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OMSI 2 Add-on

Citybus 0 305 G

Manual





Installation: Aerosoft

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OMSI 2 - Add-on Citybus 0305 G

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Manual

Add-On for OMSI 2



Content

Introduction	5
System requirements	5
Installation	6
The model.....	6
The usage	6
The display	7
The door control.....	8
Version manual door 1, automatic doors 2 and 3.....	8
Overview of the most important controls.....	8
The passenger compartment.....	9
Version manual doors 1 and 2, automatic door 3.....	10
Creating your own repaints.....	11
Credits.....	12
Copyright.....	12

Introduction

The "Citybus 0305G" allows you to take a journey through time. The "Citybus 0305G" as a pure vehicle add-on aims to build a virtual monument for the articulated pusher busses of the first generation and sends you right back in the early 1980s.

The add-on "Citybus 0305G" contains two variants of the articulated pusher bus for OMSI 2. The eye catchers are the different fronts of the busses. One related to the "VÖV-Front" and the other to the "StülB-Front". On top of that each version comes in different colour and door variations.

The busses can be used on the OMSI 2 standard maps "Berlin-Spandau" and "Grundorf".

Hint: We recommend using this articulated pusher bus in combination with the OMSI add-on „Citybus 0305“ since it also contains hof-files and suitable varnishes for those.

System requirements

- OMSI 2 – The Omnibus Simulator min. 2.2.032
- Operating system: Windows ® Vista / 7 / 8 / 10
- Processor: min. 2.8 Ghz
- 3D graphics card: min. 1024 MB VRAM, DirectX® 9.0c or higher
- 4 GB RAM
- 600 MB free disk space

Please note that the main game "OMSI 2 – The Omnibus Simulator" is mandatory for the add-on to work and has to be installed before.

Hint: If the OMSI-Addon "Citybus 0305" is already installed the articulated pusher busses can also be used on that map.

In order to activate the game online you need internet access!



Installation

After the installation the OMSI2 vehicle selection menu contains the following two new items under "MB":

O305G – O305G with VÖV front

– O305G with StÜB front

MB O305G (autom. M door) – O305G with VÖV front and automated doors

O305G (StÜeLB and autom. M door) – O305G with STÜB front and automated doors

The vehicle numbers are prescribed. The license plate can be adjusted freely in the menu. If there is no input a standard license plate is used. Furthermore, the package provides a selection of different colour-schemes.

The model

The basis for the model was a O305G from the early 1980s.

The busses are equipped with the Hof-files "Grundorf", "Berlin Spandau" and "Neuendorf".

Important! If you want to drive the bus in "Neuendorf" and deploy it at the depot you should choose "depot 2". The bus is pretty long and there might be a problem. ;)

The usage

The usage of a bus in OMSI 2 is assumed to be known; therefore, the following instruction will only deal with special features and deviations from the normal busses.

The display

The busses are equipped with a rolling band that has to be handled manually.

F5 + Page Up = 100er rolling band bus number display upwards

F5 + Page Down = 100er rolling band bus number display downwards

F6 + Page Up = 10er rolling band bus number display upwards

F6 + Page Down = 10er rolling band bus number display downwards

F7 + Page Up = 1er rolling band bus number display upwards

F7 + Page Down = 1er rolling band bus number display downwards

F8 + Page Up = rolling band destination display upwards

F8 + Page Down = rolling band destination display downwards

If there are any plug-in markers intended to be on the map like on "Spandau" or "Neuendorf" the bar of the marker can be switched by clicking it's bar.





The door control

Version manual door 1, automatic doors 2 and 3

In the selection menu you can choose between two versions of the door control. If you decide to pick the busses MB O305G (autom. M door) und MB O305G (StUeLB and autom. M door), the following applies: The front door 1 is operated by the driver and is accessible without any restrictions. At the "Citybus 0305G" the passengers can enter the bus through all doors. The doors 2 and 3 are fully automatic and will be enabled or blocked by the driver.

Overview of the most important controls



1. To start the electronic the ignition key has to be put in and then the circuit breaker next to it has to be pushed.
2. Here (2), several signal lamps are installed that display the opening state of the doors, the status of the frequent-stop break, the start-up interlock and the pram button.
3. With this button the second wing of the front door can be turned off.
4. Opens and closes the front door.
5. Turns the frequent-stop break on /off.
6. Enables the doors 2 and 3 when the frequent-stop break is active.
7. Is activated if the pram button in- or outside of door 2 is pressed and will be displayed by the corresponding lamp on the dashboard. The

button shuts down the automatic door closing mechanism of door 2.

8. Enables the additional heater ONLY if the notched wheel at the climatic cabinet is opened.
9. The three toggle switches regulate the air conditioning in the bus. The left one sets the air condition in the climatic cabinet on 1 to 2. The middle toggle enables a the third level of air condition in the climatic cabinet. The right toggle activates the air mover in the passenger compartment that be set on two stages.
10. The engine can be turned off by pushing the pedal on the right of the accelerator.

The passenger compartment



Inside and outside of the passenger compartment there are buttons to open door 2 and 3. The passenger can get in and off the bus at every door.

The transparent boxes at the doors have a double function. Announcing a stop request and opening the doors as soon as the bus stopped.



Notes about key assignment

If you drive with your keyboard, the following assignment is used for the doors by default:

"/" – front door

"*" – door releases door 2 and door 3

"-" – frequent-stop break

Version manual doors 1 and 2, automatic door 3

If you have chosen the busses MB O305G and O305G (StuelB), your bus has a different door control. In this case, you operate doors 1 and 2 manually. Door 3 is fully automatic and can be released or blocked by the driver. With this version, the "passenger flow" is important. One can only enter at the front door und leave at the central and rear door.

An overview of the controls deviating from the previous model:



1. Key 1 opens and closes the front door.
2. Key 2 opens and closes the central door.
3. Key 3 releases the rear automatic door or blocks it with a second press.
4. Key 4 turns the frequent-stop break on or off.
5. You should pay attention to the signal lamps if you confuse the keys. Besides the door setting controls you can also read off of them whether frequent-stop breaks or door releases are still active. Also the

start-up interlock is shown here when active. This turns on for example when you have opened the central door manually.

Should the bus refuse to get off the place, you should cast an eye on these controls here.

This bus only has door opening buttons in the passenger compartment on door 3 and only on the inside, as nobody is supposed to enter from the outside due to passenger flow.

Notes about key assignment

If you drive with your keyboard, the following assignment is used for the doors by default:

"/" – front door

"*" – central door

"-" – frequent door break (No key was left on the number block for the door release, therefore the door release is active by default. That means that door 3 is automatically released when you activate the frequent-stop break. If you don't want that, you can turn off the "door release" on the dashboard with key 3.)

Creating your own repaints

Experienced users can create their own colour customizations with the OMSI Repaint Tool. You can find the templates and schemes needed for that under "OMSI 2\ehicles\MB_O305G\Templates"

Credits

At this point I want to express my gratitude to my tireless beta testers:

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Rolf Westphalen

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