Flexibility is perhaps the word that best describes this very entry. It consists of a “main bus” to which could be attached one, two or more “trailing buses”.

It is possible to attach as many “trailing buses” as required to the “main bus” in order to stand the volume of passengers during peak hours. Besides, the “main bus” could be operated as a drive-alone unit during off-peak hours.

Power train is integrated in a detachable unit, mounted in the rear end of the “main bus” making possible to improve power train servicing, and allowing to use the combination of power source(s) that best fits the needs of any community. In addition, it is possible to upscale the fleet of buses or converting it to a rail system without a major investment.

The overall design of the bus has a contemporary, yet conservative appearance, thus encouraging people to use the service. The obvious aggressiveness of the bus -originated by its massive proportions- is reduced by the means of the neutral facial expression of front end.

Every “trailing bus” has an auxiliary power train, so it would not be necessary to install an excessively large power train in the “main bus”, thus helping to keep operation costs low.

Special attention has been paid to driver’s ergonomics, giving to him the freedom to drive in different positions, thus avoiding fatigue, and contributing to improve safety. Drive-by-wire controls are concentrated in two levers. The driver controls throttle and brake with his left hand, and the steering with the right one. The rest of the controls such as wipers and lights are automatically activated.

The traditional instrument cluster could be substituted for a screen that shows only the necessary information.

The obstacles surrounding the bus could be located by the means of digital cameras and the information provided by both built-in sensors and by sensors placed in traffic signals. The combination of the information would serve to obtain a 3-D simulation visible through a screen. The system would also be capable of warning the driver of potentially hazardous situations with audible signals.

A “people delivery” door-to-door personal transportation service is suggested. A capsule with capacity for up to two passengers could be attached to a special “trailing bus” to cover the largest segment of the travel, while a deliver/collecting vehicle covers the rest of the distance. This system would allow to transport individuals with comfort and ease, i.e. severe impaired persons, or those persons who prefer traveling alone.

6-Digit Identification: ------