

# Automatic Dewiring and Recontacting



## Features

- Fully automatic dewiring and connection to the overhead wire at stops and during travel without driver interaction
- Conventional trolley pole and wire
- Flexibility / cost reduction (trolley buses)
- Just-in-time conductive recharging (battery buses)
- Partial catenary (e.g. only at bus stops and steep inclines)
- Innovative control system (patent pending)
  - Stereo-optical pattern recognition
  - Target tracking
  - Energy management

## Benefits

- Enhanced flexibility
  - Temporary obstacle
  - Deviation
- Expanded area of operation
- Improved aesthetic appeal
- Unlimited operation times
- Proven and tested components from several manufacturers
- Cost reduction
  - No wire switches ("frogs") / crossings / slip funnels
  - Commonly used wires across lanes
  - Reduced wear & tear
  - Reduced overhead wire network
  - Smaller battery capacity
  - Low transfer costs of bus stops
- Enhanced comfort and safety
- "Electrification" of entire route sections, e.g.
  - Inclines
  - Starting the bus under wire
- Energy recuperation: 100 % usable
- No electric smog caused by inductive power transmission
- Substantial efficiency improvement in comparison to conventional inductive or conductive recharge
- Very high current level / transmission performance
- Low precision-positioning of the bus at the bus stop needed
- No problem with kneeling / vehicle roll
- No underground electronic components
- Reuse of power supply for trams (and trolley buses)
- Several bus stops (incl. crossing lines) and route sections served by a single conventional substation
- No maintenance-intensive pick-up necessary
- Less residence time at bus stop necessary
- Excellent ratio of charge time to residence time
- Longer contact time
- Shorter residence time

## Smooth Transition

TROLLEY BUS ↔ BATTERY-POWERED BUS

Bridging problematic situations:  
*Junctions, crossings, historic sites ...*

Just-in-time recharging of batteries:  
*Bus stops, terminus, steep inclines ...*



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