			121 - 1

H

~~SHEET #~~ Sheet 7

ROUTE _____ TEST RUN _____ DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	17	6	11
51	0	1	0	1	0	0	16	5	11
52	0	1	0	1	0	0	15	4	11
53	1	0	1	0	0	0	16	5	11
54	1	1	1	1	0	0	16	5	11
55	0	1	0	1	0	0	15	4	11
56	0	1	0	1	0	0	14	3	11
57	0	1	0	1	0	0	[illegible]	2	11
58	0	4	0	5	0	-1	[illegible]	-3	12
59	0	1	0	1	0	0	[illegible]	-4	12
60	0	1	0	1	0	0	7	-5	12
61	0	1	0	1	0	0	6	-6	12
62	0	1	0	1	0	0	5	-7	12
63	1	0	1	0	0	0	6	-6	12
64	0	1	0	1	0	0	5	-7	12
65	0	1	0	1	0	0	4	-8	12
66	0	1	0	1	0	0	3	-9	12
67	13	5	13	7	0	-2	11	-3	14
68	2	0	2	0	0	0	13	-1	14
70	1	0	1	0	0	0	14	0	14
71	1	0	1	0	0	0	15	1	14
72	1	0	1	0	0	0	16	2	14
73	2	1	2	1	0	0	17	3	14
74	1	0	1	0	0	0	18	4	14
75	1	1	1	1	0	0	18	4	14
76	0	1	0	1	0	0	17	3	14
77	0	1	0	1	0	0	16	2	14
78	3	3	3	3	0	0	17	3	14
79	0	1	0	1	0	0	16	2	14
80	0	1	0	1	0	0	15	1	14
81	2	0	2	0	0	0	17	3	14
82	0	1	0	1	0	0	16	2	14
83	1	0	1	0	0	0	17	3	14
84	1	2	1	2	0	0	16	2	14
85	3	5	3	6	0	-1	14	-1	15
86	2	0	2	0	0	0	16	1	15
87	6	4	6	4	0	0	18	3	15
88	6	4	6	4	0	0	20	5	15
89	1	0	1	0	0	0	21	6	15
90	1	0	1	0	0	0	22	7	15
91	0	1	0	1	0	0	21	6	15
92	2	0	3	0	-1	0	23	9	14
93	0	2	0	2	0	0	21	7	14
94	3	0	2	0	1	0	24	9	15
95	0	1	0	1	0	0	23	8	15
96	1	1	0	1	1	0	23	7	16
97	0	1	0	1	0	0	22	6	16
98	2	4	2	4	0	0	20	4	16
99	0	1	0	1	0	0	19	3	16
100	0	1	0	1	0	0	18	2	16
TOTAL	0	1	0	1	0	0	17	1	(16) ✓
	59	60			1 - -4				1145

Sheet 8 71

FIELD DATA ANALYSIS: PCS A

ROUTE 207 TEST RUN 5 DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	*ERROR
1	0	1	0	1	0	0	16	0	16
2	0	2	0	2	0	0	14	-2	16
3	0	1	0	1	0	0	13	-3	16
4	0	1	0	1	0	0	12	-4	16
5	0	2	0	2	0	0	10	-6	16
6	0	1	0	1	0	0	9	-7	16
7	0	1	0	1	0	0	8	-8	16
8	0	1	0	1	0	0	7	-9	16
9	0	2	0	2	0	0	4	-12	16
10	0	1	0	3	0	-1	3	-14	17
11	1	0	1	0	0	0	4	-13	17
12	1	0	1	0	0	0	5	-12	17
13	1	0	1	0	0	0	6	-11	17
14	2	0	3	0	0	0	8	-9	17
15	4	1	4	1	0	0	11	-6	17
16	1	1	1	1	0	0	11	-6	17
17	0	1	0	1	0	0	10	-7	17
18	3	0	3	0	0	0	13	-4	17
19	3	2	3	3	0	-1	14	-4	18
20	1	0	1	0	0	0	15	-3	18
21	0	1	0	1	0	0	14	-4	18
22	0	2	0	2	0	0	13	-5	18
23	0	1	0	1	0	0	12	-6	18
24	2	0	2	0	0	0	14	-4	18
25	0	1	0	1	0	0	13	-5	18
26	0	1	0	1	0	0	12	-6	18
27	0	1	0	1	0	0	13	-5	18
28	0	1	0	2	0	-1	12	-6	18
29	0	1	0	1	0	0	11	-8	19
30	0	1	0	1	0	0	10	-9	19
31	0	1	0	1	0	0	9	-10	19
32	0	2	0	2	0	0	7	-12	19
33	3	3	3	2	0	1	9	-11	(18)
34									
35	*	39							*
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49	416	409							

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN #5 AM DATE 2/28/78 START TIME 6:32 END TIME 11:15

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	2	0	1	0	1	0	3	2	1
3	1	0	1	0	0	0	4	3	1
4	1	0	1	0	0	0	5	4	1
5	0	1	0	2	0	-1	4	2	2
6	0	1	1	1	-1	0	3	2	1
7	0	1	0	0	0	1	2	2	0
8	0	1	0	1	0	0	1	1	0
9	1	0	1	0	0	0	2	2	0
10	0	1	0	1	0	0	1	1	0
11	1	0	1	0	0	0	2	2	0
12	2	0	2	0	0	0	4	4	0
13	0	1	0	1	0	0	3	3	0
14	3	0	3	0	0	0	6	6	0
15	1	1	0	0	1	1	6	6	0
16	1	0	1	0	0	0	7	7	0
17	1	0	1	0	0	0	8	8	0
18	1	0	1	0	0	0	9	9	0
19	1	0	1	0	0	0	10	10	0
20	1	0	1	0	0	0	11	11	0
21	1	0	1	0	0	0	12	12	0
22	1	0	1	0	0	0	13	13	0
23	1	0	1	0	0	0	14	14	0
24	1	0	1	0	0	0	15	15	0
25	1	0	1	0	0	0	16	16	0
26	0	1	0	1	0	0	15	15	0
27	20	0	20	0	0	0	35	35	0
28	0	1	0	1	0	0	34	34	0
29	1	0	1	0	0	0	35	35	0
30	1	1	1	1	0	0	35	35	0
31	0	1	0	1	0	0	34	34	0
32	1	0	1	0	0	0	35	35	0
33	0	1	0	2	0	-1	34	33	1
34	0	4	0	4	0	0	30	29	1
35	0	2	0	1	0	1	28	28	0
36	1	3	1	3	0	0	26	26	0
37	1	4	3	4	-2	0	23	25	-2
38	2	7	1	1	1	6	18	25	-7
39	1	1	0	1	1	0	18	24	-6
40	1	5	2	2	-1	3	14	24	-10
41	0	3	0	4	0	-1	11	20	-9
42	0	1	0	1	0	0	10	19	-9
43	4	2	4	2	0	0	12	21	-9
44	1	0	1	0	0	0	13	22	-9
45	0	1	0	0	0	1	12	22	-10
46	5	0	4	0	1	0	17	26	-9
47	0	5	0	3	0	2	12	23	-11
48	0	2	0	2	0	0	10	21	-11
49	1	0	1	0	0	0	11	22	-11

B

SHEET 2

JUTE 201 TEST RUN 5am DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	7	0	2	0	0	9	20	-11
51	2	0	2	0	0	0	11	22	-11
52	0	2	0	2	0	0	9	20	-11
53	0	1	0	1	0	0	8	19	-11
54	0	3	0	1	0	2	5	18	-13
55	1	0	1	0	0	0	6	19	-13
56	0	1	0	1	0	0	5	18	-13
57	1	1	1	1	0	0	5	18	-13
58	0	3	0	2	0	0	3	16	-13
59	0	1	0	1	0	0	2	15	-13
60	0	1	0	1	0	0	1	14	-13
61	1	0	1	0	0	0	2	15	-13
62	1	0	1	0	0	0	3	16	-13
63	2	0	2	0	0	0	5	18	-13
64	0	1	0	1	0	0	4	17	-13
65	1	0	1	0	0	0	5	18	-13
66	1	0	1	0	0	0	6	19	-13
67	0	2	0	1	0	1	4	18	-14
68	1	2	1	2	0	0	3	18	-14
70	1	0	1	0	0	0	4	18	-14
71	0	1	0	1	0	0	3	17	-14
72	2	1	2	1	0	0	4	18	-14
73	3	1	3	1	0	0	6	20	-14
74	1	2	1	2	0	0	5	19	-14
75	1	0	1	0	0	0	6	20	-14
76	0	1	0	1	0	0	5	19	-14
77	2	4	3	3	0	-1	3	16	-13
78	0	1	0	1	0	0	2	15	-13
79	1	0	1	0	0	0	3	16	-13
80	0	1	0	1	0	0	2	15	-13
81	1	0	1	0	0	0	3	16	-13
82	1	1	1	1	0	0	3	16	-13
83	1	0	1	0	0	0	4	17	-13
84	1	0	1	0	0	0	5	18	-13
85	1	0	1	0	0	0	6	19	-13
86	0	1	0	1	0	0	5	18	-13
87	2	0	1	0	-1	0	7	19	-12
88	3	1	2	1	0	0	8	20	-12
89	1	0	1	0	0	0	9	21	-12
90	4	2	3	1	1	-1	8	19	-10
91	4	0	4	0	0	0	12	22	-10
92	1	0	1	0	0	0	13	23	-10
93	4	4	6	4	-2	0	13	25	-12
94	1	4	1	3	0	1	10	23	-13
95	3	1	2	4	1	-3	11	21	-10
96	1	0	1	0	0	0	12	23	-10
97	2	0	2	0	0	0	14	24	-10
98	0	1	0	1	0	0	13	23	-10
99	1	0	1	0	0	0	14	24	-10
100	0	1	0	1	0	0	13	23	-10
101	0	1	0	1	0	0	12	22	-10 ✓

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Sheet 3

FIELD DATA ANALYSIS: PCS B

ROUTE 207 TEST RUN 5 DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	14	24	-10
2	4	1	2	1	2	0	17	25	-8
3	1	0	1	0	0	0	18	26	-8
4	0	1	0	1	0	0	17	25	-8
5	6	12	7	0	-1	12	11	32	-21
6	2	0	2	0	0	0	13	34	-21
7	1	0	1	0	0	0	14	35	-21
8	1	0	1	0	0	0	15	36	-21
9	1	5	2	5	-1	0	11	33	-22
10	1	0	1	0	0	0	12	34	-22
11	5	0	2	0	3	0	17	36	-19
12	1	0	1	0	0	0	18	37	-19
13	1	2	1	0	0	2	17	38	-21
14	0	3	0	1	0	2	14	37	-23
15	2	1	2	0	0	1	15	39	-24
16	0	6	0	5	0	1	9	34	-25
17	2	1	1	1	1	0	10	34	-24
18									
19									
20	3	2	3	2	0	0	11	35	-24
21	2	4	2	3	0	1	9	34	-25
22	5	0	4	0	1	0	14	38	-24
23	4	2	4	2	0	0	16	40	-24
24	1	1	1	1	0	0	16	40	-24
25	0	1	0	1	0	0	15	39	-24
26	0	1	0	1	0	0	14	38	-24
27	0	1	0	1	0	0	13	37	-24
28	3	1	3	1	0	0	15	39	-24
29	0	1	0	1	0	0	14	38	-24
30	0	1	0	1	0	0	13	37	-24
31	0	1	0	1	0	0	12	36	-24
32	2	0	3	0	-1	0	14	39	-25
33	0	1	0	1	0	0	13	38	-25
34	0	1	0	1	0	0	12	37	-25
35	0	2	0	1	0	1	10	36	-26
36	0	1	0	1	0	0	9	35	-26
37	1	0	1	0	0	0	10	36	-26 ✓
38					4	20			-10+-16
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN # 5 PM DATE 2/28/78 START TIME 11:15 END TIME 6:40

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	11	37	-26
2	0	2	0	2	0	0	9	35	-26
3	2	0	2	0	0	0	11	37	-26
4	3	4	4	3	-1	1	10	38	-28
5	0	1	0	2	0	-1	9	36	-27
6	3	0	3	0	0	0	12	39	-27
7	1	0	1	0	0	0	13	40	-27
8	1	0	1	0	0	0	14	41	-27
9	0	1	0	1	0	0	13	40	-27
10	1	3	1	4	0	-1	11	37	-26
11	2	2	2	2	0	0	11	37	-26
12	2	1	2	1	0	0	12	38	-26
13	4	6	4	3	0	3	10	39	-29
14	1	0	2	0	-1	0	11	41	-30
15	2	0	2	0	0	0	13	43	-30
16	0	2	0	2	0	0	11	41	-30
17	0	2	0	2	0	0	9	39	-30
18	1	1	1	1	0	0	9	39	-30
19	1	1	1	1	0	0	9	39	-30
20	1	0	1	0	0	0	10	40	-30
21	0	1	0	1	0	0	9	39	-30
22	0	1	0	0	0	1	8	39	-31
23	0	1	0	1	0	0	7	38	-31
24	3	2	3	2	0	0	8	39	-31
25	1	0	1	0	0	0	9	40	-31
26	0	1	0	1	0	0	8	39	-31
27	0	3	0	2	0	1	6	37	-31
28	0	1	0	1	0	0	5	36	-31
29	1	0	1	0	0	0	6	37	-31
30	2	5	2	4	0	1	3	35	-32
31	2	0	2	0	0	0	5	37	-32
32	1	0	1	0	0	0	6	38	-32
33	1	0	1	0	0	0	7	39	-32
34	0	1	0	1	0	0	6	38	-32
35	1	0	1	0	0	0	7	39	-32
36	0	1	0	1	0	0	6	38	-32
37	1	0	1	0	0	0	7	39	-32
38	1	3	1	3	0	0	5	37	-32
39	1	0	1	0	0	0	6	38	-32
40	0	1	0	3	0	-2	5	35	-30
41	2	0	2	0	0	0	7	37	-30
42	0	1	0	1	0	0	6	36	-30
43	1	0	1	0	0	0	7	37	-30
44	1	2	1	2	0	0	6	36	-30
45	3	0	2	1	1	0	9	38	-29
46	2	1	2	1	0	0	10	39	-29
47	2	0	2	0	0	0	12	41	-29
48	0	1	0	2	0	-1	11	39	-28
49	0	1	0	1	0	0	10	38	-28

B

SHEET # 5

UTE _____ TEST RUN 5 DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	3	3	3	3	0	0	10	38	-28
51	0	1	0	1	0	0	9	37	-28
52	1	1	1	1	0	0	9	37	-29
53	0	1	0	1	0	0	8	36	-28
54	3	0	3	0	0	0	11	39	-28
55	0	1	0	1	0	0	10	38	-28
56	1	0	0	0	1	0	11	38	-27
57	1	0	1	0	0	0	12	39	-27
58	0	4	0	2	0	2	8	37	-29
59	0	2	0	1	0	1	6	36	-30
60	1	1	1	1	0	0	6	36	-30
61	0	1	0	0	0	1	5	36	-31
62	2	0	2	0	0	0	7	38	-31
63	1	0	1	0	0	0	8	39	-31
64	1	0	1	0	0	0	9	40	-31
65	1	0	1	0	0	0	10	41	-31
66	0	1	0	1	0	0	9	40	-31
67	1	0	1	0	0	0	10	41	-31
68	3	4	3	5	0	-1	9	39	-30
70	4	0	4	0	0	0	13	43	-30
71	7	4	6	3	1	1	16	46	-30
72	2	0	2	0	0	0	18	48	-30
73	2	0	2	0	0	0	20	50	-30
74	1	0	1	0	0	0	21	51	-30
75	1	0	1	0	0	0	22	52	-30
76	0	1	0	1	0	0	21	51	-30
77	0	1	0	1	0	0	20	50	-30
78	0	1	0	1	0	1	19	50	-31
79	0	1	0	1	0	0	18	49	-31
80	0	1	0	0	0	1	17	49	-32
81	0	3	0	2	0	1	14	47	-33
82	0	1	0	1	0	0	13	46	-33
83	0	1	0	1	0	0	12	45	-33
84	0	2	0	2	0	0	10	43	-33
85	0	1	0	1	0	0	9	42	-33
86	2	1	2	1	0	0	10	43	-33
87	0	1	0	1	0	0	9	42	-33
88	0	2	0	2	0	0	7	40	-33
89	0	1	0	1	0	0	6	39	-33
90	0	1	0	1	0	0	5	38	-33
91	2	0	2	0	0	0	7	40	-33
92	1	0	1	0	0	0	8	41	-33
93	6	7	6	5	0	2	7	42	-35
94	5	0	5	0	0	0	12	47	-35
95	1	1	1	1	0	0	12	47	-35
96	0	1	0	2	0	-1	11	45	-34
97	1	0	1	0	0	0	12	46	-34
98	3	0	3	0	0	0	14	48	-34
99	0	0	0	0	0	0	13	47	-34
100	0	1	0	0	0	1	12	47	-35
TOTAL	1	0	1	0	0	0	13	48	-35 ✓

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FIELD DATA ANALYSIS: PCS B Sheet 6

ROUTE 207 TEST RUN 5 DATE 2/28/8 START TIME — END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	6	0	6	0	0	0	19	54	-35
2	0	3	0		0		16	51	
3	0	1	0	1	0	0	15	50	-35
4	0	1	0	0	0	1	14	50	-36
5	3	3	3	3	0	0	14	50	-36
6	2	2	2	2	0	0	14	50	-36
7	1	1	1	1	0	0	14	50	-36
8	3	3	3	4	0	-1	14	49	-35
9	4	2	5	1	-1	1	16	53	-37
10	2	4	3	3	-1	1	17	53	-36
11	0	1	0	1	0	0	13	52	-39
12	2	0	2	0	0	0	15	54	-39
13	0	1	0	1	0	0	14	53	-39
14	0	1	0	1	0	0	13	52	-39
15	0	3	0	4	0	-1	10	48	-38
16	1	4	1	1		3	7	48	-41
17	0	1	0	2		-1	6	46	-40
18	0	2	0	1		1	4	45	-41
19	0	1	0	1		0	3	44	-41
20	1	0	1	0	0	0	4	45	-41
21	0	1	0	1	0	0	3	44	-41
22	1	2			0	0	2	43	-41
23	0	1			0	0	1	42	-41
24	1	0	1	0	0	0	2	43	-41
25	1	0	1	0	0	0	3	44	-41
26	1	0	1	0	0	0	4	45	-41
27	2	0	2	0	0	0	6	47	-41
28	1	0	1	0	0	0	7	48	-41
29	1	0	1	0	0	0	8	49	-41
30	1	0	0	0	1	0	9	49	-40
31	1	0	1	0	0	0	10	50	-40
32	1	1	1	1	0	0	10	50	-40
33	0	1	0	1	0	0	9	49	-40
34	1	3	1	2	0	1	7	49	-42
35	3	4	2	5	1	-1	6	45	-39
36	6	1	6	1	0	0	11	50	-39
37	2	0	2	0	0	0	13	52	-39
38	1	0	1	0	0	0	14	53	-39
39	1	2	0	2	1	0	13	51	-38
40	1	0	1	0	0	0	14	52	-38
41	4	0	4	0	0	0	18	56	-38
42	2	0	2	0	0	0	20	58	-38
43	1	0	1	0	0	0	21	59	-38
44	1	1	2	1	-1	0	21	60	-39
45	1	0	1	0	0	0	22	61	-39
46	0	1	0	1	0	0	21	60	-39
47	1	2	1	2	0	0	20	59	-39
48	0	1	0	1	0	1	19	59	-40
49	0	1	0	1	0	0	18	58	-40
					0	5			-40 +5

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B

UTE 207 TEST RUN 5 DATE 2/28/3 START TIME _____ END TIME _____ ~~SHEET~~ Sheet 7

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL - PCS) ON	ERROR COUNT (ACTUAL - PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	17	57	-40
51	0	1	0	1	0	0	16	56	-40
52	0	1	0	1	0	0	15	55	-40
53	1	0	1	0	0	0	16	56	-40
54	1	1	1	1	0	0	16	56	-40
55	0	1	0	1	0	0	15	55	-40
56	0	1	0	1	0	0	14	54	-40
57	0	1	0	1	0	0	13	53	-40
58	0	4	0	5	0	-1	9	49	-40
59	0	1	0	1	0	0	8	47	-39
60	0	1	0	1	0	0	7	46	-39
61	0	1	0	1	0	0	6	45	-39
62	0	1	0	1	0	0	5	44	-39
63	1	0	1	0	0	0	6	45	-39
64	2	1	0	1	0	0	5	44	-39
65	0	1	0	1	0	0	4	43	-39
66	0	1	0	1	0	0	3	42	-39
67	13	5	13	6	0	-1	11	49	-38
68	2	0	2	0	0	0	13	51	-38
70	1	0	1	0	0	0	14	52	-38
71	1	0	1	0	0	0	15	53	-38
72	1	0	1	0	0	0	16	54	-38
73	2	1	2	1	0	0	17	55	-38
74	1	0	1	0	0	0	18	56	-38
75	1	1	1	1	0	0	18	56	-38
76	0	1	0	1	0	0	17	55	-38
77	0	1	0	1	0	0	16	54	-38
78	3	2	3	2	0	0	17	55	-38
79	0	1	0	1	0	0	16	54	-38
80	0	1	0	1	0	0	15	53	-38
81	2	0	2	0	0	0	17	55	-38
82	0	1	0	1	0	0	16	54	-38
83	1	0	1	0	0	0	17	55	-38
84	1	2	1	2	0	0	16	54	-38
85	3	5	3	5	0	0	14	52	-38
86	2	4	2	4	0	0	16	54	-38
87	6	4	6	4	0	0	18	56	-38
88	1	0	1	0	0	0	20	58	-38
89	1	0	1	0	0	0	21	59	-38
90	1	0	1	0	0	0	22	60	-38
91	0	1	0	1	0	0	21	59	-38
92	2	0	2	0	0	0	23	61	-38
93	0	2	0	3	0	-1	21	58	-37
94	3	0	1	0	2	0	24	59	-35
95	0	1	0	0	0	1	23	59	-36
96	1	1	0	2	1	-1	23	57	-34
97	0	1	0	0	0	1	22	57	-35
98	2	4	2	2	0	2	20	57	-37
99	0	1	0	1	0	0	19	56	-37
100	0	1	0	1	0	0	18	55	-37
~~TOTAL~~	0	1	0	1	0	0	17	54	-37

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-40 T 3

Sheet 8

FIELD DATA ANALYSIS: PCS B

ROUTE 207 TEST RUN 5 DATE 3/28/8 START TIME — END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	0	1	0	0	6	5	-37
2	0	2	0	2	0	0	14	51	-37
3	0	1	0	1	0	0	13	50	-37
4	0	1	0	1	0	0	12	49	-37
5	0	2	0	4		-2	10	45	-35
6	0	1	0	1			9	44	-35
7	0	1	0	1			8	43	-35
8	0	1	0	1			7	42	
9	0	3	0	3			4	39	
10	0	1	0	1			3	38	-35
11	1	0	1	0			4	39	-35
12	1	0	1	0			5	40	-35
13	1	0	1	0			6	41	
14	2	0	2	0			8	43	-35
15	4	1	4	1			11	46	-35
16	1	1	1	0		1	11	47	-36
17	0	1	0	1			10	46	-36
18	3	0	3	0			13	49	-36
19	2	3	4	4	-1	-2	14	49	-35
20	1	0	1	0			15	50	-35
21	0	1	0	1			14	49	-35
22	0	2	1	3			13	48	-35
23	0	1	0	1			12	47	-35
24	2	0	2	0			14	49	-35
25	0	1	0	1			13	48	-35
26	0	1	0	1			12	47	-35
27	1	0	1	0			13	49	-35
28	0	1	0	1			12	47	-35
29	0	1	0	1			11	46	-35
30	0	1	0	1			10	45	-35
31	0	1	0	1			9	44	-35
32	0	2	0	1		1	7	43	-36
33	3	3	3	3	0	0	7	43	(-36) ✓
34					-1 + -2 = -1				
35									37 + 1
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48	416	409							
49									

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FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN #5 AM DATE 2/28/78 START TIME 6:32 END TIME 11:15

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	2	0	2	0	0	0	3	3	0
3	1	0	1	0	0	0	4	4	0
4	1	0	1	0	0	0	5	4	1
5	0	1	0	1	0	0	4	3	1
6	0	1	0	1	0	0	3	2	1
7	0	1	0	1	0	0	2	1	1
8	0	1	0	1	0	0	1	0	1
9	1	0	0	0	1	0	2	0	2
10	0	1	0	1	0	0	1	-1	2
11	1	0	1	0	0	0	2	0	2
12	2	0	2	0	0	0	4	2	2
13	0	1	0	1	0	0	3	1	2
14	3	0	3	0	0	0	6	4	2
15	1	1	0	1	1	0	6	3	3
16	1	0	1	0	0	0	7	4	3
17	1	0	1	0	0	0	8	5	3
18	1	0	1	0	0	0	9	5	4
19	1	0	1	0	0	0	10	6	4
20	1	0	1	0	0	0	11	7	4
21	1	0	1	0	0	0	12	8	4
22	1	0	1	0	0	0	13	9	4
23	1	0	1	0	0	0	14	10	4
24	1	0	1	0	0	0	15	11	4
25	1	0	1	0	0	0	16	12	4
26	0	1	0	1	0	0	15	11	4
27	20	0	19	0	1	0	35	30	5
28	0	1	0	1	0	0	34	29	5
29	1	0	1	0	0	0	35	30	5
30	1	1	0	1	1	0	35	29	6
31	0	1	0	1	0	0	34	28	6
32	1	0	1	0	0	0	35	29	6
33	0	1	0	1	0	0	34	28	6
34	4	4	5	5	-1	-1	33	28	5
35	0	2	0	2	0	0	31	26	5
36	1	3	2	3	-1	0	30	24	6
37	1	4	1	4	0	0	30	24	6
38	2	2	3	2	-1	0	29	23	6
39	1	1	0	1	1	0	30	24	6
40	1	5	1	5	0	0	26	18	8
41	0	3	0	3	0	0	23	13	10
42	0	1	1	1	-1	0	22	12	10
43	4	2	4	3	0	-1	26	16	10
44	1	0	1	0	0	0	27	17	10
45	0	1	0	1	0	0	26	16	10
46	5	0	5	0	0	0	31	21	10
47	0	5	0	3	0	2	26	16	10
48	0	3	0	3	0	-1	23	13	10
49	1	0	1	0	0	0	24	14	10

C

SHEET 2

JUTE 201 TEST RUN 5 DATE 2/28/8 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	2	0	2	0	0	9	4	5
51	2	0	2	0	0	0	11	6	5
52	0	2	0	2	0	0	9	4	5
53	0	1	0	1	0	0	8	3	5
54	0	3	0	2	0	1	5	1	4
55	1	0	1	0	0	0	6	2	4
56	0	1	0	1	0	0	5	1	4
57	1	1	0	1	1	0	5	0	5
58	0	2	0	2	0	0	3	-2	5
59	0	0	0	1	0	0	2	-3	5
60	0	1	0	2	0	-1	1	-5	6
61	1	0	1	0	0	0	2	-4	6
62	1	0	1	0	0	0	3	-3	6
63	2	0	2	0	-1	0	5	0	5
64	0	1	0	1	0	0	4	-1	5
65	1	0	0	0	1	0	5	-1	6
66	1	0	1	0	0	0	6	0	6
67	0	2	0	1	0	1	4	-1	5
68	1	2	0	1	1	-1	3	-4	7
70	1	0	1	0	0	0	4	-3	7
71	0	1	0	1	0	0	3	-4	7
72	2	1	1	0	1	1	4	-3	7
73	3	1	2	1	1	0	6	-2	8
74	1	2	2	1	1	-1	5	-5	10
75	1	0	1	0	0	0	6	-4	10
76	0	1	1	1	-1	0	5	-4	9
77	2	4	1	4	1	0	3	-7	10
78	0	1	0	1	0	0	2	-8	10
79	1	0	1	0	0	0	3	-7	10
80	0	1	0	0	0	1	2	-7	9
81	1	0	1	0	0	0	3	-6	9
82	1	1	0	2	1	-1	3	-8	11
83	1	0	1	0	0	0	4	-7	11
84	1	0	1	0	0	0	5	-6	11
85	1	0	1	0	0	0	6	-5	11
86	0	1	0	1	0	0	5	-6	11
87	2	0	1	0	1	0	7	-5	12
88	2	1	2	0	0	-1	8	-5	13
89	1	0	1	0	0	0	9	-4	13
90	1	2	1	2	0	-1	8	-6	14
91	4	0	5	0	-1	0	12	-1	13
92	1	0	0	0	1	0	13	-1	14
93	4	4	3	3	1	-1	13	-3	16
94	1	4	1	3	0	1	12	-5	15
95	2	1	1	1	1	0	11	-5	16
96	1	0	1	0	0	0	12	-4	16
97	2	0	1	0	1	0	14	-3	17
98	0	1	0	1	0	0	13	-4	17
99	1	0	1	0	0	0	14	-3	17
100	0	1	0	1	0	0	13	-4	17
TOTAL	0	1	0	1	0	0	12	-5	17 ✓ 5+12

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Sheet 3

FIELD DATA ANALYSIS: PCS C

ROUTE _____ TEST RUN 5 DATE 2/28/8 START TIME — END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	14	-3	17
2	4	1	1	0	3	1	17	-2	19
3	1	0	1	0	0	0	18	-1	19
4	0	1	0	1	0	0	17	-2	19
5	6	12	8	13	-2	-1	11	-7	18
6	2	5	2	0	0	0	13	-5	18
7	1	0	2	0	-1	0	14	-3	17
8	1	0	1	0	0	0	15	-2	17
9	1	5	1	0	0	5	11	-1	12
10	1	0	2	0	-1	0	12	1	11
11	5	0	0	4	5	-4	17	-3	20
12	1	0	1	1	0	-1	18	-3	21
13	1	2	1	0	0	2	17	-2	19
14	0	3	0	1	0	2	14	-3	17
15	2	1	2	2	0	-1	15	-3	18
16	0	6	0	6	0	0	9	-9	18
17	2	1	1	2	1	-1	10	-10	20
18									
19									
20	3	2	3	2	0	0	11	-9	20
21	2	4	1	2	1	2	2	-10	19
22	5	0	4	0	1	0	10	-6	16
23	4	2	4	1	0	1	16	-3	19
24	1	1	1	1	0	0	16	-3	19
25	0	1	0	1	0	0	15	-4	19
26	0	1	0	1	0	0	14	-5	19
27	0	1	0	1	0	0	13	-6	19
28	3	1	3	0	0	1	15	-3	18
29	0	1	0	1	0	0	14	-4	18
30	0	1	0	1	0	0	13	-5	18
31	0	1	0	1	0	0	12	-6	18
32	2	0	2	1	0	-1	14	-5	19
33	0	1	0	1	0	0	13	-6	19
34	0	1	0	1	0	0	12	-7	19
35	0	2	0	1	0	1	10	-8	18
36	0	1	0	1	0	0	9	-9	18
37	1	0	1	0	0	0	10	-7	17 OK
38					7	-7			17+0
39									
40									
41									
42									
43									
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45									
46									
47									
48									
49									

Sheet 4

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN #5 PM DATE 2/28/78 START TIME 11:15 END TIME 6:40

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	11	-6	17
2	0	2	0	2	0	0	9	-8	17
3	2	0	2	0	0	0	11	-6	17
4	3	4	3	3	0	1	11	-6	16
5	0	1	0	1	0	0	10	-7	16
6	3	0	4	1	-1	-1	12	-4	16
7	1	0	1	0	0	0	13	-3	16
8	1	0	1	0	0	0	14	-2	16
9	0	1	0	1	0	0	13	-3	16
10	1	3	1	3	0	0	11	-5	16
11	2	2	2	2	0	0	11	-5	16
12	2	1	2	1	0	0	12	-4	16
13	4	6	4	2	0	4	10	-2	12
14	1	0	1	0	0	0	11	-1	12
15	2	0	2	0	0	0	13	1	12
16	0	2	0	2	0	0	11	0	11
17	0	2	0	0	0	-2	9	-4	13
18	1	1	1	0	0	1	9	-3	12
19	1	1	1	1	0	0	9	-3	12
20	1	0	0	0	1	0	10	-3	13
21	0	1	0	1	0	0	9	-4	13
22	0	1	0	1	0	0	8	-5	13
23	0	1	0	2	0	-1	7	-7	14
24	3	2	4	1	-1	1	8	-4	12
25	1	0	1	1	0	-1	8	-4	12
26	0	1	0	1	0	0	7	-5	12
27	0	2	0	2	0	0	6	-7	13
28	0	1	0	1	0	0	5	-8	13
29	1	0	0	0	1	0	6	-8	14
30	2	5	2	3	0	2	3	-11	14
31	2	0	1	0	1	0	5	-10	15
32	1	0	1	0	0	0	6	-9	15
33	1	0	1	0	0	0	7	-8	15
34	0	1	0	0	0	1	6	-8	14
35	1	0	1	0	0	0	7	-7	14
36	0	1	0	1	0	0	6	-8	14
37	1	0	1	0	0	0	7	-7	14
38	1	3	0	2	1	1	5	-9	14
39	1	0	1	0	0	0	6	-8	14
40	0	1	0	2	0	-1	5	-10	15
41	2	0	2	0	0	0	7	-8	15
42	0	1	0	0	0	1	6	-8	14
43	1	0	1	0	0	0	7	-7	14
44	1	2	1	1	0	1	6	-7	13
45	3	0	1	0	2	0	9	-6	15
46	2	1	2	1	0	0	10	-5	15
47	2	0	1	0	1	0	12	-4	16
48	0	1	0	1	0	0	11	-5	16
49	0	1	0	1	0	0	10	-6	(16) ✓ 17 +1
					6	7			

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C

SHEET # 5

UTE 207 TEST RUN 5 DATE 2/28/8 START TIME — END TIME —

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	3	3	2	3	1	0	15	-5	15
51	0	1	0	1	0	0	9	-6	15
52	1	1	1	0	0	1	9	-5	14
53	0	1	0	1	0	0	8	-6	14
54	3	0	3	0	0	0	11	-3	14
55	0	1	0	1	0	0	10	-4	14
56	1	0	1	0	0	0	11	-3	14
57	1	0	1	0	0	0	12	-2	14
58	0	4	0	2	0	2	8	-4	12
59	0	2	0	1	0	1	6	-5	11
60	1	1	1	1	0	0	6	-5	11
61	0	1	0	1	0	0	5	-6	11
62	2	0	2	0	0	0	7	-4	11
63	1	0	1	0	0	0	8	-3	11
64	1	0	1	0	0	0	9	-2	11
65	1	0	1	0	0	0	10	-2	12
66	0	1	0	1	0	0	9	-3	12
67	1	0	1	0	0	0	10	-2	12
68	3	4	3	6	0	-2	9	-5	14
70	4	0	1	0	3	0	13	-4	17
71	7	4	7	4	0	0	16	-1	17
72	2	0	2	0	0	0	18	1	17
73	2	0	1	0	1	0	20	2	18
74	1	0	1	0	0	0	21	3	18
75	1	0	0	0	1	0	22	3	19
76	0	1	1	1	-1	0	21	3	18
77	0	1	1	1	0	0	20	2	18
78	0	1	1	1	-1	0	19	2	17
79	0	1	0	2	0	1	18	0	18
80	0	1	0	1	0	0	17	-1	18
81	0	3	0	3	0	0	14	-4	18
82	0	1	0	1	0	0	13	-5	18
83	0	1	0	1	0	0	12	-6	18
84	0	2	0	2	0	0	10	-8	18
85	0	1	0	1	0	0	9	-9	18
86	2	1	2	1	0	0	10	-8	18
87	0	1	0	1	0	0	9	-9	18
88	0	2	0	2	0	0	7	-11	18
89	0	1	0	1	0	0	6	-12	18
90	0	1	0	1	0	0	5	-13	18
91	2	0	2	0	0	0	7	-11	18
92	1	0	1	0	0	0	8	-10	18
93	6	7	7	8	-1	-1	7	-11	18
94	5	0	3	0	2	0	12	-8	20
95	1	1	1	1	0	0	12	-8	20
96	0	1	0	1	0	0	11	-9	20
97	1	0	0	0	1	0	12	-9	21
98	2	0	1	0	1	0	14	-8	22
99	0	1	0	1	0	0	13	-9	22
100	0	1	0	1	0	0	12	-10	22
TOTAL	1	0	1	0	0	0	13	-9	22 ✓

8 - 2

1616

FIELD DATA ANALYSIS: PCS C Sheet 6

ROUTE 207 TEST RUN 5 DATE 2/28/73 START TIME — END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	6	0	6	0	0	0	19	-3	22
2	0	3	0	4	0	-1	16	-7	23
3	0	1	0	1	0	0	15	-8	23
4	0	1	0	1	0	0	14	-9	23
5	3	3	2	3	1	0	14	-10	24
6	2	2	1	2	1	0	15	-11	25
7	1	1	1	0	0	1	14	-10	24
8	3	3	3	3	0	0	14	-10	24
9	4	2	5	1	-1	1	16	-6	22
10	2	4	1	4	1	0	14	-9	23
11	0	1	0	1	0	0	13	-10	23
12	2	0	3	1	-1	-1	15	-8	23
13	0	1	0	0	0	1	14	-8	22
14	0	1	0	1	0	0	13	-9	22
15	0	3	0	3	0	0	10	-12	22
16	1	4	2	4	-1	0	7	-14	21
17	0	1	0	1	0	0	6	-15	21
18	0	2	0	2	0	0	4	-17	21
19	0	1	0	1	0	0	3	-18	21
20	1	0	1	0	0	0	2	-19	21
21	0	1	0	0	0	1	3	-17	20
22	1	2	1	2	0	0	2	-18	20
23	0	1	0	1	0	0	1	-19	20
24	1	0	1	0	0	0	2	-15	20
25	1	0	1	0	0	0	[illegible]	-17	20
26	1	2	1	0	0	0	4	-16	20
27	2	0	2	0	0	0	6	-14	[illegible]
28	1	0	0	0	1	0	[illegible]	-14	21
29	1	0	1	0	0	0	5	-13	21
30	1	0	1	0	0	0	1	-12	21
31	1	0	1	0	0	0	16	-11	21
32	1	1	1	1	0	0	[illegible]	-11	21
33	0	1	1	1	-1	0	4	-11	26
34	1	3	1	3	0	0	7	-13	20
35	3	4	2	2	1	2	6	-13	19
36	6	1	3	1	3	0	[illegible]	-11	22
37	2	0	2	0	0	0	13	-9	22
38	1	0	1	0	0	0	14	-8	22
39	1	2	1	1	0	1	[illegible]	-8	21
40	1	0	1	0	0	0	[illegible]	-7	21
41	4	0	4	0	0	0	[illegible]	-3	21
42	2	0	1	1	1	-1	[illegible]	-3	23
43	1	0	1	0	[illegible]	[illegible]	21	-7	[illegible]
44	1	1	1	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
45	1	0	1	0	[illegible]	0	[illegible]	0	[illegible]
46	0	1	0	1	[illegible]	[illegible]	[illegible]	[illegible]	22
47	1	2	0	2	1	-1	20	-1	[illegible]
48	0	1	0	1	0	0	[illegible]	[illegible]	[illegible]
49	0	1	0	1	[illegible]	[illegible]	[illegible]	[illegible]	24 ✓

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~~SHEET~~ 86 Sheet 1

ROUTE 201 TEST RUN 5 DATE 2/22/82 START TIME — END TIME —

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	17	-7	24
51	0	1	0	1	0	0	16	-8	24
52	0	1	0	1	0	0	15	-8	24
53	1	0	1	0	0	0	16	-8	24
54	1	1	1	2	0	-1	16	-9	25
55	0	1	0	1	0	0	15	-10	25
56	0	1	1	1	-1	0	14	-10	24
57	0	1	0	1	0	0	13	-11	24
58	0	4	0	3	0	1	9	-14	23
59	0	1	0	1	0	0	8	-15	23
60	0	1	0	1	0	0	7	-16	23
61	0	1	0	2	0	-1	6	-18	24
62	0	1	0	1	0	0	5	-19	24
63	1	0	1	0	0	0	6	-18	24
64	0	1	0	1	0	0	5	-19	24
65	0	1	0	1	0	0	4	-20	24
66	0	1	0	1	0	0	3	-21	24
67	13	5	10	6	3	-1	11	-17	28
68	2	0	2	0	0	0	13	-15	28
70	1	0	1	0	0	0	14	-14	28
71	1	0	0	0	1	0	15	-14	29
72	1	0	1	0	0	0	16	-13	29
73	2	1	3	1	-1	0	17	-11	28
74	1	0	1	0	0	0	18	-10	28
75	1	1	1	1	0	0	18	-10	28
76	0	1	0	1	0	0	17	-11	28
77	0	1	0	2	0	-1	16	-13	29
78	3	2	3	1	0	1	17	-11	28
79	0	1	0	1	0	0	16	-12	28
80	0	1	0	1	0	0	15	-13	28
81	2	0	1	0	1	0	17	-13	29
82	0	1	0	1	0	0	16	-13	29
83	1	0	1	0	0	0	17	-12	29
84	1	2	0	2	1	0	16	-14	30
85	3	5	2	5	1	0	14	-17	31
86	2	0	2	0	0	0	16	-15	31
87	6	4	5	3	1	1	18	-13	31
88	6	4	5	4	1	0	20	-12	32
89	1	0	1	0	0	0	21	-11	32
90	1	0	1	0	0	0	22	-10	32
91	0	1	0	1	0	0	21	-11	32
92	2	0	2	0	0	0	23	-9	32
93	0	2	0	2	0	0	21	-11	32
94	3	0	2	0	1	0	24	-9	33
95	0	1	0	1	0	0	23	-10	33
96	1	1	0	2	1	-1	23	-12	35
97	0	1	0	1	0	0	22	-13	35
98	2	4	2	1	0	3	20	-15	35
99	0	1	0	1	0	0	19	-16	35
100	0	1	0	1	0	0	18	-14	32
TOTAL	0	1	0	1	0	•	17	-15	(32) ✓

24+8

Sheet 8

FIELD DATA ANALYSIS: PCS C

ROUTE 207 TEST RUN 5 DATE 2/22/5 START TIME — END TIME —

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
1	0	1	0	1	0	0	16	-16	32
2	0	2	0	2	0	0	14	-18	32
3	0	1	0	1	0	0	13	-19	32
4	0	1	0	1	0	0	12	-20	32
5	0	2	0	3	0	-1	10	-23	33
6	0	1	0	1	0	0	9	-24	33
7	0	1	0	1	0	0	8	-25	33
8	0	1	0	0	0	1	7	-25	32
9	0	3	0	3	0	0	4	-28	32
10	0	1	0	0	0	1	3	-28	31
11	1	0	1	0	0	0	4	-27	31
12	1	0	1	0	0	0	5	-26	31
13	1	0	1	0	0	0	6	-26	32
14	2	0	1	0	1	0	8	-25	33
15	4	1	4	1	0	0	11	-22	33
16	1	1	3	1	-2	0	14	-20	34
17	0	1	0	1	0	0	13	-21	34
18	0	0	0	0	0	0	13	-18	31
19	3	2	2	4	1	-2	14	-20	34
20	1	0	0	0	1	0	15	-20	35
21	0	1	0	2	0	-1	14	-22	36
22	0	2	0	2	0	0	13	-23	36
23	0	1	0	1	0	0	12	-24	36
24	2	0	2	0	0	0	14	-22	36
25	0	1	0	1	0	0	13	-23	36
26	0	1	0	1	0	0	12	-24	36
27	1	0	1	0	0	0	13	-23	36
28	0	1	0	1	0	0	12	-24	36
29	0	1	0	1	0	0	11	-25	36
30	0	1	0	1	0	0	10	-26	36
31	0	1	0	0	0	1	9	-26	35
32	0	2	0	2	0	0	7	-28	35
33	3	2	3	4	0	-1	7	-29	36 ✓
		[redacted]			2	-2			32+4

Reproduced from best available copy.

COUNTER "A"

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN #6 AM DATE 03/02/8 START TIME 6 32 END TIME

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	2	0	2	0	0	0	3	3	0
3	1	1	1	1	0	0	3	3	0
4	2	0	2	0	0	0	5	5	0
5	0	1	0	1	0	0	4	4	0
6	0	1	0	1	0	0	3	3	0
7	0	1	0	1	0	0	2	2	0
8	0	1	0	1	0	0	1	1	0
9	2	0	2	0	0	0	3	3	0
10	1	0	1	0	0	0	4	4	0
11	1	0	1	0	0	0	5	5	0
12	0	2	0	2	0	0	3	3	0
13	1	0	1	0	0	0	4	4	0
14	1	0	1	0	0	0	5	5	0
15	0	1	0	1	0	0	4	4	0
16	1	0	1	0	0	0	5	5	0
17	1	0	1	0	0	0	6	6	0
18	1	0	1	0	0	0	7	7	0
19	1	0	1	0	0	0	8	8	0
20	1	0	1	0	0	0	9	9	0
21	1	0	1	0	0	0	10	10	0
22	2	0	2	0	0	0	12	12	0
23	1	0	1	0	0	0	13	13	0
24	1	0	1	0	0	0	14	14	0
25	11	0	6	0	5	0	25	20	5
26	0	1	0	1	0	0	24	19	5
27	1	1	1	1	0	0	24	20	4
28	1	0	1	0	0	0	25	21	4
29	1	0	1	0	0	0	26	22	4
30	0	2	0	2	0	0	24	20	4
31	0	2	0	2	0	0	22	18	4
32	0	1	0	1	0	0	21	17	4
33	0	4	0	4	0	0	17	13	4
34	0	7	0	7	0	0	10	6	4
35	0	4	0	4	0	0	6	2	4
36	0	2	0	2	0	0	4	0	4
37	0	1	0	1	0	0	3	-1	4
38	1	1	1	1	0	0	3	-1	4
39	6	0	6	0	0	0	9	5	4
40	0	2	0	2	0	0	7	3	4
41	0	1	0	1	0	0	6	2	4
42	2	0	2	0	0	0	8	4	4
43	3	0	2	0	1	0	11	6	5
44	1	0	0	0	1	0	12	7	5
45	0	1	0	1	0	0	11	6	5
46	0	3	0	3	0	0	8	4	5
47	0	1	0	1	0	0	8	3	5
48	0	1	0	1	0	0	7	2	5
49	4	0	4	0	0	0	11	6	5
	54	43							

"A" SHEET 2

ROUTE 202 TEST RUN 6AM DATE 05/02/13 START TIME 6:32 END TIME —

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS 6	ON BOARD COUNT ERROR
50	0	2	0	2	0	0	9	4	5
51	0	1	0	1	0	0	8	3	5
52	0	1	0	1	0	0	7	2	5
53	3	4	3	4	0	0	6	1	5
54	1	0	1	0	0	0	7	2	5
55	3	0	3	0	0	0	10	5	5
56	3	0	3	0	0	0	13	8	5
57	2	0	2	0	0	0	15	10	5
58	1	0	1	0	0	0	16	11	5
59	0	2	0	2	0	0	14	9	5
60	0	1	0	1	0	0	13	8	5
61	0	1	0	1	0	0	12	7	5
62	1	0	1	0	0	0	13	8	5
63	1	4	2	3	-1	1	10	7	3
64	0	2	0	2	0	0	8	5	3
65	2	1	2	1	0	0	9	6	3
66	2	0	2	0	0	0	11	8	3
67	0	4	0	4	0	0	7	4	3
68	1	0	1	0	0	0	8	5	3
70	0	3	0	3	0	0	5	2	3
71	2	3	1	2	1	1	4	1	3
72	1	0	1	0	0	0	5	2	3
73	0	1	0	1	0	0	4	1	3
74	1	0	1	0	0	0	5	2	3
75	1	0	1	0	0	0	5	2	3
76	1	0	1	0	0	0	6	3	3
77	1	0	1	0	0	0	7	4	3
78	1	0	1	0	0	0	7	4	3
79	0	2	0	2	0	0	5	2	3
80	1	0	1	0	0	0	6	3	3
81	1	0	1	0	0	0	7	4	3
82	3	0	3	0	0	0	9	6	3
83	2	0	2	0	0	0	11	8	3
84	3	3	0	3	2	0	10	5	5
85	1	0	1	0	0	0	11	6	5
86	1	0	1	0	0	0	12	7	5
87	0	1	0	1	0	0	11	6	5
88	1	3	1	3	0	0	9	4	5
89	1	2	1	2	0	0	8	3	5
90	2	3	2	3	0	0	7	2	5
91	4	1	4	1	0	0	10	5	5
92	0	1	0	1	0	0	9	4	5
93	2	1	2	1	0	0	10	5	5
94	2	0	0	0	2	0	12	5	7
95	1	0	0	0	1	0	13	6	7
96	0	1	0	0	0	1	12	5	7
97	1	0	1	0	0	0	13	6	7
98	2	0	2	0	0	0	15	8	7
99	2	0	2	0	0	0	17	10	7
100	1	0	1	0	0	0	18	11	7
(81) TOTAL	1	5	1	3	0	0	16	9	7
	58	53			6	3			

5

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN 6 AM DATE 03/02/13 START TIME 6:32 END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 9	ERROR
1	0	1	0	1	0	0	15	8	7
2	0	1	0	1	0	0	14	7	7
3	0	1	0	1	0	0	13	6	7
4	0	1	0	1	0	0	12	5	7
5	1	0	1	0	0	0	13	6	7
6	1	0	1	0	0	0	12	5	7
7	2	0	2	0	0	0	11	4	7
8	2	1	2	1	0	0	10	3	7
9	4	0	4	0	0	0	9	2	7
10	4	0	4	0	0	0	8	1	7
11	0	1	0	1	0	0	7	0	7
12	0	1	0	1	0	0	6	-1	7
13	0	1	0	1	0	0	7	0	7
14	1	0	1	0	0	0	8	1	7
15	1	0	1	0	0	0	7	1	6
16	1	0	1	0	0	0	8	1	7
17	1	0	1	0	0	0	9	2	7
18	1	0	1	0	0	0	8	1	7
19	1	0	1	0	0	0	9	2	7
20	1	0	1	0	0	0	7	0	7
21	1	3	1	3	0	0	5	-2	7
22	1	3	1	3	0	0	5	-2	7
23	3	0	3	0	0	0	6	-1	7
24	1	0	1	0	0	0	7	-1	8
25	2	3	2	3	0	0	4	-4	8
26	0	1	0	1	0	0	9	0	9
27	1	0	1	0	0	0	10	1	9
28	1	0	1	0	0	0	10	1	9
29	1	1	1	1	0	0	9	0	9
30	0	1	0	1	0	0	7	-2	9
31	0	2	0	2	0	0	(1)	-1	10
32	2	0	1	0	1	0			
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
	30	37							

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN 6PM DATE 03/04/18 START TIME 11:15 END TIME 6:30

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS -1	ERROR
1	2	0	2	0	0	0	11	1	10
2	0	1	0	1	0	0	10	0	10
3	0	1	0	1	0	0	9	-1	10
4	1	3	1	3	0	0	9	0	9
5	1	3	1	3	0	0	9	-2	8
6	1	0	1	0	0	0	9	-1	8
7	2	0	2	0	0	0	9	-1	9
8	0	4	0	3	0	1	5	-2	7
9	0	2	0	2	0	0	3	-4	7
10	2	0	1	0	1	0	5	-3	8
11	2	1	2	0	0	1	6	-1	7
12	0	1	0	1	0	0	5	-2	7
13	3	0	3	0	0	0	8	-1	9
14	0	1	0	1	0	0	7	0	7
15	0	1	0	2	0	-1	6	-2	8
16	1	0	1	0	0	0	7	-1	8
17	0	1	0	1	0	0	6	-2	8
18	0	1	0	1	0	0	5	-3	8
19	2	0	2	0	0	0	7	-1	8
20	1	0	1	0	0	0	8	0	8
21	1	0	1	0	0	0	9	-1	8
22	0	1	0	1	0	0	8	0	8
23	0	2	0	2	0	0	6	-3	9
24	1	0	1	0	0	0	7	-2	9
25	0	1	0	1	0	0	6	-3	9
26	0	4	0	3	0	1	11	3	8
27	0	1	0	1	0	0	10	3	7
28	1	0	1	0	0	0	11	4	7
29	1	0	1	0	0	0	12	5	7
30	0	2	0	2	0	0	10	3	7
31	1	0	1	0	0	0	11	4	7
32	1	0	1	0	0	0	12	5	7
33	0	2	0	2	0	0	10	3	7
34	4	2	4	2	0	0	12	5	7
35	5	0	5	0	0	0	17	10	7
36	0	1	0	1	0	0	16	9	7
37	1	0	1	0	0	0	17	10	7
38	0	1	0	1	0	0	16	9	7
39	2	0	2	0	0	0	18	11	7
40	3	3	3	2	0	1	19	12	7
41	1	1	1	1	0	0	19	12	7
42	3	3	3	3	0	0	13	6	7
43	0	4	0	3	0	1	9	3	6
44	0	3	0	3	0	0	6	0	6
45	0	1	0	1	0	0	5	-1	6
46	1	0	1	0	0	0	5	0	5
47	0	1	0	1	0	0	4	-1	5
48	0	1	0	1	0	0	3	-2	5
49	2	1	2	1	0	0	4	-1	5
	55				1	1			

A

SHEET 5

ROUTE _____ TEST RUN 6 PM DATE 03/02/18 START TIME 11:15 END TIME 6:30

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT $ ACTUAL	ON BOARD COUNT -1 PCS	ON BOARD COUNT ERROR
50	0	1	0	2	0	-1	4	-3	7
51	0	1	0	1	0	0	3	-4	7
52	0	1	0	1	0	0	3	-4	7
53	0	1	0	1	0	0	2	-5	7
54	1	0	1	0	0	0	3	-4	7
55	1	0	1	0	0	0	4	-3	7
56	0	1	0	1	0	0	3	-4	7
57	0	1	0	1	0	0	2	-5	7
58	1	0	1	0	0	0	3	-4	7
59	1	0	1	0	0	0	4	-3	7
60	2	0	2	0	0	0	6	-1	7
61	2	2	2	2	0	0	6	-1	7
62	3	2	3	2	0	0	7	0	7
63	1	0	1	0	0	0	8	1	7
64	4	1	4	1	0	0	11	4	7
65	1	0	1	0	0	0	12	5	7
66	1	0	1	0	0	0	13	6	7
67	0	1	0	1	0	0	12	5	7
68	3	0	3	0	0	0	15	8	7
70	0	1	0	1	0	0	14	7	7
71	1	1	1	1	0	0	14	7	7
72	0	2	0	2	0	0	12	5	7
73	0	1	0	1	0	0	11	4	7
74	0	1	0	1	0	0	10	3	7
75	2	0	2	0	0	0	12	5	7
76	2	1	2	1	0	0	13	6	7
77	0	1	0	1	0	0	12	5	7
78	0	1	0	1	0	0	11	4	7
79	1	0	1	0	0	0	12	5	7
80	1	0	1	0	0	0	13	6	7
81	2	0	2	0	0	0	15	8	7
82	6	12	5	10	1	2	9	6	3
83	0	1	0	1	0	0	8	5	3
84	0	1	0	1	0	0	9	6	3
85	0	1	0	1	0	0	8	5	3
86	2	0	2	0	0	0	9	6	3
87	2	0	2	0	0	0	10	7	3
88	2	0	2	0	0	0	9	6	3
89	2	0	2	0	0	0	11	8	3
90	2	2	2	2	0	0	10	7	3
91	2	2	2	2	0	0	9	6	3
92	1	2	1	2	0	0	10	7	3
93	3	3	3	3	0	0	12	9	3
94	0	3	0	3	0	0	9	6	3
95	2	3	2	3	0	0	9	6	3
96	2	3	2	4	0	-1	8	4	4
97	1	1	1	1	0	0	8	4	4
98	0	1	0	1	0	0	7	3	4
99	3	2	3	2	0	0	8	4	4
100	1	0	1	0	0	0	5	1	4
~~TOTAL~~	57	5	0	1	2	0	5	1	4

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN #6 PM DATE 03/02/78 START TIME 11:15 END TIME 6:30

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	# ACTUAL	# PCS	ERROR
1	0	2	0	2	0	0	6	2	4
2	1	1	1	1	0	0	6	2	4
3	4	2	4	2	0	0	8	4	4
4	0	1	0	1	0	0	7	3	4
5	1	0	1	0	0	0	8	4	4
6	1	3	1	3	0	0	6	2	4
7	0	1	0	1	0	0	5	1	4
8	1	0	1	0	0	0	6	2	4
9	0	0	0	0	0	0	5	1	4
10	5	0	4	0	1	0	10	5	5
11	2	0	2	0	0	0	12	7	5
12	0	4	0	3	0	1	8	4	4
13	0	1	0	1	0	0	7	3	4
14	3	0	3	0	0	0	10	6	4
15	2	0	2	0	0	0	12	8	4
16	1	0	1	0	0	0	13	9	4
17	0	4	0	4	0	0	9	5	4
18	1	1	1	1	0	0	6	2	4
19	3	3	3	3	0	0	6	2	4
20	10	1	9	1	1	0	15	10	5
21	0	0	0	0	0	0	14	9	5
22	1	0	1	0	0	0	15	10	5
23	1	0	1	0	0	0	16	11	5
24	1	0	1	0	0	0	17	12	5
25	0	0	0	0	0	0	16	11	5
26	1	0	1	0	0	0	17	12	5
27	1	2	1	2	0	0	17	12	5
28	0	0	0	0	0	0	15	10	5
29	0	1	0	1	0	0	14	9	5
30	0	0	0	0	0	0	15	10	5
31	2	2	2	2	0	0	14	9	5
32	0	5	0	5	0	0	14	10	4
33	0	0	0	0	0	0	15	11	4
34	1	6	1	6	0	0	10	6	4
35	0	0	0	0	0	0	9	5	4
36	1	0	1	0	0	0	10	6	4
37	1	0	1	0	0	0	11	7	4
38	1	0	1	0	0	0	12	8	4
39	2	0	2	0	0	0	13	9	4
40	0	0	0	0	0	0	9	5	4
41	0	2	0	2	0	0	6	2	4
42	0	0	0	0	0	0	6	2	4
43	0	2	0	2	0	0	6	2	4
44	0	0	0	0	0	0	8	4	4
45	0	2	0	2	0	0	7	3	4
46	0	0	0	0	0	0	10	6	4
47	0	5	0	5	0	0	12	8	4
48	0	2	0	2	0	0	13	9	4
49	1	2	1	2	0	0	9	5	4
		56			3	1	30	18	12

"A"

SHEET 8 7

ROUTE _____ TEST RUN #6 PM DATE 03/01/8 START TIME 11 15 END TIME 630

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT 20 ACTUAL	ON BOARD COUNT 18 PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	19	17	2
51	0	4	0	3	0	1	15	14	1
52	2	0	2	0	0	0	17	16	1
53	1	0	1	0	0	0	18	17	1
54	1	0	1	0	0	0	19	18	1
55	1	0	1	0	0	0	19	18	1
56	6	5	6	5	0	0	20	19	1
57	3	3	3	3	0	0	19	19	0
58	7	5	7	6	0	-1	21	19	2
59	2	5	1	5	1	0	18	15	3
60	1	0	1	0	0	0	19	16	3
61	1	0	1	0	0	0	20	17	3
62	0	1	0	1	0	0	19	16	3
63	0	1	0	1	0	0	18	15	3
64	0	1	0	2	0	-1	17	13	4
65	0	2	0	2	0	0	15	11	4
66	0	1	0	1	0	0	15	11	4
67	0	2	0	2	0	0	13	9	4
68	0	1	0	1	0	0	12	8	4
70	0	1	0	1	0	0	12	9	3
71	0	1	0	1	0	0	11	7	4
72	2	1	2	1	0	0	9	5	4
73	0	1	0	1	0	0	8	4	4
74	0	1	0	1	0	0	7	3	4
75	0	1	0	1	0	0	6	2	4
76	0	1	0	1	0	0	5	1	4
77	0	1	0	1	0	0	4	0	4
78	0	1	0	0	0	1	3	0	3
79	0	1	0	1	0	0	2	-1	3
80	0	1	0	1	0	0	1	-2	3
81	1	0	1	0	0	0	2	-1	3
82	1	0	1	0	0	0	3	0	3
83	2	0	2	0	0	0	5	2	3
84	2	1	2	1	0	0	6	2	4
85	1	2	1	2	0	0	7	2	5
86	1	0	1	0	0	0	8	3	5
87	2	0	2	0	0	0	10	5	5
88	0	2	0	2	0	0	8	3	5
89	0	1	0	1	0	0	7	2	5
90	0	1	0	1	0	0	6	1	5
91	0	1	0	1	0	0	5	0	5
92	0	1	0	1	0	0	4	-1	5
93	0	1	0	1	0	0	3	-2	5
94	0	0	0	0	0	0	3	-2	5
95	0	1	0	1	0	0	2	-3	5
96	0	1	0	1	0	0	1	-4	5
97	0	1	0	1	0	0	14	9	5
98	1	1	1	1	0	0	13	8	5
99	1	0	1	0	0	0	13	8	5
100	1	0	1	0	0	0	14	9	5
101	1	0	1	0	0	0	15	10	5
TOTAL	55	59	4 -1		2 -2		16	11	5

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN #1 6PM DATE 03/02/8 START TIME 11:15 END TIME 630

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS II	ERROR
1	0	3	0	3	0	0	13	8	5
2	0	2	0	2	0	0	11	6	5
3	0	1	0	1	0	0	10	5	5
4	0	2	0	2	0	0	8	3	5
5	0	6	0	5	0	1	2	-2	4
6	0	2	0	2	0	0	0	-4	4
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
	377	377							

Counter "B"

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN #6AM DATE 03/02/8 START TIME 6:32 END TIME Cont

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	2	0	2	0	0	0	3	3	0
3	1	0	1	0	0	0	4	4	0
4	2	0	2	0	0	0	6	6	0
5	0	1	0	1	0	0	5	5	0
6	0	1	0	1	0	0	4	4	0
7	0	1	0	1	0	0	3	3	0
8	0	1	0	1	0	0	2	2	0
9	2	0	2	0	0	0	4	4	0
10	1	0	1	0	0	0	5	5	0
11	1	0	1	0	0	0	6	6	0
12	0	2	0	2	0	0	4	4	0
13	1	0	1	0	0	0	5	5	0
14	1	0	1	0	0	0	6	6	0
15	0	1	0	1	0	0	5	5	0
16	1	0	1	0	0	0	6	6	0
17	1	0	1	0	0	0	7	7	0
18	1	0	1	0	0	0	8	8	0
19	1	0	1	0	0	0	9	9	0
20	1	0	1	0	0	0	10	10	0
21	1	0	1	0	0	0	11	11	0
22	2	0	2	0	0	0	13	13	0
23	1	0	1	0	0	0	14	14	0
24	1	0	1	0	0	0	15	15	0
25	11	0	11	0	0	0	25	25	0
26	0	1	0	1	0	0	24	24	0
27	1	0	1	0	0	0	25	25	0
28	1	0	1	0	0	0	26	26	0
29	1	0	1	0	0	0	27	27	0
30	0	2	0	2	0	0	25	25	0
31	0	2	0	2	0	0	23	23	0
32	0	1	0	1	0	0	22	22	0
33	0	4	0	4	0	0	18	18	0
34	0	4	0	4	0	0	14	14	0
35	0	4	0	4	0	0	10	10	0
36	0	2	0	2	0	0	8	8	0
37	0	1	0	1	0	0	7	7	0
38	1	1	1	1	0	0	7	7	0
39	6	0	6	0	0	0	13	13	0
40	0	2	0	2	0	0	11	11	0
41	0	1	0	1	0	0	10	10	0
42	2	0	2	0	0	0	12	12	0
43	3	0	3	0	0	0	15	15	0
44	1	0	1	0	0	0	16	16	0
45	0	3	0	3	0	0	13	13	0
46	0	3	0	3	0	0	10	10	0
47	0	1	0	1	0	0	9	9	0
48	0	4	0	4	0	0	5	5	0
49	4	0	4	0	0	0	9	9	0

"B"

SHEET 2

ROUTE 207 TEST RUN 6PM DATE 03/02/82 START TIME 6:32 END TIME Canc

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 14	ERROR
50	0	2	0	2	0	0	9	12	-3
51	0	1	0	1	0	0	8	11	-3
52	0	1	0	1	0	0	7	10	-3
53	3	4	3	4	0	0	6	9	-3
54	1	0	1	0	0	0	7	10	-3
55	3	0	3	0	0	0	10	13	-3
56	3	0	3	0	0	0	13	16	-3
57	2	0	2	0	0	0	15	18	-3
58	1	0	1	0	0	0	16	19	-3
59	0	2	0	2	0	0	14	17	-3
60	0	1	0	1	0	0	13	16	-3
61	0	1	0	1	0	0	12	15	-3
62	1	0	1	0	0	0	13	16	-3
63	1	4	2	3	-1	1	10	15	-5
64	0	2	0	2	0	0	8	13	-5
65	2	1	2	1	0	0	9	14	-5
66	2	0	2	0	0	0	11	16	-5
67	0	4	0	4	0	0	7	12	-5
68	1	0	1	0	0	0	8	13	-5
70	0	3	0	3	0	0	5	10	-5
71	2	3	2	4	0	-1	4	8	-4
72	1	0	1	0	0	0	5	9	-4
73	0	1	0	1	0	0	4	8	-4
74	1	0	1	0	0	0	5	9	-4
75	1	1	1	1	0	0	5	9	-4
76	1	0	1	0	0	0	6	10	-4
77	1	0	1	0	0	0	7	11	-4
78	1	0	1	0	0	0	7	11	-4
79	0	3	0	3	0	0	5	8	-3
80	1	0	1	0	0	0	6	9	-3
81	1	0	1	0	0	0	7	10	-3
82	2	0	2	0	0	0	9	12	-3
83	2	0	2	0	0	0	11	14	-3
84	2	3	2	3	0	0	10	13	-3
85	1	0	1	0	0	0	11	14	-3
86	1	0	1	0	0	0	12	15	-3
87	0	1	0	1	0	0	11	14	-3
88	1	3	1	3	0	0	9	12	-3
89	1	2	1	2	0	0	8	11	-3
90	3	3	4	2	-1	1	7	12	-5
91	1	1	1	1	0	0	10	15	-5
92	0	1	0	1	0	0	9	14	-5
93	2	1	2	1	0	0	10	15	-5
94	2	0	2	0	0	0	12	17	-5
95	1	0	1	0	0	0	13	18	-5
96	0	1	0	1	0	0	12	17	-5
97	1	0	1	0	0	0	13	18	-5
98	2	0	3	0	-1	0	15	20	-5
99	2	0	3	0	-1	0	17	22	-5
100	1	0	1	0	0	0	18	23	-5
(9) TOTAL	1	5		1	0	2	16	23	-7

FIELD DATA ANALYSIS: PCS "B"

ROUTE 209 TEST RUN 6 AM DATE 03/02/82 START TIME 6 32 END TIME ——

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 23	ERROR
1	0	1	0	1	0	0	15	22	-7
2	00	1	00	1	00	00	14	21	-7
3	00	1	00	1	00	00	13	20	-7
4	00	1	00	1	00	00	12	19	-7
5	1	0	1	0	00	00	13	20	-7
6	00	1	00	1	00	00	12	19	-7
7	00	1	00	1	00	0	11	18	-7
8	2	9	2	8	00	1	4	12	-8
9	1	0	1	00	0	00	5	13	-8
10	4	0	4	00	00	00	9	17	-8
11	0	1	00	1	00	00	8	16	-8
12	00	1	00	1	00	00	7	15	-8
13	00	1	00	1	00	00	6	14	-8
14	1	00	1	00	00	00	7	15	-8
15	1	00	1	00	00	00	8	16	-8
16	0	1	0	1	00	00	7	15	-8
17	1	00	1	00	00	00	8	16	-8
18	1	00	1	00	00	00	9	17	-8
19	0	1	0	1	00	00	8	16	-8
20	1	0	1	0	00	00	9	17	-8
21	0	2	0	2	00	00	7	15	-8
22	1	3	1	3	00	0	5	13	-8
23	3	3	3	2	00	1	5	14	-9
24	1	0	1	0	00	0	6	15	-9
25	2	1	1	1	1	0	7	15	-8
26	0	3	0	3	0	0	4	13	-9
27	6	1	5	0	1	1	9	18	-9
28	1	0	1	0	00	00	10	19	-9
29	1	1	1	1	00	00	10	19	-9
30	0	1	00	1	00	00	9	18	-9
31	00	2	00	2	00	00	7	16	-9
32	2	0	1	0	1	00	9	17	-8
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									

FIELD DATA ANALYSIS: PCS "B"

OUTE 207 TEST RUN 6PM DATE 03/02/8 START TIME 11:15 END TIME 6:30

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 17	ERROR
1	2	0		0	0	0	11	19	-8
2	0	1	0	1	0	0	10	18	-8
3	0	1	0	1	0	0	9	17	-8
4	1	2	1	2	0	0	8	16	-8
5	1	3	1	4	0	-1	6	13	-7
6	1	0	1	0	0	0	7	14	-7
7	2	0	2	0	0	0	9	16	-7
8	0	4	0	3	0	1	5	13	-8
9	0	2	1	2	-1	0	3	12	-9
10	2	0	1	0	1	0	5	13	-8
11	2	1	2	0	0	1	6	15	-9
12	0	1	0	1	0	0	5	14	-9
13	3	0	3	0	0	0	8	17	-9
14	0	1	0	1	0	0	7	16	-9
15	0	1	0	1	0	0	6	15	-9
16	1	0	1	0	0	0	7	16	-9
17	0	1	0	1	0	0	6	15	-9
18	0	1	0	1	0	0	5	14	-9
19	2	0	2	1	0	-1	7	16	-9
20	1	0	1	0	0	0	8	16	-8
21	1	0	1	0	0	0	9	17	-8
22	0	1	0	1	0	0	8	16	-8
23	0	2	0	3	0	-1	6	13	-7
24	1	0	1	0	0	0	7	14	-7
25	0	1	0	1	0	-1	6	13	-7
26	0	4	0	3	0	1	11	19	-8
27	0	1	0	1	0	0	10	18	-8
28	1	0	1	0	0	0	11	19	-8
29	1	0	1	0	0	0	12	20	-8
30	0	2	0	2	0	0	10	18	-8
31	1	0	1	0	0	0	11	19	-8
32	1	0	1	0	0	0	12	20	-8
33	0	2	0	3	0	-1	10	17	-7
34	4	2	2	2	2	0	12	19	-7
35	5	0	5	0	0	0	17	23	-6
36	0	1	0	1	0	0	16	22	-6
37	1	0	1	0	0	0	17	23	-6
38	0	1	1	0	-1	0	16	23	-7
39	2	0	2	0	0	0	18	25	-7
40	2	2	2	2	0	0	19	26	-7
41	1	2	0	2	1	0	18	24	-6
42	3	3	3	3	0	0	18	24	-6
43	0	4	0	4	0	0	14	20	-6
44	0	3	0	2	0	1	11	17	-6
45	0	0	0	1	0	-1	11	17	-6
46	0	1	0	1	0	0	10	16	-6
47	0		0	1	0	-1	9	15	-6
48	0	1	0	1	0	0	8	14	-6
49	2		2	1	0	1	10	16	-6

SHEET 5

ROUTE _____ TEST RUN 6 PM DATE 03/02/8 START TIME 11:15 END TIME 6:30

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS 16	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	4	15	-11
51	0	1	0	1	0	0	3	14	-11
52	1	1	1	2	0	-1	3	13	-10
53	0	1	0	1	0	0	2	12	-10
54	1	0	1	0	0	0	3	13	-10
55	1	0	1	0	0	0	4	14	-10
56	0	1	0	1	0	0	3	13	-10
57	0	1	0	1	0	0	2	12	-10
58	1	0	2	0	-1	0	3	14	-11
59	1	0	1	0	0	0	4	15	-11
60	2	0	2	0	0	0	6	17	-11
61	2	2	2	2	0	0	6	17	-11
62	3	2	3	3	0	-1	7	17	-10
63	1	0	1	0	0	0	8	18	-10
64	4	1	4	1	0	0	11	21	-10
65	1	0	1	0	0	0	12	22	-10
66	1	0	1	0	0	0	13	23	-10
67	0	1	0	0	0	1	12	23	-11
68	3	0	3	0	0	0	15	26	-11
70	0	1	0	1	0	0	14	25	-11
71	1	1	1	1	0	0	14	25	-11
72	0	2	0	1	0	1	12	24	-12
73	0	1	0	1	0	0	11	23	-12
74	0	1	0	1	0	0	10	22	-12
75	2	0	2	0	0	0	12	24	-12
76	2	1	1	0	1	1	13	25	-12
77	0	1	0	2	0	-1	12	23	-11
78	0	1	0	1	0	0	11	22	-11
79	1	0	1	0	0	0	12	23	-11
80	1	0	1	0	0	0	13	24	-11
81	2	0	2	0	0	0	15	26	-11
82	6	12	6	9	0	3	12	23	-14
83	0	1	0	1	0	0	8	22	-14
84	1	0	1	0	0	0	9	23	-14
85	0	1	0	1	0	0	8	22	-14
86	1	0	1	0	0	0	9	23	-14
87	2	0	2	0	0	0	10	24	-14
88	0	1	0	0	0	1	9	24	-15
89	2	0	2	0	0	0	11	26	-15
90	0	1	0	1	0	0	10	25	-15
91	1	2	0	2	1	0	9	23	-14
92	1	0	1	0	0	0	10	24	-14
93	3	1	3	1	0	0	12	26	-14
94	0	3	0	3	0	0	9	23	-14
95	2	2	2	2	0	0	9	23	-14
96	2	3	3	3	-1	0	8	21	-13
97	1	1	1	1	0	0	8	21	-13
98	0	1	0	1	0	0	7	20	-13
99	1	2	1	2	0	0	6	19	-11
100	1	0	1	0	0	0	7	20	-11
101	0	1	0	1	0	0	6	19	-11
TOTAL									

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN 6PM DATE 03/02/72 START TIME 11:15 END TIME 6:10

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 19	ERROR
1	0	2	0	0	0	2	6	19	-13
2	1	1	2	1	-1	0	6	20	-14
3	4	2	4	2	0	0	8	22	-14
4	0	1	0	1	0	0	7	21	-14
5	1	0	1	0	0	0	8	22	-14
6	1	3	1	3	0	0	6	20	-14
7	2	1	0	1	0	0	5	19	-14
8	1	0	1	0	0	0	6	20	-14
9	0	1	0	1	0	0	5	19	-14
10	5	0	7	0	-2	0	10	36	-16
11	2	0	2	0	0	0	12	28	-16
12	0	4	0	4	0	0	8	24	-16
13	0	1	0	1	0	0	7	23	-16
14	3	0	3	0	0	0	10	26	-16
15	2	0	2	0	0	0	12	28	-16
16	1	0	1	0	0	0	13	29	-16
17	0	4	0	4	0	0	9	25	-16
18	1	4	1	3	0	1	6	23	-17
19	1	1	1	1	0	0	6	23	-17
20	3	3	3	3	0	0	6	23	-17
21	10	1	2	0	8	1	15	25	-10
22	0	1	0	1	0	0	14	24	-10
23	1	0	1	0	0	0	15	25	-10
24	1	0	1	0	0	0	16	26	-10
25	1	0	1	0	0	0	17	27	-10
26	0	1	0	1	0	0	16	26	-10
27	1	0	1	0	0	0	17	27	-10
28	1	1	1	1	0	0	17	27	-10
29	0	2	0	2	0	0	15	25	-10
30	0	1	0	1	0	0	14	24	-10
31	0	1	0	1	0	0	15	25	-10
32	0	1	0	1	0	0	14	24	-10
33	2	2	1	2	1	0	15	25	-9
34	1	0	1	0	0	0	15	24	-9
35	0	5	0	5	0	0	10	19	-9
36	0	1	0	1	0	0	9	18	-9
37	1	0	1	0	0	0	10	19	-9
38	[redacted]	6	9	6	0	0	13	22	-9
39	1	0	1	0	0	0	14	23	-9
40	1	0	1	0	0	0	15	24	-9
41	1	0	1	0	0	0	16	25	-9
42	2	0	2	0	0	0	16	25	-9
43	1	0	1	0	0	0	17	26	-9
44	0	0	0	0	0	0	17	26	-9
45	0	0	1	0	-1	0	16	25	-9
46	0	2	1	0	-1	2	14	26	-12
47	0	1	0	1	0	0	14	26	-12
48	5	0	5	0	0	0	19	31	-12
49	1	2	1	2	0	0	19	31	-12

"B"

SHEET 7

ROUTE 207 TEST RUN 6PM DATE 03/02/18 START TIME 1:15 END TIME —

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS 32	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	19	31	-12
51	0	4	0	4	0	0	15	27	-12
52	2	0	1	0	0	0	17	28	-11
53	1	0	1	0	0	0	18	29	-11
54	1	0	1	0	0	0	19	30	-11
55	1	1	1	1	0	0	19	30	-11
56	6	5	6	5	0	0	20	31	-11
57	3	3	2	3	0	0	19	30	-11
58	7	5	8	6	-1	-1	21	32	-11
59	2	5	1	4	1	1	18	29	-11
60	1	0	1	0	0	0	19	30	-11
61	1	1	0	1	1	0	20	30	-10
62	0	1	0	1	0	0	19	29	-10
63	0	1	0	1	0	0	18	28	-10
64	0	1	0	2	0	-1	17	26	-9
65	0	2	0	2	0	0	15	24	-9
66	1	1	1	1	0	0	15	24	-9
67	0	2	0	2	0	0	13	22	-9
68	0	1	0	0	0	1	13	22	-10
70	1	1	1	1	0	0	12	23	-11
71	0	1	0	1	0	0	11	22	-11
72	0	2	0	2	0	0	9	20	-11
73	0	1	0	2	0	-1	8	18	-10
74	0	1	0	1	0	0	7	17	-10
75	0	1	0	1	0	0	6	16	-10
76	0	1	0	1	0	0	5	15	-10
77	0	1	0	1	0	0	4	14	-10
78	0	1	0	0	0	1	3	14	-11
79	0	1	0	1	0	0	2	13	-11
80	0	1	0	1	0	0	1	12	-11
81	1	0	1	0	0	0	2	13	-11
82	1	0	1	0	0	0	3	14	-11
83	2	0	2	0	0	0	5	16	-11
84	2	1	2	1	0	0	6	17	-11
85	1	0	1	0	0	0	7	18	-11
86	1	2	1	2	0	0	6	17	-11
87	2	0	2	0	0	0	8	19	-11
88	0	2	0	2	0	0	7	18	-11
89	0	1	0	1	0	0	6	17	-11
90	0	1	0	1	0	0	5	16	-11
91	0	1	0	1	0	0	4	15	-11
92	0	1	0	1	0	0	3	14	-11
93	0	1	0	1	0	0	2	13	-11
94	6	0	5	0	1	0	8	18	-10
95	0	1	0	1	0	0	7	17	-10
96	1	1	1	1	0	0	14	24	-10
97	0	1	0	1	0	0	13	23	-10
98	1	1	1	1	0	0	13	23	-10
99	1	0	1	0	0	0	12	22	-10
100	1	0	1	0	0	0	12	25	-10
101	1	0	1	0	0	0	16	26	-10
TOTAL									

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN #6PM DATE 02/02/8 START TIME 11:15 END TIME 630

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 26	ERROR
1	0	3	0	3	0	0	13	23	-10
2	0	2	0	2	0	0	11	21	-10
3	0	1	0	1	0	0	10	20	-10
4	0	2	0	0	0	2	8	20	-12
5	0	6	0	5	0	1	2	15	-15
6	0	2	0	2	0	0	0	13	-13
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
	377	377							

Counter "C"

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN# 6AM DATE 03/02/18 START TIME 6 32 END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	0	0	1	0	1	0	1
2	2	0	2	0	0	0	3	2	1
3	1	1	0	1	1	0	3	1	2
4	2	0	1	0	1	0	5	2	3
5	0	1	0	1	0	0	4	1	3
6	0	1	0	2	0	1	3	-1	4
7	0	1	0	1	0	0	2	-2	4
8	0	1	0	1	0	0	1	-3	4
9	2	0	2	0	0	0	3	-1	4
10	1	0	1	0	0	0	4	0	4
11	1	0	1	0	0	0	5	-1	4
12	0	2	0	3	0	-1	3	-2	5
13	1	0	1	0	0	0	4	-1	5
14	1	0	1	0	0	0	5	0	5
15	0	1	0	1	0	0	4	-1	5
16	1	0	1	0	0	0	5	0	5
17	1	0	1	0	0	0	6	1	5
18	1	0	1	0	0	0	7	2	5
19	1	0	0	0	1	0	8	2	6
20	1	0	1	0	0	0	9	3	6
21	1	0	1	0	0	0	10	4	6
22	2	0	2	0	0	0	12	6	6
23	1	0	1	0	0	0	13	7	6
24	1	0	1	0	0	0	14	8	6
25	11	0	12	0	-1	0	25	20	5
26	0	1	0	1	0	0	24	19	5
27	1	1	1	1	0	0	24	19	5
28	1	0	1	0	0	0	25	20	5
29	1	0	1	0	0	0	26	21	5
30	0	2	0	1	0	1	24	20	4
31	0	2	0	1	0	1	22	19	3
32	0	1	0	1	0	0	21	19	3
33	0	4	0	4	0	0	17	14	3
34	0	7	0	6	0	1	10	8	2
35	0	4	0	3	0	1	6	5	1
36	0	3	0	2	0	0	3	3	0
37	0	1	0	0	0	1	3	3	0
38	0	1	0	1	0	0	3	3	0
39	6	0	4	0	2	0	9	7	2
40	0	2	0	2	0	0	7	5	2
41	0	1	0	0	0	1	6	5	1
42	2	0	2	0	0	0	8	7	1
43	3	0	3	0	0	0	11	10	1
44	1	0	1	0	0	0	12	11	1
45	0	1	0	1	0	0	11	10	1
46	1	3	1	4	0	-1	9	7	2
47	0	1	0	1	0	0	8	6	2
48	0	1	0	1	0	0	7	5	2
49	4	0	4	0	0	0	11	9	2

"C" SHEET 2

ROUTE 207 TEST RUN #6 AM DATE 03/02/8 START TIME 6:32 END TIME

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	2	0	2	0	0	0	0	0
51	0	1	0	1	0	0	0	0	0
52	0	1	0	1	0	0	0	0	0
53	3	4	3	4	0	0	3	3	0
54	1	0	1	0	0	0	4	4	0
55	3	0	3	0	0	0	7	7	0
56	3	0	3	0	0	0	10	10	0
57	2	0	1	0	1	0	12	11	1
58	1	0	1	0	0	0	13	12	1
59	0	2	0	1	0	1	11	11	0
60	0	1	0	1	0	0	10	10	0
61	0	1	0	0	0	1	9	10	-1
62	1	0	1	0	0	0	10	10	0
63	1	4	2	4	-1	0	7	8	-1
64	0	2	0	2	0	0	5	6	-1
65	2	1	2	1	0	0	6	6	0
66	2	0	2	0	0	0	8	8	0
67	0	4	0	4	0	0	4	4	0
68	1	0	1	0	0	0	5	5	0
70	0	3	0	3	0	0	2	2	0
71	2	3	2	3	0	0	1	1	0
72	1	0	1	0	0	0	2	2	0
73	0	1	0	1	0	0	1	1	0
74	1	0	1	0	0	0	2	2	0
75	1	1	1	1	0	0	2	2	0
76	1	0	1	0	0	0	3	3	0
77	1	0	1	0	0	0	4	4	0
78	1	1	1	1	0	0	4	4	0
79	0	2	1	1	-1	1	2	3	-1
80	1	0	1	0	0	0	3	3	0
81	1	0	1	0	0	0	4	4	0
82	2	0	1	0	1	0	6	5	1
83	2	0	2	0	0	0	8	8	0
84	2	3	2	3	0	0	7	7	0
85	1	0	1	0	0	0	8	8	0
86	1	0	1	0	0	0	9	9	0
87	0	1	0	1	0	0	8	8	0
88	1	3	1	3	0	0	6	6	0
89	1	3	1	3	0	0	4	4	0
90	3	3	1	3	2	0	3	3	0
91	4	1	4	1	0	0	6	6	0
92	0	1	0	1	0	0	5	5	0
93	2	1	2	1	0	0	6	6	0
94	2	0	3	0	-1	0	8	9	-1
95	1	0	1	0	0	0	9	9	0
96	0	1	0	1	0	0	8	8	0
97	1	0	1	0	0	0	9	9	0
98	2	0	1	0	1	0	11	10	1
99	2	0	1	0	1	0	13	12	1
100	1	0	1	0	0	0	14	14	0
(10) TOTAL	1	5	2	5	-1	0	16	16	0

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN #6 PM DATE 03/02/9 START TIME 6 32 END TIME 11:15

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS /5	ERROR
1	0	1	0	1	0	0	15	14	1
2	0	1	0	1	0	0	14	13	1
3	0	1	0	1	0	0	13	12	1
4	0	1	0	0	0	1	12	12	0
5	1	0	1	0	0	0	13	13	0
6	0	1	0	2	0	-1	12	11	1
7	0	1	0	1	0	0	11	10	1
8	2	4	2	1	0	0	4	3	1
9	1	0	1	0	0	0	5	4	1
10	4	0	4	1	0	-1	9	7	2
11	0	1	0	0	0	1	8	7	1
12	0	1	0	1	0	0	7	6	1
13	0	1	0	1	0	0	6	5	1
14	1	0	1	0	0	0	7	6	1
15	1	0	0	0	1	0	8	6	2
16	0	1	0	1	0	0	7	5	2
17	1	0	1	0	0	0	8	6	2
18	1	0	1	0	1	0	9	6	3
19	0	1	0	1	0	0	8	5	3
20	1	0	1	0	0	0	9	6	3
21	0	3	0	2	0	1	7	4	3
22	1	3	1	4	0	-1	5	1	4
23	3	3	2	3	1	0	5	0	5
24	1	0	1	0	0	0	6	1	5
25	2	1	1	1	1	0	7	1	6
26	0	3	0	3	0	0	4	-2	6
27	6	1	6	1	0	0	9	3	6
28	1	0	1	0	0	0	10	4	6
29	1	1	1	1	0	0	10	4	6
30	0	1	0	2	0	-1	9	2	7
31	0	2	0	2	0	0	7	0	7
32	2	0	1	0	1	0	9	1	8
33									
34			25	39					
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									

#4

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 6PM DATE 03/08/78 START TIME 11:15 END TIME 6:30

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	2	0	2	0	0	0	11	3	8
2	0	1	0	1	0	0	10	2	8
3	0	1	1	1	-1	0	9	2	7
4	1	3	0	2	1	1	8	0	8
5	1	3	2	2	-1	1	6	0	6
6	1	0	0	0	1	0	7	0	7
7	2	0	2	0	0	0	9	2	7
8	0	4	0	3	0	1	5	-1	6
9	0	2	1	2	-1	0	3	-2	5
10	2	0	1	0	1	0	5	-1	6
11	2	1	2	0	0	1	6	-1	5
12	0	1	0	1	0	0	5	0	5
13	3	0	3	1	0	-1	8	2	6
14	0	1	0	2	0	-1	7	0	7
15	0	1	0	1	0	0	6	-1	7
16	1	0	1	0	0	0	7	0	7
17	0	1	0	1	0	0	6	-1	7
18	0	1	0	1	0	0	5	-2	7
19	2	0	0	0	2	0	7	-2	9
20	1	0	1	0	0	0	8	-1	9
21	1	0	0	0	1	0	9	-1	10
22	0	1	0	1	0	0	8	-2	10
23	0	2	0	3	0	-1	6	-3	11
24	1	0	1	1	0	-1	7	-5	12
25	0	1	0	1	0	0	6	-6	12
26	9	4	5	4	4	0	11	-5	16
27	0	1	0	1	0	0	10	-6	16
28	1	0	1	0	0	0	11	-5	16
29	1	0	1	0	0	0	12	-4	16
30	0	2	0	2	0	0	10	-6	16
31	1	0	1	0	0	0	11	-5	16
32	1	0	1	0	0	0	12	-4	16
33	0	2	0	0	0	2	10	-2	14
34	4	2	2	3	2	-1	13	-2	14
35	5	0	5	0	0	0	17	3	14
36	0	1	0	1	0	0	16	2	14
37	1	0	1	0	0	0	17	3	14
38	0	1	0	1	0	0	16	2	14
39	2	0	2	0	0	0	18	4	14
40	3	3	4	2	-1	1	19	6	13
41	1	1	1	1	0	0	19	6	13
42	3	3	3	3	0	0	19	6	13
43	0	4	0	2	0	2	17	2	11
44	0	3	0	3	0	0	16	-5	11
45	0	1	0	1	0	0	15	-6	11
46	1	0	1	0	0	0	16	-5	11
47	0	1	0	1	0	0	15	-6	11
48	0	1	0	1	0	0	14	-7	11
49	2	1	2	1	0	0	15	-6	11
					5	7			

"C"

ROUTE 207 TEST RUN 6 PM DATE 03/02/8 START TIME 11:15 END TIME 6:30 SHEET 2 5

BUS TOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS -6	ON BOARD COUNT ERROR
50	0	1	1	1	-1	0	4	-6	10
51	0	1	0	1	0	0	3	-7	10
52	1	1	1	1	0	0	3	-7	10
53	0	1	0	1	0	0	2	-8	10
54	1	0	1	0	0	0	3	-7	10
55	1	0	0	0	1	0	4	-7	11
56	0	1	0	1	0	0	3	-8	11
57	0	1	0	1	0	0	2	-9	11
58	1	0	1	0	0	0	3	-8	11
59	1	0	1	0	0	0	4	-7	11
60	2	0	2	0	0	0	6	-5	11
61	2	2	2	2	0	0	6	-5	11
62	3	2	2	2	1	0	7	-5	12
63	1	0	1	0	0	0	8	-4	12
64	4	1	4	1	0	0	11	-1	12
65	1	0	1	0	0	0	12	-1	13
66	1	0	1	0	0	0	13	0	13
67	0	1	0	1	0	0	12	-1	13
68	3	0	2	1	1	-1	15	0	15
70	3	0	2	1	1	-1	14	-1	15
71	1	1	1	1	0	0	14	-1	15
72	0	2	0	3	0	-1	12	-4	16
73	0	1	0	1	0	0	11	-5	16
74	0	2	0	2	0	0	10	-6	16
75	2	0	2	0	0	0	12	-4	16
76	2	1	2	1	0	0	13	-4	17
77	2	1	2	1	0	0	12	-4	16
78	0	1	0	1	0	0	11	-5	16
79	1	0	1	0	0	0	12	-4	16
80	1	0	1	0	0	0	13	-3	16
81	2	0	2	0	0	0	15	-1	16
82	6	12	6	8	0	+4	9	-3	12
83	0	1	0	1	0	0	8	-4	12
84	0	0	0	0	0	0	9	-3	12
85	0	0	0	2	0	-2	9	-5	14
86	2	0	2	0	0	0	9	-4	13
87	2	0	2	2	0	-2	10	-4	14
88	2	0	2	0	0	0	9	-5	14
89	2	0	2	0	0	0	11	-3	14
90	0	2	0	2	0	0	10	-4	14
91	1	0	1	0	0	0	9	-6	15
92	3	0	3	2	0	-2	10	-5	15
93	3	3	3	3	0	0	12	-4	16
94	2	2	2	4	0	-2	9	-7	16
95	2	3	2	3	0	0	9	-7	16
96	0	1	0	1	0	0	8	-9	17
97	0	1	0	1	0	0	8	-9	17
98	3	0	4	1	-1	-1	7	-10	17
99	1	0	1	0	0	0	9	-6	15
100	0	1	0	0	0	1	9	-6	15
TOTAL					4	1			14

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 6PM DATE 03/02/78 START TIME 11:15 END TIME —

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	2	0	2	0	0	6	-8	14
2	1	1	1	1	0	0	6	-8	14
3	4	2	4	1	0	1	8	-5	13
4	0	1	0	1	0	0	7	-6	13
5	1	0	1	0	0	0	8	-5	13
6	1	3	1	3	0	0	6	-7	13
7	0	1	0	1	0	0	5	-8	13
8	1	0	1	0	0	0	6	-7	13
9	0	1	0	1	0	0	5	-8	13
10	5	0	5	0	0	0	10	-3	13
11	2	0	2	0	0	0	12	-1	13
12	0	4	0	2	0	2	9	-3	11
13	0	1	0	1	0	0	7	-4	11
14	3	0	3	0	0	0	10	-1	11
15	2	0	2	0	0	0	12	—	11
16	1	0	1	0	0	0	13	2	11
17	0	4	0	3	0	1	9	-4	10
18	1	1	1	1	0	0	9	-4	10
19	1	1	1	1	0	0	9	-4	10
20	3	3	3	3	0	0	9	-4	10
21	10	1	10	1	0	0	18	2	13
22	0	1	0	1	0	0	17	1	13
23	1	0	1	0	0	0	18	2	13
24	1	0	1	0	0	0	19	2	14
25	1	0	1	0	0	0	20	3	14
26	0	1	1	1	0	0	19	3	13
27	1	0	1	0	0	0	20	4	13
28	1	1	1	1	0	0	20	4	13
29	0	2	0	2	0	0	18	2	13
30	0	1	0	1	0	0	17	1	13
31	0	1	0	1	0	0	18	2	13
32	0	1	0	1	0	0	17	1	13
33	2	2	2	3	0	-1	17	0	14
34	1	0	2	0	-1	0	18	0	15
35	0	5	0	5	0	0	13	-6	16
36	0	1	0	1	0	0	12	-7	16
37	1	0	1	1	0	-1	13	-7	17
38	9	6	9	6	0	0	16	-4	17
39	1	0	1	0	0	0	17	-3	17
40	1	0	1	0	0	0	18	-2	17
41	1	0	2	0	-1	0	17	0	16
42	2	0	2	0	0	0	17	2	16
43	1	0	1	0	0	0	18	3	16
44	0	0	0	0	0	0	18	2	16
45	1	0	1	0	0	0	19	3	16
46	0	2	1	1	-1	1	17	3	14
47	0	1	0	1	0	0	16	2	14
48	5	0	4	0	1	0	21	6	15
49	1	2	1	2	0	0	20	5	15
					5	13	54		

C

SHEET 8 78

ROUTE _____ TEST RUN 6 DATE 03/04/78 START TIME _____ END TIME _____

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	0	1	0	1	0	0	19	4	15
51	0	4	0	3	0	1	15	1	14
52	2	0	2	0	0	0	17	3	14
53	1	0	1	0	0	0	18	4	14
54	1	0	1	0	0	0	19	5	14
55	1	1	1	1	0	0	19	5	14
56	6	5	4	5	2	0	20	4	16
57	3	3	3	3	0	0	19	2	17
58	7	5	5	5	2	0	21	3	19
59	2	5	1	3	1	2	18	0	18
60	1	0	1	0	0	0	19	1	19
61	1	0	0	0	1	0	20	1	19
62	0	1	0	1	0	0	19	0	19
63	0	1	0	2	0	-1	18	-2	20
64	0	1	0	3	0	-2	17	-5	22
65	0	2	0	3	0	-1	15	-8	23
66	0	1	0	1	0	0	15	-8	23
67	0	2	0	2	0	0	13	-10	23
68	0	1	0	1	0	0	12	-11	23
70	0	1	0	2	0	-1	12	-12	24
71	0	1	0	1	0	0	11	-13	24
72	0	2	0	2	0	0	9	-15	24
73	0	1	0	1	0	0	9	-16	24
74	0	1	0	1	0	0	7	-17	24
75	0	1	0	2	0	-1	6	-19	25
76	0	1	0	0	0	1	5	-19	24
77	0	1	0	1	0	0	4	-20	24
78	0	1	0	1	0	0	3	-21	24
79	0	1	0	0	0	1	2	-21	23
80	0	1	0	1	0	0	1	-22	23
81	1	0	1	0	0	0	2	-21	23
82	1	0	1	0	0	0	3	-20	23
83	2	0	2	0	0	0	5	-18	23
84	2	1	2	1	0	0	6	-17	23
85	1	2	1	2	0	0	7	-16	23
86	1	2	1	2	0	0	6	-17	23
87	2	0	1	0	1	0	8	-16	24
88	0	1	0	1	0	0	7	-17	24
89	1	2	1	3	0	-1	6	-19	25
90	0	1	0	1	0	0	5	-20	25
91	0	1	0	2	0	-1	4	-22	26
92	0	1	0	1	0	0	2	-23	26
93	0	1	0	1	0	0	2	-24	26
94	5	0	4	0	1	0	5	-20	25
95	0	1	0	1	0	0	7	-21	28
96	1	1	0	1	1	0	14	-14	28
97	0	1	0	1	0	0	13	-15	28
98	1	1	1	1	0	0	13	-15	28
99	1	0	1	0	0	0	14	-14	28
100	1	0	1	1	0	-1	15	-14	29
101	1	0	1	0	0	0	16	-13	29
TOTAL									

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN #6PM DATE 03/02/8 START TIME 11:15 END TIME 630

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	3	0	4	0	-1	13	-17	30
2	0	2	0	2	0	0	11	-19	30
3	0	1	0	1	0	0	10	-20	30
4	0	2	0	2	0	0	8	-22	30
5	0	6	-1	4	-1	2	2	-25	27
6	0	2	0	2	0	0	0	-27	27
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
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21									
22									
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49									

FIELD DATA ANALYSIS: PCS "A"

ROUTE GD TEST RUN #7 DATE 02/03/8 START TIME 6:35 END TIME 8:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	3	0	3	0	0	0	3	3	0
2	1	0	1	0	0	0	4	4	0
3	20	0	20	0	0	0	24	24	0
4	1	0	1	0	0	0	25	25	0
5	5	0	5	0	0	0	30	30	0
6	3	0	3	0	0	0	33	33	0
7	2	0	2	0	0	0	35	35	0
8	1	0	1	0	0	0	36	36	0
9	0	36	0	36	0	0	0	0	0
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
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22									
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FIELD DATA ANALYSIS: PCS "B"

ROUTE GD TEST RUN #7 DATE 02/03/8 START TIME 6:35 END TIME 805

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	3	0	3	0	0	0	3	3	0
2	1	0	1	0	0	0	4	4	0
3	20	0	20	0	0	0	24	24	0
4	1	0	1	0	0	0	25	25	0
5	5	0	5	0	0	0	30	30	0
6	3	0	3	1	0	-1	33	32	1
7	2	0	2	0	0	0	35	34	1
8	1	0	1	0	0	0	36	35	1
9	0	36	0	37	0	-1	0	37	-2
10									
11									
12									
13									
14									
15									
16									
17									
18									
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49									

FIELD DATA ANALYSIS: PCS "C"

ROUTE GD TEST RUN #7 DATE 02/03/8 START TIME 6:35 END TIME 8:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	3	0	2	0	1	0	3	2	1
2	1	0	0	0	1	0	4	2	2
3	20	0	16	0	4	0	24	18	6
4	1	0	1	0	0	0	25	19	6
5	5	0	6	1	0	-1	30	23	7
6	3	0	2	0	1	0	33	25	8
7	2	0	2	0	0	0	35	27	8
8	1	0	1	0	0	0	36	28	8
9	0	36	1	36	-1	0	0	-8	8
10									
11									
12									
13									
14									
15									
16									
17									
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FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN #8 M DATE 05/06/8 START TIME 6 32 END TIME 11 05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	1	0	1	0	0	0	2	2	0
3	1	0	1	0	0	0	3	3	0
4	1	0	1	0	0	0	4	4	0
5	0	1	0	1	0	0	3	3	0
6	0	1	0	1	0	0	2	2	0
7	2	1	2	1	0	0	3	3	0
8	1	0	1	0	0	0	4	4	0
9	3	1	4	1	-1	0	6	7	-1
10	0	2	0	1	0	1	4	6	-2
11	0	2	0	2	0	0	2	4	-2
12	1	0	1	0	0	0	3	5	-2
13	1	0	1	0	0	0	4	6	-2
14	1	0	1	0	0	0	5	7	-2
15	2	0	2	0	0	0	7	9	-2
16	1	0	1	0	0	0	8	10	-2
17	2	0	2	0	0	0	10	12	-2
18	1	0	1	0	0	0	11	13	-2
19	2	0	2	0	0	0	13	15	-2
20	1	0	1	0	0	0	14	16	-2
21	11	3	6	5	5	-2	22	17	5
22	1	0	1	0	0	0	23	18	5
23	1	0	1	0	0	0	24	19	5
24	0	2	0	2	0	0	22	17	5
25	3	2	3	2	0	0	23	18	5
26	0	4	0	4	0	0	19	14	5
27	2	12	2	12	0	0	9	4	5
28	1	3	1	3	0	0	7	2	5
29	1	2	1	2	0	0	6	1	5
30	0	1	0	1	0	0	5	0	5
31	1	1	1	1	0	0	5	0	5
32	1	1	1	1	0	0	5	0	5
33	9	0	10	0	-1	0	14	10	4
34	0	3	0	3	0	0	11	7	4
35	1	0	1	0	0	0	12	8	4
36	1	0	1	0	0	0	13	9	4
37	0	1	0	1	0	0	12	8	4
38	1	0	1	0	0	0	13	9	4
39	0	1	0	1	0	0	12	8	4
40	0	3	0	3	0	0	9	5	4
41	0	1	0	1	0	0	8	4	4
42	0	1	0	1	0	0	7	3	4
43	1	0	1	0	0	0	7	3	4
44	1	0	1	0	0	0	8	4	4
45	0	3	0	3	0	0	5	1	4
46	2	0	2	0	0	0	7	3	4
47	1	0	1	0	0	0	8	4	4
48	0	3	0	3	0	0	5	1	4
49	1	5	1	3	0	2	1	0	1
	62	59			3	1			

"A" SHEET 2

ROUTE 207 TEST RUN 8 AM DATE 03/06/8 START TIME 6:30 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	3	0	3	0	0	0	7	3	4
51	1	0	1	0	0	0	8	4	4
52	1	0	1	0	0	0	9	5	4
53	1	0	1	0	0	0	10	6	4
54	1	0	1	0	0	0	11	7	4
55	2	0	2	0	0	0	13	9	4
56	0	1	0	1	0	0	12	8	4
57	5	0	5	0	0	0	17	13	4
58	1	0	1	0	0	0	18	14	4
59	1	0	1	0	0	0	19	15	4
60	2	0	2	0	0	0	21	17	4
61	1	0	1	0	0	0	22	18	4
62	0	1	0	1	0	0	21	17	4
63	0	2	0	2	0	0	19	15	4
64	0	1	0	1	0	0	20	16	4
65	0	1	0	1	0	0	19	15	4
66	1	0	1	0	0	0	20	16	4
67	0	1	0	1	0	0	19	15	4
68	0	2	0	2	0	0	17	13	4
70	0	6	0	6	0	0	11	7	4
71	6	2	6	2	0	0	15	11	4
72	7	4	7	4	0	0	18	14	4
73	4	0	4	0	0	0	22	18	4
74	0	1	0	1	0	0	21	17	4
75	0	3	0	3	0	0	19	15	4
76	0	1	0	1	0	0	18	14	4
77	0	1	0	1	0	0	17	13	4
78	0	0	0	0	0	0	17	13	4
79	0	2	0	2	0	0	15	11	4
80	0	4	0	4	0	0	11	7	4
81	0	4	0	4	0	0	7	3	4
82	0	2	0	2	0	0	5	1	4
83	5	5	5	5	0	0	5	1	4
84	0	1	0	1	0	0	4	0	4
85	0	0	0	0	0	0	4	0	4
86	0	2	0	2	0	0	2	0	2
87	0	0	0	0	0	0	2	0	2
88	3	0	3	0	0	0	5	1	4
89	1	0	1	0	0	0	6	2	4
90	1	0	1	0	0	0	7	3	4
91	1	0	1	0	0	0	8	4	4
92	2	0	2	0	0	0	10	6	4
93	1	0	1	0	0	0	11	7	4
94	3	0	3	0	0	0	14	10	4
95	1	0	1	0	0	0	15	11	4
96	2	0	2	0	0	0	17	13	4
97	0	1	0	1	0	0	16	12	4
98	0	1	0	1	0	0	15	11	4
99	0	4	0	4	0	0	11	7	4
100	0	5	0	5	0	0	6	2	4
101	2	0	2	0	0	0	8	4	4
TOTAL	75				1				

FIELD DATA ANALYSIS: PCS A

ROUTE 207 TEST RUN 4 8 AM DATE 03/04/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	29	25	3
2	4	0	4	0	0	0	32	29	3
3	1	0	1	0	0	0	33	30	3
4	0	1	0	1	0	0	32	31	1
5	1	0	1	0	0	0	33	30	3
6	1	0	1	0	0	0	34	31	3
7	0	6	0	5	0	1	29	26	3
8	0	5	0	5	0	0	24	27	2
9	4	5	4	5	0	0	28	26	2
10	1	4	1	4	0	0	27	25	2
11	0	4	0	4	0	0	23	21	2
12	0	4	0	4	0	0	27	25	2
13	2	5	2	5	0	0	22	21	1
14	4	0	4	0	0	0	26	25	1
15	0	1	0	1	0	0	25	24	1
16	1	0	1	0	0	0	26	25	1
17	3	0	3	0	0	0	29	28	1
18	0	2	0	2	0	0	27	26	1
19	4	3	4	3	0	0	28	27	1
20	0	1	0	1	0	0	27	26	1
21	1	1	1	1	0	0	27	26	1
22	1	1	1	1	0	0	27	25	2
23	0	1	0	1	0	0	27	26	1
24	2	1	2	1	0	0	26	25	1
25	2	0	2	0	0	0	27	26	1
26	1	2	1	2	0	0	29	28	1
27	2	3	2	3	0	0	28	27	1
28	0	2	0	2	0	0	27	26	1
29	0	1	0	1	0	0	25	24	1
30	1	0	1	0	0	0	24	23	1
31	0	1	0	1	0	0	25	24	1
32	2	2	2	2	0	0	24	23	1
33	1	1	1	1	0	0	24	22	2
34	0	1	0	1	0	0	24	22	2
35	0	2	0	2	0	0	23	21	2
36	5	23	5	24	0	-1	21	19	2
37	1	0	1	0	0	0	6	8	3
38	2	0	2	0	0	0	7	4	3
39	1	0	1	0	0	0	9	6	3
40	1	0	1	0	0	0	10	7	3
41	1	0	1	0	0	0	11	8	3
42	1	0	1	0	0	0	11	8	3
43	3	0	3	0	0	0	12	9	3
44	2	0	2	0	0	0	15	12	3
45	2	0	2	0	0	0	17	14	3
46	1	0	1	0	0	0	18	15	3
47	0	0	0	0	0	0	20	17	3
48	1	0	1	0	0	0	21	18	3
49	2	0	2	0	0	0	22	19	3
	71	78			0				

A

SHEET #4

ROUTE 207 TEST RUN #8 AM DATE 03/04/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	6	2	6	2	0	0	26	23	3
51	0	1	0	1	0	0	25	22	3
52	2	0	2	0	0	0	27	24	3
53	2	0	2	0	0	0	29	26	3
54	1	0	1	0	0	0	30	27	3
55	1	0	1	0	0	0	31	28	3
56	0	1	0	1	0	0	30	27	3
57	0	1	0	1	0	0	29	26	3
58	4	6	4	6	0	0	27	24	3
59	2	4	2	4	0	0	25	22	3
60	7	14	6	14	1	0	18	14	4
61	0	1	0	1	0	0	17	13	4
62	0	5	0	5	0	0	12	8	4
63	0	2	0	2	0	0	10	6	4
64	0	1	0	1	0	0	9	5	4
65	3	0	3	1	0	-1	12	7	5
66	0	1	0	1	0	0	11	6	5
67	0	1	0	1	0	0	10	5	5
68	3	0	3	0	0	0	13	8	5
70	1	2	1	2	0	0	12	7	5
71	1	1	1	1	0	0	12	7	5
72									
73	37	43							
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
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88									
89									
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91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	243	234							

5

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN 8 PM DATE 3-6-78 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS ?	ERROR
1	0	2	0	1	0	1	10	6	4
2	0	1	0	1	0	0	9	5	4
3	0	1	0	1	0	0	8	4	4
4	0	1	0	1	0	0	7	3	4
5	2	3	1	2	1	1	6	1	5
6	3	1	3	1	0	0	8	3	5
7	1	0	1	0	0	0	9	4	5
8	1	0	1	0	0	0	10	5	5
9	0	1	0	1	0	0	9	4	5
10	0	1	0	1	0	0	8	3	5
11	6	2	6	2	0	0	12	7	5
12	3	1	3	1	0	0	14	9	5
13	0	1	0	1	0	0	13	8	5
14	4	4	4	3	0	1	13	9	4
15	0	1	0	1	0	0	12	8	4
16	0	1	0	1	0	0	11	7	4
17	0	1	0	1	0	0	10	6	4
18	0	3	0	3	0	0	7	3	4
19	0	1	0	1	0	0	6	2	4
20	0	1	0	1	0	0	5	1	4
21	1	0	1	0	0	0	6	2	4
22	1	1	1	1	0	0	6	2	4
23	0	1	0	1	0	0	5	1	4
24	1	1	1	1	0	0	5	1	4
25	0	1	0	1	0	0	4	0	4
26	7	4	7	5	0	-1	7	2	5
27	1	0	1	0	0	0	8	3	5
28	0	1	0	1	0	0	7	2	5
29	1	0	1	0	0	0	8	3	5
30	0	1	0	1	0	0	7	2	5
31	1	0	3	1	-2	-1	8	4	4
32	2	0	2	0	0	0	10	6	4
33	1	0	1	0	0	0	11	7	4
34	1	0	1	0	0	0	12	8	4
35	1	0	1	0	0	0	13	9	4
36	0	1	0	1	0	0	12	8	4
37	3	2	3	2	0	0	13	9	4
38	0	1	0	1	0	0	12	8	4
39	1	0	1	0	0	0	13	9	4
40	3	3	3	3	0	0	13	9	4
41	0	2	0	2	0	0	11	7	4
42	2	0	2	0	0	0	13	9	4
43	3	5	3	5	0	0	11	7	4
44	5	4	5	4	0	0	12	8	4
45	0	1	0	1	0	0	11	7	4
46	6	0	6	0	0	0	17	13	4
47	2	1	2	1	0	0	18	14	4
48	0	1	0	1	0	0	17	13	4
49	1	0	1	0	0	0	18	14	4
	64	59							

"A"

SHEET # 6

ROUTE 207 TEST RUN 8PM DATE 03/06/9 START TIME 11 05 END TIME 6 45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	0	1	0	1	0	0	17	13	4
51	0	1	0	1	0	0	16	12	4
52	0	1	0	1	0	0	15	11	4
53	0	2	0	2	0	0	13	9	4
54	0	3	0	3	0	0	10	6	4
55	2	0	2	0	0	0	12	8	4
56	0	1	0	1	0	0	11	7	4
57	0	1	0	1	0	0	10	6	4
58	0	2	0	2	0	0	8	4	4
59	3	0	3	0	0	0	11	7	4
60	0	2	0	1	0	1	9	6	3
61	0	1	0	1	0	0	8	5	3
62	0	1	0	0	0	1	7	5	2
63	1	0	1	0	0	0	8	6	2
64	0	1	0	1	0	0	7	5	2
65	2	1	2	1	0	0	8	6	2
66	1	0	1	0	0	0	9	7	2
67	0	2	0	2	0	0	7	5	2
68	1	0	1	0	0	0	8	6	2
70	2	1	2	1	0	0	9	7	2
71	0	1	0	1	0	0	8	6	2
72	5	0	5	0	0	0	13	11	2
73	1	1	1	1	0	0	13	11	2
74	0	1	0	1	0	0	12	10	2
75	8	3	9	3	-1	0	17	16	1
76	10	0	10	0	0	0	27	26	1
77	1	0	1	0	0	0	28	27	1
78	1	0	1	0	0	0	29	28	1
79	1	0	1	0	0	0	30	29	1
80	1	0	1	0	0	0	29	28	1
81	0	2	0	2	0	0	27	26	1
82	0	2	0	2	0	0	25	24	1
83	0	1	0	1	0	0	24	23	1
84	0	3	0	3	0	0	21	20	1
85	0	1	0	1	0	0	20	19	1
86	0	1	0	1	0	0	19	18	1
87	0	1	0	1	0	0	18	17	1
88	0	1	0	1	0	0	17	16	1
89	1	0	1	0	0	0	18	17	1
90	0	4	0	3	0	1	14	13	1
91	0	3	0	3	0	0	11	9	2
92	0	1	0	1	0	0	10	8	2
93	1	0	1	0	0	0	11	9	2
94	10	10	10	10	0	0	11	9	2
95	0	1	0	1	0	0	10	8	2
96	0	2	0	2	0	0	8	6	2
97	1	0	1	0	0	0	9	7	2
98	2	0	2	0	0	0	11	9	2
99	1	0	1	0	0	0	10	8	2
100 (1st)	0	1	0	1	0	0	10	8	2
TOTAL	59	64							

Sheet 7

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN 8 PM DATE 03/06/78 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	1	2	-1	-1	9	7	2
2	1	0	1	0	0	0	10	8	2
3	1	0	1	0	0	0	11	9	2
4	2	0	2	0	0	0	13	11	2
5	0	1	0	1	0	0	13	11	2
6	1	0	1	0	0	0	14	12	2
7	0	1	0	1	0	0	13	11	2
8	3	1	3	1	0	0	15	13	2
9	2	1	2	1	0	0	16	14	2
10	2	1	2	1	0	0	17	15	2
11	3	3	3	3	0	0	15	13	2
12	5	3	5	3	0	0	17	15	2
13	1	0	1	0	0	0	18	16	2
14	4	1	4	1	0	0	21	19	2
15	1	0	1	0	0	0	22	20	2
16	1	1	1	1	0	0	22	20	2
17	0	1	0	1	0	0	21	19	2
18	1	2	1	3	0	-1	20	17	3
19	0	6	0	7	0	-1	14	10	4
20	2	1	2	1	0	0	15	11	4
21	0	2	0	1	0	0	13	10	3
22	0	2	0	2	0	0	11	9	2
23	0	1	0	1	0	0	10	7	3
24	0	1	0	1	0	0	9	6	3
25	0	1	0	1	0	0	8	5	3
26	0	1	0	1	0	0	7	4	3
27	0	1	0	1	0	0	6	3	3
28	1	0	1	0	0	0	7	4	3
29	4	4	4	4	0	0	7	4	3
30	3	0	3	0	0	0	10	7	3
31	0	1	0	1	0	0	9	6	3
32	1	1	1	1	0	0	9	6	3
33	5	0	5	0	0	0	14	11	3
34	2	0	2	0	0	0	16	13	3
35	3	2	3	2	0	0	17	14	3
36	1	3	1	3	0	0	15	12	3
37	6	0	6	0	0	0	21	18	3
38	1	1	1	1	0	0	21	18	3
39	3	3	2	3	1	0	21	17	4
40	1	1	1	1	0	0	21	17	4
41	1	0	1	0	0	0	22	18	4
42	3	1	3	1	0	0	24	20	4
43	1	0	1	0	0	0	25	21	4
44	3	0	3	0	0	0	28	24	4
45	1	0	1	0	0	0	29	25	4
46	0	1	0	1	0	0	28	24	4
47	1	1	1	1	0	0	28	24	4
48	0	2	0	2	0	0	26	22	4
49	0	1	0	1	0	0	25	21	4
	76	60							

"A"

SHEET 2 8

ROUTE 207 TEST RUN 8 PM DATE 03/06/8 START TIME 1105 END TIME 1145

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT 25 ACTUAL	ON BOARD COUNT PCS 71	ON BOARD COUNT ERROR
50	1	0	1	0	0	0	26	22	4
51	0	1	0	1	0	0	25	21	4
52	1	2	1	2	0	0	24	20	4
53	0	1	0	1	0	0	23	19	4
54	1	0	1	0	0	0	24	20	4
55	0	1	0	1	0	0	23	19	4
56	0	1	0	1	0	0	22	18	4
57	0	3	0	3	0	0	19	15	4
58	0	1	0	1	0	0	18	14	4
59	0	1	0	1	0	0	17	13	4
60	0	1	0	1	0	0	16	12	4
61	0	1	0	1	0	0	15	11	4
62	0	3	1	4	-1	2	12	11	1
63	4	4	4	4	0	0	12	11	1
64	1	0	1	0	0	0	13	12	1
65	15	12	15	12	0	0	16	15	1
66	0	1	0	1	0	0	15	14	1
67	0	1	0	2	0	-1	14	12	2
68	1	0	1	0	0	0	15	13	2
70 69	1	0	1	0	0	0	16	14	2
71 70	4	0	4	0	0	0	20	18	2
72 71	2	1	2	1	0	0	21	19	2
73 72	0	1	0	1	0	0	20	18	2
74 73	1	0	1	0	0	0	21	19	2
75 74	1	2	1	2	0	0	20	18	2
76 75	1	1	1	0	0	1	20	19	1
77 76	0	2	0	2	0	0	18	17	1
78 77	4	0	4	0	0	0	22	21	1
79 78	0	4	0	4	0	0	18	17	1
80 79	0	1	0	1	0	0	17	16	1
81 80	0	1	0	1	0	0	16	15	1
82 81	1	0	1	0	0	0	17	16	1
83 82	0	1	0	1	0	0	16	15	1
84 83	1	2	1	2	0	0	15	14	1
85 84	0	1	0	1	0	0	14	13	1
86 85	7	4	7	4	0	0	17	16	1
87 86	3	2	3	2	0	0	21	20	1
88 87	1	1	1	2	0	-1	28	27	1
89 88	1	3	1	3	0	0	26	25	1
90 89	0	2	0	2	0	0	24	23	1
91 90	0	1	0	1	0	0	23	22	1
92 91	0	1	0	1	0	0	22	21	1
93 92	0	1	0	1	0	0	21	20	1
94 93	0	2	0	1	0	1	19	19	0
95 94	0	1	0	1	0	0	18	18	0
96 95	0	5	0	5	0	0	13	13	0
97 96	2	2	0	2	0	0	11	11	0
98 97	0	1	0	1	0	0	10	10	0
99 98	0	1	0	1	0	0	9	9	0
100 99	1	0	1	0	0	0	10	10	0
101 TOTAL	65	71	65	71	0	0	10	10	0

Sheet 9

FIELD DATA ANALYSIS: PCS "A"

ROUTE 207 TEST RUN 8PM DATE 03/06/8 START TIME 11 05 END TIME 6 45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	0	1	0	0	8	8	0
2	0	1	0	1	0	0	7	7	0
3	0	1	0	1	0	0	6	6	0
4	0	1	0	1	0	0	5	5	0
5	0	1	0	1	0	0	4	4	0
6	0	2	0	2	0	0	2	2	0
7	3	0	2	0	0	0	4	4	0
8	0	2	0	2	0	0	2	2	0
9	3	0	3	0	0	0	5	5	0
10	1	3	4	3	0	0	6	6	0
11	2	1	3	0	-1	-1	7	9	-2
12	3	2	3	2	0	0	8	10	-2
13	1	0	1	0	0	0	9	11	-2
14	0	1	0	1	0	0	8	10	-2
15	0	1	0	1	0	0	7	9	-2
16	0	3	0	4	0	-1	4	5	-1
17	0	1	0	1	0	0	3	4	-1
18	0	1	0	1	0	0	2	3	-1
19	0	1	0	1	0	0	1	2	-1
20	2	0	2	0	0	0	3	4	-1
21	1	0	1	0	0	0	4	5	-1
22	1	0	1	0	0	0	5	6	-1
23	0	1	0	1	0	0	4	5	-1
24	1	0	1	0	0	0	5	6	-1
25	0	2	0	1	0	0	4	5	-1
26	0	1	0	1	0	0	3	4	-1
27	0	3	0	3	0	0	0	1	-1
28									
29	10	19							
30									
31									
32									
33	290	291							
34									
35									
36									
37	1	19							
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49	523								

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN #8AM DATE 05/06/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	1	0	1	0	0	0	2	2	0
3	1	0	1	0	0	0	3	3	0
4	1	0	1	0	0	0	4	4	0
5	0	1	0	0	0	1	3	3	0
6	0	1	0	0	0	1	2	3	-1
7	2	1	2	1	0	0	3	4	-1
8	1	0	1	0	0	0	4	5	-1
9	3	1	3	1	0	0	6	7	-1
10	0	2	0	2	0	0	4	5	-1
11	0	2	0	2	0	0	2	4	-2
12	1	0	1	0	0	0	3	5	-2
13	1	0	1	0	0	0	4	6	-2
14	1	0	1	0	0	0	5	7	-2
15	2	0	2	0	0	0	7	9	-2
16	1	0	1	0	0	0	8	10	-2
17	2	0	2	0	0	0	10	12	-2
18	1	0	1	0	0	0	11	13	-2
19	2	0	2	0	0	0	13	15	-2
20	1	0	1	0	0	0	14	16	-2
21	11	3	10	2	1	1	22	23	-1
22	1	0	1	0	0	0	23	24	-1
23	1	0	1	0	0	0	24	25	-1
24	0	2	0	2	0	0	22	23	-1
25	3	2	3	2	0	0	23	24	-1
26	0	4	0	4	0	0	19	19	0
27	2	12	2	12	0	0	9	17	-8
28	1	3	1	3	0	0	7	15	-8
29	1	2	1	2	0	0	6	14	-8
30	0	1	0	1	0	0	5	14	-9
31	1	1	1	1	0	0	5	14	-9
32	1	0	1	0	0	0	5	14	-9
33	9	0	9	0	0	0	14	23	-9
34	0	3	0	3	0	0	11	19	-8
35	1	0	1	0	0	0	12	20	-8
36	1	0	1	0	0	0	13	21	-8
37	0	1	0	1	0	0	12	20	-8
38	1	0	1	0	0	0	13	21	-8
39	0	1	0	1	0	0	12	20	-8
40	0	3	0	2	0	1	9	19	-10
41	0	1	0	0	0	1	8	18	-10
42	0	1	0	0	0	1	7	17	-10
43	1	0	1	0	0	0	8	18	-10
44	1	0	1	0	0	0	9	19	-10
45	0	3	0	3	0	0	6	16	-10
46	2	0	2	0	0	0	8	18	-10
47	1	0	1	0	0	0	9	19	-10
48	0	3	0	3	0	0	6	16	-10
49	1	3	1	3	0	0	4	14	-10
	62	59							

B

SHEET 2

ROUTE 207 TEST RUN 8 AM DATE 03/06/8 START TIME 1 30 END TIME 1105

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS 14	ON BOARD COUNT ERROR
50	3	0	3	0	0	0	7	17	-10
51	1	0	1	0	0	0	8	18	-10
52	1	0	1	0	0	0	9	19	-10
53	1	0	1	0	0	0	10	20	-10
54	1	0	1	0	0	0	11	21	-10
55	2	0	2	0	0	0	13	23	-10
56	0	0	0	0	0	0	12	22	-10
57	5	0	4	0	1	0	17	26	-9
58	1	0	1	0	0	0	18	27	-9
59	1	0	1	0	0	0	19	27	-8
60	2	0	2	0	0	0	21	29	-8
61	0	0	0	0	0	0	22	30	-8
62	0	0	0	0	0	0	21	29	-8
63	0	2	0	3	0	-1	19	26	-7
64	0	0	0	0	0	0	20	27	-7
65	0	0	0	0	0	0	19	26	-7
66	0	0	0	0	0	0	20	27	-7
67	0	2	0	3	0	-1	19	26	-7
68	0	2	0	2	0	0	17	23	-6
70	0	2	0	2	0	0	11	17	-6
71	0	4	0	4	0	0	15	21	-6
72	0	4	0	4	0	0	18	24	-6
73	0	4	0	4	0	0	22	28	-6
74	0	1	0	1	0	0	21	27	-6
75	0	0	0	0	0	0	19	25	-6
76	0	0	0	0	0	0	18	24	-6
77	0	0	0	0	0	0	17	22	-5
78	0	0	0	0	0	0	18	23	-5
79	0	0	0	0	0	0	16	21	-5
80	0	2	0	2	0	0	12	17	-5
81	0	2	0	2	0	0	11	16	-5
82	5	2	4	2	1	0	9	14	-5
83	0	0	0	0	0	0	7	12	-5
84	1	0	1	0	0	0	8	13	-5
85	0	0	0	0	0	0	9	16	-7
86	0	0	0	0	0	0	6	13	-7
87	0	0	0	0	0	0	7	14	-7
88	1	0	1	0	0	0	10	16	-6
89	1	0	1	0	0	0	11	17	-6
90	1	0	1	0	0	0	13	19	-6
91	3	0	3	0	0	0	15	21	-6
92	2	0	2	0	0	0	17	23	-6
93	3	0	2	0	1	0	19	24	-5
94	2	0	2	0	0	0	21	26	-5
95	1	0	1	0	0	0	22	27	-5
96	0	0	0	0	0	0	24	29	-5
97	0	1	0	1	0	0	25	29	-4
98	0	0	0	0	0	0	24	28	-4
99	0	1	0	1	0	0	20	24	-4
100	0	0	0	0	0	0	25	29	-4
101 TOTAL	2	0	2	0	0	0	27	31	-4
	75	52			5	3-4 -1			

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN #8 AM DATE 03/04/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	28	32	-4
2	4	0	3	0	1	0	32	35	-3
3	1	0	1	0	0	0	33	36	-3
4	0	1	0	0	1	0	32	37	-5
5	1	0	1	0	0	1	33	36	-3
6	1	0	0	0	1	0	34	37	-3
7	0	6	0	5	0	1	28	32	-4
8	1	0	1	0	0	0	29	33	-4
9	4	0	4	0	0	0	33	33	0
10	1	0	1	0	0	0	34	32	+2
11	0	5	0	5	0	0	29	32	-3
12	1	2	1	2	0	0	28	29	-1
13	2	1	2	1	0	0	29	31	-2
14	4	0	4	0	0	0	33	31	+2
15	0	1	0	0	0	1	32	30	+2
16	1	0	1	0	0	0	33	31	+2
17	3	0	3	0	0	0	36	34	+2
18	3	2	3	2	0	0	37	32	+5
19	4	3	4	3	0	0	38	32	+6
20	0	1	0	1	0	0	37	31	+6
21	1	1	1	1	0	0	37	30	+7
22	1	1	1	1	0	0	37	31	+6
23	0	1	0	1	0	0	36	30	+6
24	2	1	2	1	0	0	37	31	+6
25	2	0	2	0	0	0	39	33	+6
26	1	2	1	2	0	0	38	32	+6
27	2	3	2	3	0	0	37	30	+7
28	0	2	0	2	0	0	35	29	+6
29	0	1	0	1	0	0	34	27	+7
30	1	0	1	0	0	0	35	29	+6
31	0	1	0	1	0	0	34	27	+7
32	2	1	2	1	0	0	34	27	+7
33	2	1	2	1	0	0	35	26	+9
34	1	0	1	0	0	0	33	25	+8
35	0	2	0	2	0	0	31	23	+8
36	8	23	8	20	0	3	16	11	+5
37	1	0	1	0	0	0	17	12	+5
38	2	0	2	0	0	0	19	14	+5
39	1	0	1	0	0	0	20	15	+5
40	1	0	1	0	0	0	21	16	+5
41	1	0	1	0	0	0	22	17	+5
42	1	0	1	0	0	0	23	18	+5
43	3	0	3	0	0	0	26	21	+5
44	2	0	2	0	0	0	28	23	+5
45	2	0	2	0	0	0	30	25	+5
46	1	0	1	0	0	0	31	26	+5
47	0	1	0	0	0	1	30	25	+5
48	1	0	1	0	0	0	31	26	+5
49	2	0	2	0	0	0	33	28	+5
	74	77			5	5			

B

SHEET # 4

ROUTE 207 TEST RUN # 8 AM DATE 03/06/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS 25	ON BOARD COUNT ERROR
50	6	2	6	3	0	-1	26	28	-2
1	0	1	0	0	0	-1	25	28	-2
52	2	0	2	0	0	0	27	30	-2
53	4	0	2	0	0	0	29	32	-2
54	1	0	1	0	0	0	30	33	-2
55	1	0	1	0	0	0	31	34	-3
56	0	1	0	1	0	0	30	33	-2
57	0	1	0	1	0	0	29	32	-2
58	4	5	4	5	0	0	27	31	-4
59	2	4	3	5	-1	-1	25	29	-4
60	1	14	2	10	-1	+4	18	27	-9
61	0	1	0	1	0	0	17	27	-10
62	0	5	0	5	0	0	12	22	-10
63	0	2	0	2	0	0	10	20	-10
64	0	1	0	1	0	0	9	19	-10
65	3	0	3	1	0	-1	12	21	-9
66	0	1	0	1	0	0	11	20	-9
67	0	1	0	1	0	0	10	19	-9
68	3	2	3	2	0	0	13	22	-9
70	1	2	0	2	1	0	12	20	-8
71	1	1	1	1	0	0	12	20	-8
72									
73	37	43							
74									
75									
76									
77									
78									
79									
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82									
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97									
98									
99									
100									
TOTAL									

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN 8 PM DATE 3-6-78 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 80	ERROR
1	0	2	0	2	0	0	10	18	-8
2	0	1	0	1	0	0	9	17	-8
3	0	1	0	2	0	-1	8	16	-8
4	0	1	0	1	0	0	7	15	-8
5	2	3	2	3	0	0	6	14	-8
6	3	1	3	1	0	0	8	16	-8
7	1	0	1	0	0	0	9	17	-8
8	1	0	1	0	0	0	10	18	-8
9	0	1	0	2	0	-1	9	16	-7
10	0	1	0	1	0	0	8	15	-7
11	6	2	6	2	0	0	12	19	-7
12	3	1	2	1	1	0	14	20	-6
13	4	1	4	1	0	0	13	19	-6
14	4	4	4	4	0	0	13	19	-6
15	0	1	0	1	0	0	12	18	-6
16	0	1	0	1	0	0	11	17	-6
17	0	1	0	0	0	1	10	17	-7
18	0	3	0	3	0	0	7	14	-7
19	0	1	0	1	0	0	6	13	-7
20	0	1	0	1	0	0	5	12	-7
21	1	0	1	0	0	0	6	13	-7
22	1	1	1	1	0	0	6	13	-7
23	0	1	0	1	0	0	5	12	-7
24	0	1	0	1	0	0	4	11	-7
25	0	1	0	1	0	0	3	10	-7
26	1	4	1	3	0	1	3	12	-9
27	1	0	1	0	0	0	7	16	-9
28	0	0	0	0	0	0	7	17	-10
29	0	0	0	0	0	0	7	16	-9
30	0	0	0	0	0	0	7	17	-10
31	0	0	0	0	0	0	7	16	-9
32	2	0	2	0	0	0	9	19	-10
33	1	0	1	0	0	0	10	20	-10
34	1	0	1	0	0	0	11	20	-9
35	1	0	1	0	0	0	12	21	-9
36	0	2	0	2	0	0	13	22	-9
37	0	2	0	2	0	0	12	21	-9
38	0	0	0	0	0	0	13	23	-10
39	0	0	0	0	0	0	13	23	-10
40	0	2	0	2	0	0	13	23	-10
41	0	2	0	2	0	0	11	21	-10
42	0	2	0	2	0	0	13	23	-10
43	2	4	2	4	0	0	11	21	-10
44	0	1	0	1	0	0	12	22	-10
45	0	1	0	1	0	0	11	21	-10
46	2	0	2	0	0	0	13	23	-10
47	1	0	1	0	0	0	14	24	-10

ROUTE 207 TEST RUN #8PM DATE 3-6-78 START TIME 11:05 END TIME 6:45

B

SHEET

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS 25	ON BOARD COUNT ERROR
50	0	1	0	0	0	1	17	25	-8
51	0	1	0	1	0	0	16	24	-8
52	0	1	0	3	0	-2	15	23	-8
53	0	2	0	3	0	-1	13	20	-7
54	0	3	0	3	0	0	10	17	-7
55	2	3	2	0	0	0	12	19	-7
56	0	0	0	1	0	-1	11	18	-7
57	0	1	0	1	0	0	10	17	-7
58	0	2	0	2	0	0	9	15	-7
59	3	2	3	2	0	0	11	17	-6
60	0	1	0	1	0	0	9	15	-6
61	0	1	0	1	0	0	8	14	-6
62	0	1	0	1	0	0	7	13	-6
63	0	1	0	1	0	0	8	14	-6
64	0	1	0	1	0	0	7	13	-6
65	2	1	2	1	0	0	8	14	-6
66	1	0	1	0	0	0	9	15	-6
67	0	2	0	2	0	0	7	13	-6
68	1	0	1	0	0	0	8	14	-6
70	2	1	2	1	0	0	9	15	-6
71	2	1	2	0	0	1	8	14	-6
72	5	1	4	1	1	0	13	18	-5
73	0	1	0	1	0	0	13	18	-5
74	0	1	0	1	0	0	12	17	-5
75	0	3	7	3	0	0	17	21	-4
76	10	3	10	3	0	0	27	31	-4
77	1	0	1	0	0	0	28	32	-4
78	1	0	1	0	0	0	29	33	-4
79	1	0	2	0	0	0	29	34	-5
80	1	0	1	0	0	0	30	36	-6
81	0	2	0	1	0	-1	28	35	-7
82	0	2	0	1	0	1	26	34	-8
83	0	3	0	1	0	2	25	33	-8
84	0	1	0	1	0	0	22	32	-10
85	0	1	0	1	0	0	21	31	-10
86	0	1	0	1	0	0	20	30	-10
87	0	1	0	1	0	0	19	29	-10
88	0	1	0	1	0	0	18	28	-10
89	0	1	0	1	0	0	17	27	-10
90	0	4	0	4	0	0	18	28	-10
91	0	3	0	3	0	0	14	24	-10
92	0	1	0	1	0	0	11	21	-10
93	0	1	0	1	0	0	10	20	-10
94	1	0	2	0	-1	0	11	22	-11
95	0	0	0	0	0	0	11	25	-14
96	0	2	0	2	0	0	9	23	-14
97	0	0	0	0	0	0	9	23	-14
98	2	0	2	0	0	0	11	25	-14
99	0	1	0	1	0	0	11	25	-14
100	0	1	0	1	0	0	10	24	-14
101									
TOTAL									

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN 8PM DATE 03/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	1	3	-1	-2	9	22	-13
2	1	0	1	0	0	0	10	23	-13
3	1	0	1	0	0	0	11	24	-13
4	3	0	2	0	1	0	14	26	-12
5	0	1	0	1	0	0	13	26	-13
6	1	0	1	0	0	0	14	26	-12
7	0	1	0	1	0	0	13	25	-12
8	3	1	3	1	0	0	15	27	-12
9	2	1	2	1	0	0	16	28	-12
10	2	1	2	1	0	0	17	29	-12
11	6	8	5	9	1	-1	15	25	-10
12	5	3	6	3	-1	0	17	28	-11
13	1	0	1	0	0	0	18	29	-11
14	4	1	4	1	0	0	21	32	-11
15	1	0	1	0	0	0	22	33	-11
16	1	0	1	0	0	0	22	33	-11
17	0	1	0	1	0	0	21	32	-11
18	1	2	2	3	-1	-1	20	31	-11
19	0	6	0	9	0	-3	14	25	-10
20	2	1	2	1	0	0	15	25	-10
21	2	2	2	2	0	0	15	25	-10
22	0	2	0	2	0	0	11	21	-10
23	0	1	0	1	0	0	10	20	-10
24	0	1	0	1	0	0	9	19	-10
25	0	1	0	1	0	0	8	18	-10
26	0	1	0	0	0	1	7	18	-11
27	0	1	0	1	0	0	6	17	-11
28	1	0	1	0	0	0	7	17	-11
29	4	4	4	4	0	0	7	17	-11
30	3	0	3	0	0	0	10	21	-11
31	0	1	0	1	0	0	9	20	-11
32	1	1	1	0	0	1	9	21	-12
33	5	0	6	0	-1	0	14	27	-13
34	2	0	1	0	1	0	16	28	-12
35	2	2	3	3	-1	-1	17	28	-11
36	1	3	1	3	0	0	15	28	-13
37	6	0	6	0	0	0	21	33	-12
38	1	1	1	2	0	-1	21	33	-11
39	3	3	2	3	1	0	21	31	-10
40	1	1	1	1	0	0	21	31	-10
41	1	0	1	0	0	0	21	31	-10
42	3	1	4	1	-1	0	23	34	-11
43	1	0	1	0	0	0	23	34	-11
44	3	0	3	0	0	0	23	34	-11
45	1	0	1	0	0	0	23	34	-11
46	0	1	0	1	0	0	23	34	-11
47	1	1	1	1	0	0	23	34	-11
48	0	2	0	2	0	0	21	32	-11
49	0	1	0	1	0	0	25	36	-11

B

SHEET # PAGE 8

ROUTE 207 TEST RUN 8 PM DATE 03/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS 36	ERROR
50	1	0	1	0	0	0	26	37	-11
51	0	1	0	1	0	0	25	36	-11
52	1	2	1	2	0	0	24	35	-11
53	0	1	0	1	0	0	23	34	-11
54	0	0	0	0	0	0	24	35	-11
55	0	1	0	0	0	1	23	35	-12
56	0	1	0	1	0	0	22	35	-13
57	0	3	0	2	0	1	19	33	-14
58	0	1	0	1	0	0	18	32	-14
59	0	1	0	1	0	0	17	31	-14
60	0	1	0	1	0	0	16	30	-14
61	0	1	0	1	0	0	15	29	-14
62	0	3	0	3	0	0	12	26	-14
63	4	4	4	3	0	1	12	27	-15
64	1	0	1	0	0	0	13	28	-15
65	15	12	8	8	7	4	16	28	-12
66	0	1	0	1	0	0	15	27	-12
67	0	1	0	0	0	1	14	27	-13
68	1	0	1	0	0	0	15	28	-13
70	0	0	0	0	0	0	16	29	-13
71	4	0	4	0	0	0	20	33	-13
72	2	1	2	1	0	0	21	34	-13
73	0	1	0	1	0	0	20	33	-13
74	1	0	1	0	0	0	21	34	-13
75	1	2	1	2	0	0	20	33	-13
76	1	1	1	0	0	1	20	33	-13
77	0	2	0	0	0	2	18	33	-15
78	4	4	4	4	0	0	22	37	-15
79	0	4	0	4	0	0	19	33	-15
80	0	1	0	1	0	0	17	32	-15
81	0	1	0	1	0	0	16	31	-15
82	1	0	1	0	0	0	17	32	-15
83	0	1	0	1	0	0	16	31	-15
84	0	2	0	2	0	0	15	30	-15
85	0	1	0	1	0	0	14	29	-15
86	2	4	2	4	0	0	17	31	-14
87	1	2	1	3	0	-1	21	34	-13
88	1	2	1	2	0	0	28	40	-12
89	1	3	1	2	0	1	26	37	-11
90	0	2	0	2	0	0	24	35	-11
91	0	1	0	1	0	0	23	34	-11
92	0	1	0	1	0	0	22	33	-11
93	0	1	0	1	0	0	21	32	-11
94	0	2	0	2	0	0	19	30	-11
95	0	2	0	2	0	0	17	28	-11
96	0	5	0	4	0	1	13	24	-11
97	0	2	0	2	0	0	11	22	-11
98	0	0	0	0	0	0	10	21	-11
99	0	0	0	0	0	0	10	21	-11
100	0	0	0	0	0	0	10	22	-12
(81) TOTAL									

FIELD DATA ANALYSIS: PCS "B"

ROUTE 207 TEST RUN 8PM DATE 03/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	0	1	0	1	0	0	9	RO	-12
2	0	1	0	1	0	0	7	19	-12
3	0	1	0	1	0	0	6	18	-12
4	0	1	0	1	0	0	5	17	-12
5	0	1	0	1	0	0	4	16	-12
6	0	2	0	2	0	0	2	15	-13
7	2	0	3	0	-1	0	4	14	-10
8	0	2	0	2	0	0	2	16	-14
9	4	0	4	0	0	0	6	20	-14
10	4	3	4	3	0	0	7	21	-14
11	2	1	2	1	0	0	8	22	-14
12	3	2	3	2	0	0	9	23	-14
13	1	0	1	0	0	0	9	23	-14
14	0	1	0	1	0	0	8	22	-14
15	0	1	0	1	0	0	7	21	-14
16	0	3	0	3	0	0	4	18	-14
17	0	1	0	1	0	0	3	17	-14
18	0	1	0	1	0	0	2	16	-14
19	0	1	0	2	0	-1	1	14	-13
20	2	0	2	0	0	0	3	16	-13
21	1	0	1	0	0	0	4	17	-13
22	1	0	1	0	0	0	5	18	-13
23	0	1	0	1	0	0	4	17	-13
24	1	0	1	0	0	0	5	18	-13
25	0	1	0	1	0	0	4	17	-13
26	0	1	0	1	0	0	3	16	-13
27	0	3	0	3	0	0	0	13	-13
28									
29									
30									
31									
32									
33									
34									
35									
36									
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49									

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN #8AM DATE 03/06/8 START TIME 6:32 END TIME 11:05

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	1	1	0
2	1	0	1	0	0	0	2	2	0
3	1	0	1	0	0	0	3	2	1
4	1	0	1	0	0	0	4	3	1
5	0	1	0	1	0	0	3	2	1
6	0	1	0	1	0	0	2	1	1
7	2	1	2	1	0	0	3	2	1
8	1	0	1	0	0	0	4	3	1
9	3	1	3	2	0	-1	6	4	2
10	0	2	0	3	0	-1	4	1	3
11	0	2	1	1	-1	1	2	1	1
12	1	0	2	0	-1	0	3	2	1
13	1	0	1	0	0	0	4	4	0
14	1	0	2	0	0	0	5	5	0
15	2	0	2	0	0	0	7	7	0
16	1	0	1	0	0	0	8	8	0
17	2	0	2	0	0	0	10	10	0
18	1	0	1	0	0	0	11	11	0
19	2	0	2	0	0	0	13	13	0
20	1	0	1	0	0	0	14	14	0
21	11	3	9	2	2	1	22	21	1
22	1	0	1	0	0	0	23	22	1
23	1	0	0	0	1	0	24	22	2
24	0	2	0	2	0	0	22	20	2
25	3	2	2	2	1	0	23	20	3
26	0	4	1	4	-1	0	19	17	2
27	2	12	2	12	0	0	9	7	2
28	1	3	1	3	0	0	7	5	2
29	1	2	1	2	0	0	6	4	2
30	0	1	0	1	0	0	5	2	3
31	1	1	1	1	0	0	5	3	2
32	1	1	1	1	0	0	5	2	3
33	9	0	5	0	4	0	14	11	3
34	0	3	0	3	0	0	11	6	5
35	1	0	1	0	0	0	12	7	5
36	1	0	1	0	0	0	13	8	5
37	0	1	0	1	0	0	12	7	5
38	1	0	1	0	0	0	13	8	5
39	0	1	0	1	0	0	12	7	5
40	0	3	0	3	0	0	9	4	5
41	0	1	0	1	0	0	8	3	5
42	0	1	0	1	0	0	7	2	5
43	1	0	0	0	1	0	8	2	6
44	1	0	1	0	0	0	9	3	6
45	0	3	0	3	0	0	6	0	6
46	2	0	2	0	0	0	8	2	6
47	1	0	1	0	0	0	9	3	6
48	0	3	0	3	0	0	6	0	6
49	1	3	1	3	0	0	4	0	4
	62	62							

C

SHEET 2

ROUTE 207 TEST RUN 8 AM DATE 03/06/8 START TIME 6:30 END TIME 1105

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS	ON BOARD COUNT ERROR
50	3	0	3	0	0	0	7	0	7
51	1	0	1	0	0	0	8	1	7
52	1	0	1	0	0	0	9	2	7
53	1	0	1	0	0	0	10	3	7
54	1	0	1	0	0	0	11	4	7
55	2	0	1	0	1	0	13	5	8
56	0	0	0	0	0	0	13	5	8
57	5	0	5	0	0	0	18	10	8
58	1	0	1	0	0	0	19	11	8
59	1	0	1	0	0	0	20	12	8
60	2	0	2	0	0	0	22	14	8
61	1	0	1	0	0	0	23	15	8
62	0	1	0	1	0	0	22	14	8
63	0	2	0	1	0	1	20	13	7
64	1	0	1	1	0	1	21	13	8
65	0	1	0	1	0	0	20	12	8
66	0	1	0	1	0	0	19	11	8
67	0	0	0	0	0	0	20	12	8
68	0	2	0	3	0	1	18	9	9
70	0	6	0	7	0	1	12	2	10
71	6	2	6	2	0	0	16	6	10
72	7	4	7	4	0	0	19	9	10
73	4	0	3	0	1	0	22	11	11
74	0	1	0	1	0	0	21	10	11
75	1	3	0	4	1	0	19	7	12
76	0	1	0	1	0	0	18	6	12
77	0	1	0	2	0	1	17	4	13
78	0	2	0	2	0	0	18	5	13
79	0	4	0	4	0	0	16	3	13
80	0	1	0	1	0	0	12	-1	13
81	0	2	0	3	0	1	11	-2	13
82	0	5	0	4	0	1	9	-5	14
83	5	1	5	1	0	0	9	-4	13
84	0	3	5	1	0	2	8	-5	13
85	0	0	0	0	0	0	9	-5	14
86	0	3	0	3	0	0	6	-8	14
87	3	0	3	0	0	0	7	-7	14
88	3	0	1	0	2	0	10	-4	14
89	1	0	1	0	0	0	11	-3	14
90	1	0	1	0	0	0	12	-2	14
91	3	0	2	0	1	0	15	0	15
92	2	0	2	0	0	0	17	2	15
93	1	0	1	0	0	0	18	3	15
94	3	0	2	0	1	0	21	5	16
95	1	0	1	0	0	0	22	6	16
96	2	0	1	0	1	0	24	7	17
97	1	0	0	0	1	0	25	7	18
98	0	1	0	1	0	0	24	6	18
99	0	4	0	3	0	1	20	3	17
100	2	3	1	3	1	0	25	7	18
101 TOTAL	75	50	71	50	4	0	27	8	19

FIELD DATA ANALYSIS: PCS C

ROUTE 207 TEST RUN #8 AM DATE 03/06/8 START TIME 6 32 END TIME [illegible]

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
1	1	0	1	0	0	0	29	9	19
2	4	0	5	0	-1	0	32	12	20
3	1	0	1	0	0	0	33	13	20
4	0	1	0	1	-1	0	32	14	18
5	1	0	0	1	1	-1	33	13	20
6	1	0	1	0	0	0	34	14	20
7	0	6	0	7	0	-1	28	7	21
8	1	0	1	0	0	0	29	8	21
9	4	5	2	4	2	1	28	6	22
10	1	2	2	2	-1	0	27	6	21
11	0	4	0	4	0	0	23	2	21
12	0	2	5	1	-5	1	27	6	21
13	2	6 7	2	6	0	1	26	2	20
14	4	0	4	0	0	0	26	6	20
15	0	1	0	1	0	0	25	5	20
16	1	0	1	0	0	0	26	6	20
17	3	0	3	0	0	0	29	9	20
18	0	2	0	2	0	0	27	6	21
19	4	3	4	3	0	0	28	7	21
20	0	1	0	1	0	0	27	6	21
21	1	1	1	2	0	-1	27	5	22
22	1	1	1	0	0	1	27	6	21
23	0	1	0	0	0	1	26	6	20
24	2	1	2	1	0	0	27	7	20
25	2	0	2	0	0	0	29	9	20
26	1	2	1	3	0	-1	28	9	19
27	2	3	2	3	0	0	27	8	19
28	0	2	0	2	0	0	25	6	19
29	0	1	0	1	0	0	24	5	19
30	0	0	0	0	0	0	25	6	19
31	0	1	0	1	0	0	24	5	19
32	2	2	3	1	-1	1	25	7	18
33	1	1	1	3	0	-2	24	5	19
34	0	1	0	1	0	0	23	4	19
35	0	2	0	2	0	0	21	2	19
36	8	23	8	22	0	1	6	-12	18
37	1	0	1	0	0	0	7	-11	18
38	2	0	1	0	1	0	9	-10	19
39	1	0	1	0	0	0	10	-9	19
40	1	0	1	0	0	0	11	-8	19
41	1	0	1	0	0	0	11	-7	18
42	1	0	1	0	0	0	12	-7	19
43	3	0	1	0	2	0	15	-6	21
44	2	0	2	0	0	0	17	-4	21
45	2	0	1	0	1	0	11	-11	22
46	1	0	1	0	0	0	20	-2	22
47	0	1	0	0	0	1	19	-2	21
48	1	0	0	0	1	0	20	-2	22
49	2	0	2	0	0	0	22	0	22
	73	77							

SHEET #4

BOARD 297 TEST RUN #8 PM DATE 03/06/8 START TIME 6:32 END TIME 11:05

BUS	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
TOP	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS D	ERROR
50	6	2	4	1	2	1	26	3	23
51	0	1	0	1	0	0	25	2	23
52	2	0	1	0	1	0	27	3	24
53	2	0	2	0	0	0	29	5	24
54	1	0	0	0	1	0	30	5	25
55	1	0	1	0	0	0	31	6	25
56	0	1	0	1	0	0	30	5	25
57	0	1	0	1	0	0	29	4	25
58	4	6	2	6	2	0	27	0	27
59	2	4	2	2	0	2	25	0	25
60	7	14	7	13	0	1	19	-6	24
61	0	1	0	1	0	0	17	-7	24
62	0	5	0	4	0	1	12	-11	23
63	0	2	0	1	0	1	10	-12	22
64	0	1	0	1	0	0	9	-13	22
65	3	0	3	1	0	-1	12	-11	23
66	0	1	0	1	0	0	11	-12	23
67	0	1	0	0	0	1	10	-12	22
68	3	0	3	0	0	0	13	-9	22
70	1	2	0	1	1	1	12	-10	22
71	1	1	0	1	1	0	12	-11	23
72									
73	37	43							
74									
75									
76									
77									
78									
79									
80									
81									
82									
83									
84									
85									
86									
87									
88									
89									
90									
91									
92									
93									
94									
95									
96									
97									
98									
99									
100									
TOTAL	243	230							

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 8 PM DATE 3-6-78 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS -11	ERROR
1	0	2	0	1	0	1	10	-12	22
2	0	1	0	1	0	0	9	-13	22
3	0	1	0	0	0	0	8	-13	21
4	0	1	0	0	0	0	7	-14	21
5	2	3	2	3	0	0	6	-15	21
6	3	1	1	1	2	0	8	-15	23
7	1	0	1	0	0	0	9	-14	23
8	1	0	1	0	0	0	10	-13	23
9	0	1	0	1	0	0	9	-14	23
10	0	1	0	1	0	0	8	-14	22
11	6	2	5	2	1	0	12	-11	23
12	3	1	3	3	0	2	14	-11	25
13	0	1	0	1	0	0	13	-12	25
14	4	4	2	4	2	0	13	-14	27
15	0	1	0	1	0	0	12	-14	26
16	0	1	0	1	0	0	11	-15	26
17	0	1	0	1	0	0	10	-16	26
18	0	3	0	3	0	0	7	-19	26
19	0	1	0	1	0	0	6	-20	26
20	0	1	0	1	0	0	5	-21	26
21	1	0	1	0	0	0	6	-20	26
22	1	1	0	2	1	0	6	-21	27
23	0	1	0	1	0	0	5	-22	27
24	0	1	0	1	0	0	4	-23	27
25	0	1	0	1	0	0	3	-24	27
26	7	4	7	4	0	0	7	-20	27
27	1	0	1	0	0	0	8	-19	27
28	0	1	0	1	0	0	7	-20	27
29	0	0	0	0	0	0	7	-19	26
30	0	1	0	1	0	0	6	-20	26
31	1	0	1	0	0	0	7	-19	26
32	2	0	1	0	1	0	10	-17	27
33	1	0	2	0	0	0	11	-16	27
34	1	0	0	0	1	0	12	-16	28
35	1	0	1	0	0	0	13	-15	28
36	0	1	0	1	0	0	12	-16	28
37	3	2	3	2	0	0	13	-15	28
38	0	1	0	2	0	1	12	-17	29
39	1	0	1	0	0	0	13	-16	29
40	3	3	2	3	1	0	13	-17	30
41	0	2	1	3	0	1	11	-19	30
42	2	0	2	0	0	0	11	-17	28
43	3	4	3	3	0	1	11	-17	28
44	3	1	3	2	0	1	12	-16	28
45	0	1	0	2	0	1	11	-16	27
46	0	0	0	1	0	1	11	-11	22
47	2	1	1	1	1	0	12	-11	23
48	0	1	0	1	0	0	12	-12	24
49	1	0	1	1	0	1	12	-12	24

"C"

SHEET # 6 133

ROUTE 207 TEST RUN 8 PM DATE 03/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS	ERROR
50	0	1	0	1	0	0	17	-13	30
51	0	1	0	1	0	0	16	-14	30
52	0	1	0	1	0	0	15	-15	30
53	0	2	1	2	-1	0	13	-16	29
54	0	3	0	3	0	0	10	-19	29
55	2	0	2	0	0	0	12	-17	29
56	0	1	0	1	0	0	11	-18	29
57	0	1	0	1	0	0	10	-19	29
58	0	2	0	2	0	0	8	-21	29
59	3	0	3	0	0	0	11	-18	29
60	0	2	0	1	0	-1	9	-19	28
61	0	1	0	1	0	0	8	-20	28
62	0	1	0	1	0	0	7	-21	28
63	1	0	1	0	0	0	8	-20	28
64	0	1	0	1	0	0	7	-21	28
65	2	1	2	1	0	0	8	-20	28
66	1	0	1	0	0	0	9	-19	28
67	0	2	0	2	0	0	7	-21	28
68	1	0	1	0	0	0	8	-20	28
70	2	1	2	1	0	0	9	-19	28
71	0	1	0	1	0	0	8	-20	28
72	5	0	4	0	1	0	13	-16	29
73	1	1	1	1	0	0	13	-16	29
74	0	1	0	0	0	1	12	-16	28
75	2	3	2	3	0	0	11	-12	29
76	10	0	9	0	1	0	22	5	30
77	1	0	1	0	0	0	23	-2	30
78	1	1	1	1	0	0	23	-2	30
79	1	0	1	0	0	0	24	-1	30
80	1	0	1	0	0	0	25	0	30
81	0	2	0	2	0	0	23	-3	30
82	0	2	0	2	0	0	21	-4	30
83	0	1	0	1	0	0	20	-5	30
84	0	3	0	4	0	-1	18	-9	31
85	0	1	0	1	0	0	17	-10	31
86	0	1	0	1	0	0	16	-11	31
87	0	1	0	1	0	0	15	-12	31
88	0	1	0	1	0	0	14	-13	31
89	0	1	0	1	0	0	13	-14	31
90	1	0	1	0	0	0	14	-13	31
91	0	4	1	4	-1	0	13	-16	30
92	0	3	0	2	0	1	11	-18	29
93	0	1	0	1	0	0	10	-19	29
94	1	0	1	0	0	0	11	-18	29
95	10	10	9	12	1	-2	11	-21	32
96	0	0	0	1	0	-1	10	-22	32
97	0	2	1	2	-1	0	9	-23	31
98	1	0	1	0	0	0	9	-22	31
99	2	0	2	0	0	0	11	-20	31
100							11	-20	31
101	1	1	0	2	1	-1	10	-22	32
TOTAL									

43 4

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 8 PM DATE 03/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS-21	ERROR
1	0	1	1	2	-1	-1	9	-23	32
2	1	0	1	0	0	0	10	-22	32
3	1	0	1	0	0	0	11	-21	32
4	3	0	2	0	1	0	14	-19	33
5	0	1	0	1	0	0	13	-20	33
6	1	0	0	0	1	0	14	-20	34
7	0	1	0	1	0	0	13	-21	34
8	3	1	2	2	1	-1	15	-21	36
9	2	1	1	2	1	-1	16	-22	38
10	2	1	2	0	0	1	17	-20	37
11	6	3	3	2	3	1	18	-19	37
12	5	3	5	3	0	0	17	-22	39
13	1	0	0	0	1	0	18	-22	40
14	4	1	2	1	2	0	21	-21	42
15	1	0	1	0	0	0	22	-20	42
16	1	1	1	1	0	0	22	-20	42
17	0	1	0	1	0	0	21	-21	42
18	1	2	0	2	1	0	20	-22	42
19	0	6	0	3	0	3	14	-27	41
20	2	1	1	1	1	0	15	-27	42
21	0	2	0	2	0	0	13	-29	42
22	0	2	0	2	0	0	11	-31	42
23	0	1	0	1	0	0	10	-31	41
24	0	1	0	1	0	0	9	-32	41
25	0	1	0	1	0	0	8	-33	41
26	0	1	0	1	0	0	7	-34	41
27	0	1	0	1	0	0	6	-35	41
28	1	0	1	0	0	0	7	-34	41
29	4	4	4	2	0	2	7	-32	39
30	3	0	3	0	0	0	10	-29	39
31	0	1	0	1	0	0	9	-30	39
32	0	1	0	1	0	0	8	-31	39
33	5	0	4	0	1	0	14	-25	39
34	2	0	2	0	0	0	16	-24	40
35	1	2	4	2	-1	0	17	-22	39
36	1	3	3	3	-2	0	15	-24	39
37	6	0	5	1	1	-1	21	-20	41
38	1	1	2	1	-1	0	21	-20	41
39	3	3	3	3	0	0	21	-21	42
40	1	1	1	1	0	0	21	-21	42
41	1	0	1	0	0	0	22	-20	42
42	3	0	3	0	0	0	24	-18	42
43	3	0	3	0	0	0	25	-17	42
44	3	0	3	0	0	0	27	-15	42
45	1	0	1	0	0	0	28	-15	43
46	0	1	0	1	0	0	27	-16	43
47	0	1	0	1	0	0	26	-15	41
48	0	2	0	2	0	0	24	-15	41
49	0	1	0	1	0	0	25	-16	41
					6	1 -4			

"C" SHEET-2 PAGE 8

ROUTE 207 TEST RUN PM DATE 03/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT ON	ACTUAL COUNT OFF	PCS COUNT ON	PCS COUNT OFF	ERROR COUNT (ACTUAL-PCS) ON	ERROR COUNT (ACTUAL-PCS) OFF	ON BOARD COUNT ACTUAL	ON BOARD COUNT PCS -16	ON BOARD COUNT ERROR
50	1	0	1	0	0	0	26	-15	41
51	0	1	0	2	0	-1	25	-17	42
52	1	2	0	2	1	0	24	-19	43
53	0	1	0	1	0	0	23	-20	43
54	1	0	0	0	1	0	24	-20	44
55	0	1	0	0	0	1	23	-20	43
56	0	1	0	1	0	0	22	-21	43
57	0	3	0	3	0	0	19	-24	43
58	0	1	0	1	0	0	18	-25	43
59	0	1	0	1	0	0	17	-26	43
60	0	1	0	1	0	0	16	-27	43
61	0	1	0	1	0	0	15	-28	43
62	0	3	0	3	0	0	12	-31	43
63	4	4	3	4	1	0	13	-32	44
64	1	0	1	0	0	0	13	-31	44
65	15	12	11	12	4	0	16	-32	48
66	0	1	0	1	0	0	15	-33	48
67	0	1	0	2	0	-1	14	-35	49
68	1	0	1	0	0	0	15	-34	49
70	1	0	1	0	0	0	16	-34	50
71	4	0	4	0	0	0	20	-30	50
72	2	1	2	1	0	0	21	-29	50
73	0	1	0	1	0	0	20	-30	50
74	1	0	0	0	1	0	21	-30	51
75	1	2	1	2	0	0	20	-31	51
76	1	1	1	1	0	0	20	-32	52
77	0	2	0	2	0	0	18	-34	52
78	0	0	0	0	0	0	22	-30	52
79	0	0	0	0	0	0	18	-34	52
80	0	1	0	1	0	0	17	-35	52
81	0	1	0	1	0	0	16	-36	52
82	1	0	0	0	1	0	17	-36	53
83	0	1	0	0	0	1	16	-36	52
84	1	2	1	2	0	0	15	-37	52
85	0	1	0	1	0	0	14	-38	52
86	2	4	1	4	1	0	17	-36	53
87	1	2	2	3	-1	-1	21	-32	53
88	1	1	1	2	0	-1	29	-26	54
89	1	3	3	4	-2	-1	26	-28	54
90	0	2	0	2	0	0	24	-29	53
91	0	1	0	1	0	0	23	-30	53
92	0	1	0	1	0	0	22	-31	53
93	0	1	0	0	0	1	21	-31	52
94	0	2	0	1	0	1	19	-32	51
95	0	1	0	1	0	0	18	-33	51
96	0	5	0	5	0	0	13	-38	51
97	0	2	0	1	0	1	11	-39	50
98	0	1	0	1	0	0	10	-40	50
99	0	1	0	2	0	-1	9	-42	51
100	0	1	0	1	0	0	10	-41	51
TOTAL	0	1	0	1	0	0	9	-42	51

FIELD DATA ANALYSIS: PCS "C"

ROUTE 207 TEST RUN 8PM DATE 02/06/8 START TIME 11:05 END TIME 6:45

BUS STOP	ACTUAL COUNT		PCS COUNT		ERROR COUNT (ACTUAL-PCS)		ON BOARD COUNT		
	ON	OFF	ON	OFF	ON	OFF	ACTUAL	PCS -42	ERROR
1	0	1	0	1	0	0	9	-43	51
2	0	1	0	1	0	0	7	-44	51
3	0	1	0	1	0	0	6	-45	51
4	0	1	0	1	0	0	5	-46	51
5	0	1	0	1	0	0	4	-47	51
6	2	2	1	3	1	0	3	-48	50
7	2	0	1	1	1	-1	4	-48	52
8	2	2	0	2	0	0	2	-50	52
9	4	0	3	3	1	-3	5	-47	52
10	3	1	3	3	0	-2	6	-46	52
11	2	1	3	0	-1	1	7	-43	50
12	3	2	2	2	1	0	8	-43	51
13	1	0	1	0	0	0	9	-42	51
14	0	1	0	1	0	0	9	-43	51
15	0	1	0	1	0	0	7	-44	51
16	0	3	0	3	0	0	4	-47	51
17	0	1	0	1	0	0	3	-48	51
18	0	1	0	1	0	0	2	-49	51
19	0	1	0	1	0	0	1	-50	51
20	2	0	0	0	2	0	3	-49	52
21	1	0	0	0	1	0	4	-49	53
22	1	0	0	0	1	0	5	-46	53
23	0	0	0	0	0	0	4	-49	53
24	0	0	0	0	0	0	5	-49	54
25	0	0	0	0	0	0	4	-50	54
26	0	0	0	0	0	0	3	-51	54
27	0	3	0	3	0	0	0	-54	-54
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