



AEROSOFT®

OMSI 2 Add-on

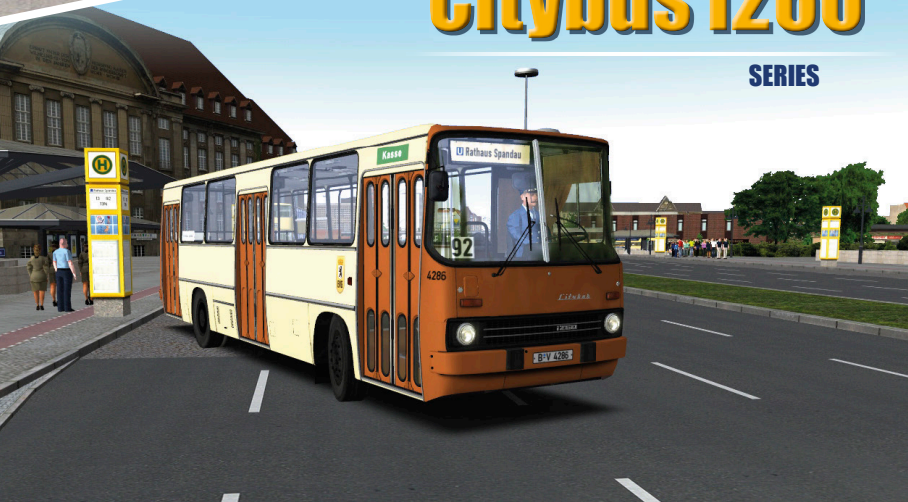
Citybus i280

SERIES



Citybus i260

SERIES



Developed by: BusTrainz
Manual: BusTrainz, Aerosoft



OMSI 2 Add-on Citybus i280 | i260 Series

Manual

Copyright: © 2019 / **Aerosoft GmbH**
Airport Paderborn/Lippstadt
D-33142 Büren, Germany
Tel: +49 (0) 29 55 7603-10
Fax: +49 (0) 29 55 7603-33
E-Mail: info@aerosoft.de
Internet: www.aerosoft.com



All trademarks and brand names are trademarks or registered trademarks of their respective owners. All rights reserved.

Add-on for

OMSI 2 - The Omnibus Simulator



Content

General information.....	6
Addons description.....	6
Citybus i280.....	6
Citybus i260.....	7
Historical information about real prototypes	9
Composition of addons	9
Citybus i280.....	10
Citybus i260.....	10
Differences of some models.....	11
Controls and keys	14
Driver's seat and control panel (cockpit).....	14
Options for the control buttons	17
Example: 280.02 1984	17
Example: 280.02 1987	19
Sirokko Typ 268 and Sirokko Typ 262 Heating Systems.....	22
Passenger interior	24
External elements	26
Starting the bus engine	26
Shutting down the bus engine.....	27
Bus door control.....	28
Partitions between driver and passenger, payment systems ..	30
Ticket printing device (German performance)	31
Roll tickets (Soviet or export performance).....	31
Minor additions for fine tuning.....	32
Keyboard control	34
Create your own modifications.....	36
Informer	36
Audio files for the radio tape recorder	36
Repaints	37
SetVar-System.....	37
SDK and RepaintTool files	38
State license plate systems.....	38

Credits	39
Bustrainz team - add-on developers	39
Copyrights.....	39



General information

Addons description

Citybus i280

Citybus i280 - City bus of especially large capacity. This is a high-floor bus with 4 doors, an engine in the center and a drive to the middle axle. The trailer has a rear steering axle for better steering control.

This series of buses started produced in 1973 in Hungary. Thanks to a modular system at the core of the bus design, it became possible to build buses of various lengths for various needs. More than 50 modifications, including urban, suburban and even trolley buses was released.

The addon includes several modifications that were produced from 1984 to 1996 for different countries. Buses have a manual transmission and a 6-cylinder engine. Modifications are presented:

Citybus i280.02 - buses of this model are built under the requirements of Germany. Among the side windows, a small number have window vents (2 pcs.).

Citybus i280.33 - buses of this model are built under the requirements of the Soviet state. The buses are equipped with old-style seats and various types of partitions between the driver and passengers, depending on the model year. Vents are available in all side windows.

Citybus i280.33 Kurgan edition are i280.33 buses built in Russia from Hungarian vehicle sets. Their differences from the base model are in the installed new planetary doors.

Citybus i280.48, Citybus i280.64 are buses for the Soviet state. They received new planetary doors, new model seats and fluorescent interior lighting. The differences are in the form of the doors and the bus dashboard, depending on the model years.

Features:

- Addon with one of the largest numbers of repaints and modifications
- Various types of doors and partitions between the
- Driver and the passenger compartment
- A large number of parts inside for tuning the exterior and interior of the bus
- Extensive adjustment options for repainting thanks to the Setvar system.
- Possibility of installation of onboard and state numbers
- Highly detailed engine and chassis
- Excellent model optimization indicators for its use in traffic

Citybus i260

Citybus i260 - City bus of large capacity. This is a high-floor bus with 3 doors, engine in the center and rear wheel drive.

This series of buses started produced in 1973 in Hungary. Thanks to a modular system at the core of the bus design, it became possible to build buses of various lengths for various needs. More than 50 modifications, including urban, suburban and even trolley buses was released.

The addon includes several modifications that were produced from 1984 to 1996 for different countries. Buses have a manual transmission and a 6-cylinder engine. Modifications are presented:

Citybus i260.02 - buses of this model are built under the requirements of Germany. There is a small number of vents (1 or 2 pcs.) In the side windows in different places.

Citybus i260.02 overhaul - i260.02 buses that have been over-hauled in Hungary. Later most of them remained in Hungary, but some of them were sold to Russia. They are distinguished from the usual version by the partition between the driver and passengers and the

new planetary doors installed as a result of the overhaul.

Citybus i260.37 - buses of this model are built under the requirements of the Soviet state. The buses are equipped with old-style seats and a partition between the driver and passengers. Vents are available in all side windows.

Citybus i260.50 is a modernized bus for the Soviet state. They received new seats and a new partition between the driver and passengers with the possibility of the driver entering from the street.

Citybus i260.50 Kurgan edition are i260.50 buses built in Russia from Hungarian vehicle sets. Their differences from the base model are in the installed new planetary doors.

Features:

- add-on with one of the largest numbers of repaints and modifications
- various types of doors and partitions between the
- driver and the passenger compartment
- a large number of parts inside for tuning the exterior and interior of the bus
- Extensive adjustment options for repainting thanks to the Setvar system.
- possibility of installation of onboard and state numbers
- highly detailed engine and chassis
- excellent model optimization indicators for its use in traffic



Historical information about real prototypes

Prototypes of city buses i260 (single) and i280 (articulated) were released in 1970. Serial production of new models began in late 1971 and 1973, respectively. The machines immediately replaced the previous models, i556 and i180, which conquered the markets of most of the East European member countries in the late 60s. But i260 and i280 buses won the most popularity in the markets of Eastern Europe, which was facilitated by a successful modular design, which enabled them to organize efficient production, reliable running gear, low cost of buses and a warranty service program. More than 60 thousand i280 exemplars produced in 30 years of mass production made this model the most massive articulated bus in the world. i260 was no less popular.

Specifications of i280.02 (i260.02)

Dimensions: 16,500 (11,000) mm x 2,500 mm x 3,200 mm;

Engine: Raba-MAN D2156H, 10.349 l, 192 kW at 2200 RPM

Gearbox: Czepel (licensed ZF S6-90U)

Number of seats: 35 (22)

Number of standing places: 107 (80)

Composition of addons

This part regulates the composition of addons at the time of the release of the manual. It may change depending on the release date of the manual. In this embodiment, presents the composition for March 2019.

Buses are stored in the following directories: " OMSI 2 \ Vehicles \ Bustrainz_Citybus_i2** " or " Bustrainz_Regiobus ".



Citybus i280

Released: 05/11/2017.

Basic version: 280.02 1984-1987.

The name in the game: "Citybus-i280. ## _ ** _!", Where "##" are two modification numbers (for example, 02), "***" are the last two digits of the year, "_!" »- early / late variation (may be absent).

As of 03.2019 included:

- 280.02 '84 (2 версии), '85, '86, '87.
- 280.33 '84 (2 версии), '86, '87, '88, '90, '91, '92, '93, '94 Kurgan edition, '94-95, '96
- 280.48 '87, '88
- 280.64 '88, '90

Citybus i260

Released: planned.

Basic version: 260.02 1984-1987, 260.50 1984-1990.

The name in the game: "Citybus-i260. ## _ ** _!", Where "##" are two modification numbers (for example, 02), "***" are the last two digits of the year, "_!" »- early / late variation (may be absent).

As of 03.2019 included:

- 260.02 '84 (2 версии), '86, '87, '88, overhaul.
- 260.37 '84 (2 версии), '86, '87, '88, '90,
- 260.50 '88, '90, '91, '92, '93, '94, '94 Kurgan edition, '95, '96.

Differences of some models

Differences of 260.02 / 280.02:

In 1984 – simplified safety seats, on some batches there was no driver's forced ventilation, diskless wheels, a decorative molding on the bonnet, no cab partition by the driver (except for the part directly behind him).

In 1985 – installed disc wheels, as well as improved seats.

In 1986 – the bonnet molding stopped installing.

In 1987 – the side moldings were changed (subwindow, wheel and back), the alarm button was taken out separately from the key block and received a backlight, the keys were reconfigured, the right-hand mirror was enlarged, and the handrails were slightly modified

Differences of 260.37:

In 1984 – simplified safety seats, on some batches there is no driver's forced ventilation, diskless wheels, a decorative molding on the bonnet, a narrow partition of the driver's place.

In 1986 – the bonnet molding stopped installing.

In 1987 – the alarm button was taken out separately from the key block and received a backlight, the keys were slightly rearranged, the right mirror was enlarged, and the side reflectors were installed.

In 1988 – the side moldings were changed (subwindow, cross-wheels and rear), an improved drive axle was used, the keys on the right panel were rearranged, and the handrails were slightly modified.

In 1990 – the side moldings were changed again (under-window, cross-wheel and rear) - they returned to the old version.

Differences of 260.02 Overhaul (Hungary):

The main difference is the use of planetary doors and plates in the Hungarian language, the interior partition is installed.

Differences of 260.50:

In 1988 – improved safety seat, no-disc wheels, a wide partition of



the driver's place, side reflectors, moldings of the old type.

In 1990 – improved window vents and drive axle on 8 clamps began to be installed.

In 1992 – the window vents and frames were changed again, some buses had the emblem of a new design, and a two-way driver fan was installed.

In 1993 – the side drainage moldings were changed, the left mirror was enlarged, the wipers were enlarged, the door fittings began to be painted black.

In 1994 – the location of the parking brake crane and the left side panel were changed; the number of side reflectors was increased; the Kurgan assembly buses used planetary doors.

In 1995 – a new driver's seat and side air intake, as well as new side mirror brackets, were used on some buses.

In 1996 – the key and lamp combination on the right panel were slightly modified.

Differences 280.33:

In 1984 – simplified safety seats, on some batches there was no driver's forced ventilation, diskless wheels, a decorative molding on the bonnet, a narrow partition of the driver's place.

In 1986 – the bonnet molding stopped installing.

In 1987 – the side moldings were changed (subwindow, wheel and back), the alarm button was taken out separately from the key block and received a backlight, the keys were reconfigured, the right-hand mirror was enlarged, and the handrails were slightly modified.

In 1988 – an improved driving axle was applied, the keys on the right panel were rearranged, a wide partition of the driver's place appeared.

In 1990 – improved window vents and drive axle on 8 clamps began to be installed.

In 1991 – the buses had a new logo.

In 1992 – the window vents and frames were changed again, and a two-way driver fan was installed.

In 1993 – the side drainage moldings were changed, the left mirror was enlarged, the wipers were enlarged, the door fittings began to be painted black.

In 1994 – the layout of the parking torus mosaic and the left side panel was changed; the number of side reflectors was increased; the Kurgan assembly buses had planetary doors.

In 1995 – some buses used new side mirrors brackets.

In 1996 – the combination of keys and lamps on the right panel was slightly modified; a new driver's seat and side air intake were used.

Differences 280.48:

In 1987 – improved safety seats, new type moldings, planetary doors and old type railings were used (version 1). Later, the planetary doors and handrails were replaced with new ones (version 2).

In 1988 – an improved drive axle was used.

Differences 280.64:

In 1988 – improved safety seats, new type moldings, handrails and planetary doors were used, handrails, round buttons for exit signaling were installed above the doors, a tachometer and an oil filter blockage warning lamp were installed on the instrument panel.

In 1990 – an improved drive axle was applied, improved vented windows, a new emblem was put on the part of buses since 1991.



Controls and keys

Driver's seat and control panel (cockpit)

The bus driver's place consists of a driver's seat, a three-piece dash-board (cockpit), a steering wheel, a gear shift lever, pedals, and a left side panel.

The left side of the instrument panel has auxiliary buttons for controlling ventilation, light, windshield wipers and other small functions of the bus. Depending on the modification, there may be a tachometer. There is a red round start button located. There is a key switch for controlling the headlights and many other functions. In some versions, it is possible to transfer some buttons to the central or right panel.

The central part of the panel has 4 main devices. First left one is combined: 5 in 1, information about the state of liquids and systems, brake-lamp. Two medium ones show pumping air in cylinders. It is important to understand that as long as the air does not inflate - the bus will be difficult to budge. To operate the compressor for pumping air into the system, you need to have a working engine. When you turn off the bus, the air eventually goes out and the pressure drops to 0. Right indicator - Speedometer (current speed, accurate readings with the 20 km / h) with an odometer (kilometers traveled).

Often in the center of this panel there is a mass button. In some modifications, it is placed on the left panel.

On the right side of the panel there are buttons that control automatic doors, as well as other functions, which can also be located on the left panel in another version.

The steering wheel can be hidden by clicking on the steering column. On the column there is a turn signal lever, which also performs the function of high beam switch.

The shift lever responds only to pressing the N, R, 1, 2, ..., 6 keys from the keyboard.

Pedals are controlled only by pressing keys 8, 2, Tab from the keyboard.

The left side panel bears on itself management of heating (Sirocco), the emergency brake, a glovebox. Inside the glove box there is any small things for tuning (caps on wheels, curtains, radio with disc, informer). Using the cassette in the glove compartment, you can control the informer by specifying the route number and terminus.

The cab, depending on the modification, differs in the location and purpose of some buttons and indicators. There are also differences in year of release.

Below is an example of cabs.

The cab, depending on the modification and version, does not have a tachometer (left side of the instrument panel). Among the automatic door control buttons, only the door closing buttons (red) have a backlight, which is activated only when the doors are open. Door opening buttons (green) have no backlight.

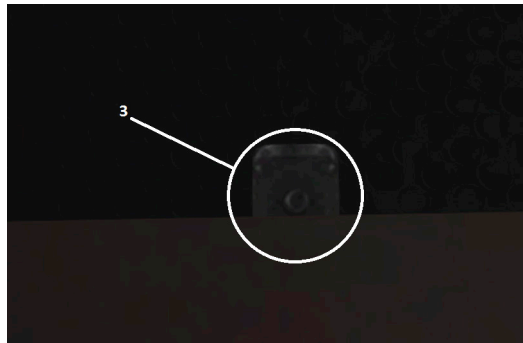
In the presence of the driver's partition of the new model, the first door is divided into two separate doors that can be operated separately.



The German cab has a tachometer on the dashboard. All control buttons for automatic doors are illuminated. When the doors are closed, the backlight of the door opening buttons (green) turns on. The backlight of the door closing buttons (red) is turned on after pressing the stop request buttons above the doors.



The following figure shows the engine brake button (located under the driver's seat) for braking on slopes, which all versions of the bus are equipped with (works only with air in the pneumatic system). The K key on the keyboard corresponds to this button. It also stops the engine.



Options for the control buttons

This part of the manual presents a small fragment of the purpose of the basic buttons on the instrument panel. Due to the large number of modifications, only two versions have been considered, but they give a basic idea of how the controls are located in the cockpit.

Example: 280.02 1984



1. Left wiper key
2. Right wiper key
3. Mirror heating key
4. Fog light key
5. Two-stage (two speeds) switch of the Thermal fans of the interior
6. Two-stage (two speeds) switch of Thermal fans for blowing the windshield (or interior heater)



Note. The heating valve must be open and the circulation pump must be switched on for the operation of the bus heating system!

7. Alarm key
8. The parking light key (only left bottom marker lights work)
9. Driver's place lighting key
- 10 - 12. Interior lighting keys
13. 12V key (activated when the car radio is installed)
14. Driver forced ventilation button (if available, the hatch above the driver must be opened)
15. Engine start button
16. Key-switch headlights control
17. „The mass“ key
18. Emergency switch
19. Parking Brake Warning Lamp
20. Washer fluid button
21. Call switch (also closes all doors)
22. Air filter lamp (in re-export versions - the driver's door sash opening button)
- 23 - 26. Buttons of opening/closing doors of the bus

Example: 280.02 1987



1. Left wiper key
2. Right wiper key
3. Mirror heating key
4. Fog light key
5. Two-stage (two speeds) switch of the Thermal fans of the interior
6. Two-stage (two speeds) switch of Thermal fans for blowing the windshield (or driver's place heater)

Note. The heating valve must be open and the circulation pump must be switched on for the operation of the bus heating system!

7. Alarm key

- 8. Driver forced ventilation button (the hatch above the driver must be open)
- 9. The parking light key (only left bottom marker lights work)
- 10. Driver's place lighting key
- 11 - 13. Interior lighting keys
- 14. 12V key (activated when the car radio is installed)
- 15. Not involved
- 16. Engine start button
- 17. Key-switch headlights control
- 18. „The mass“ key
- 19. Emergency switch
- 20. Parking Brake Warning Lamp
- 21. Washer fluid button
- 22. Call switch (also closes all doors)
- 23. Air filter lamp (in re-export versions - the driver's door sash opening button)
- 24 - 27. Buttons for opening / closing doors of a bus.



On some buses (depending on the year and configuration), additional keys and lamps are used:



additional head-light key (in the presence of a false radiator grille with 4 headlights)



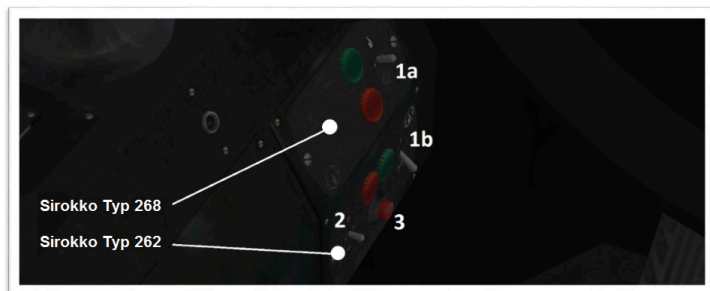
driver's bilateral fan key



- 1. Glow Plug Work Indicator (when it goes out, you can start the engine)
- 2. Power key of rear fog lights
- 3. Diesel engine stop key
- 4. Oil filter block-age warning lamp



Sirokko Typ 268 and Sirokko Typ 262 Heating Systems



Sirokko Typ 268 - autonomous liquid heater. It is necessary to accelerate the start of the engine in winter, is located in the tractor under the driver seat, the driver has only one toggle switch (1a):

- upper position – switching on the heater and the circulation pump;
- lower position – switching on only the circulation pump (the liquid will be heated only by the engine);
- middle position – 0.

Indicators:

- green lamp – device operation (regardless of the mode - heating or circulation pump);
- red – shows the burning mode.

Sirokko Typ 262 – autonomous trailer air heater, located in the trailer on the left side behind the hatch with grilles – has two toggle switches (1b, 2) and one button (3):

Toggle switch (1b) – adjustment of the fan speed (according to the heating or ventilation efficiency).

Toggle switch (2) – control of heating and ventilation modes.

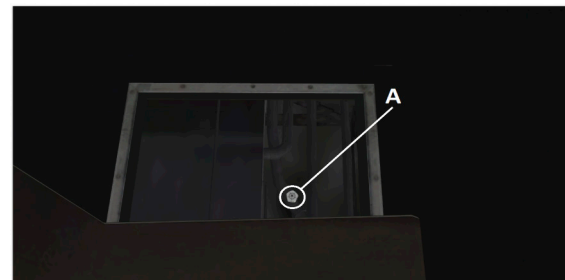
- upper position – operating mode “heating”;
- lower position – operating mode “ventilation”;
- middle position – 0.

Button in the middle (3) – glow plug button (Sirokko Typ 262). When the temperature in the passenger interior (exactly in the passenger interior) is less than -15°C, you must first press this button (in the settings it is equals to the I key), hold for a certain time (at least 30 s, the colder - the longer), then not releasing it, move the tumbler (2) to the upper position.

Indicators:

- green lamp – device operation;
- red – shows the ignition and acceleration mode, when exiting to the burning mode – goes out.

There is also a heating valve, which is located under the floor in the radiator compartment (the hatch closest to the driver).



It is necessary to open this valve in the following cases:

- when it is necessary to start the “Thermal” heaters for heating (both in the interior and in the driver’s place);
- when it is necessary to turn on the engine preheat with a Sirokko Typ 268 heater.



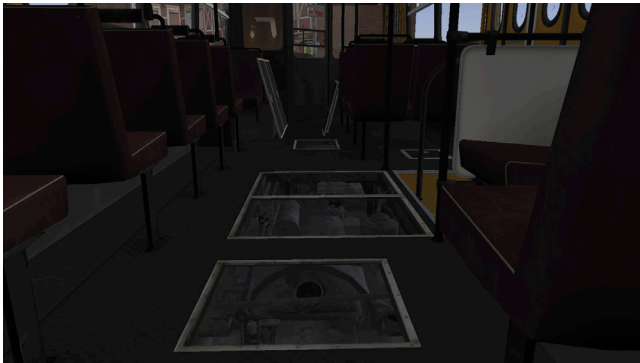
Passenger interior

Inside, you can control the window vents, hatches. It is possible to click on the buttons of the door mechanism (for more details, see the item Managing doors)

- General view of the passenger interior. Depending on the modification and year of manufacture, the seat type and their positions may vary.



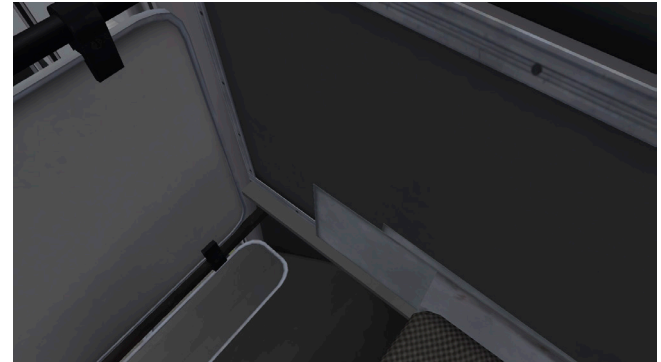
- Opening floor hatches. They remain standing sideways in the passenger interior.



- Opening the vents. Their number and type (appearance) depends on the modification and year of manufacture.



- Route signs lie above the wheel arches in the passenger interior. They are already installed on the AI-buses, but they must be manually installed on the player's bus. Multiple route signs are presented.





External elements

One of the controlled exterior elements is the front hatch. It can be opened, inside it there are three buttons to turn on the electrics and control the front door (more details in the next section).



Starting the bus engine

When you first start the bus, there is no air in the pneumatic system and the door drives do not work, so you can get into the inside only by opening the door manually. When the pneumatic system is full, the driver's door is controlled by buttons 1 and 3, which are located next to the throat of the cooling system expansion tank. Button 2 duplicates "the mass" button and is pressed together with buttons 1 or 3. Depending on the technical condition selected in the game menu, the bus engine will start in different ways. In excellent and good technical condition, it is enough to press and hold the engine start button, while in satisfactory and poor technical condition, with varying degrees of probability, you must press and hold the gas pedal at the same time as the engine start button (after turning off the automatic clutch in the game settings, this is mandatory). After successful start of the engine, it is necessary to wait for the pressure set in the

pneumatic system, which is optimal for releasing the bus. Only after that it is possible to start the movement.



Shutting down the bus engine

There are three options:

- Pedal button under the driver's seat.
- No pressing of the gas pedal (motion) when the gear is engaged (except neutral).
- Do not press the clutch during gear shifting (with automatic clutch disengaged).

Other options are possible: in case of an accident, breakdown, etc.

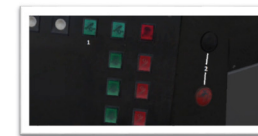
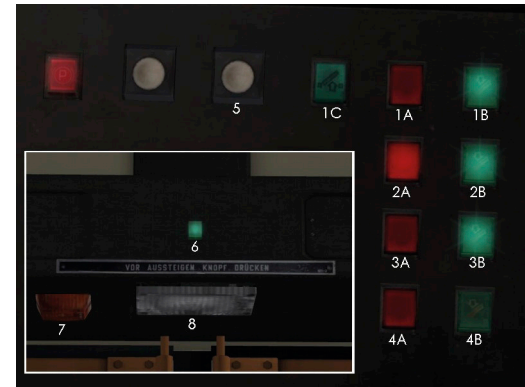


Bus door control

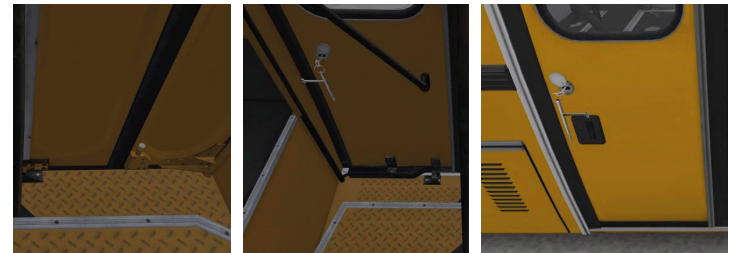
To control the doors, you must wait until the air enters the pneumatic system of the bus. You can speed up this process by pressing and holding the gas pedal. The normal pressure is 7.5 bar.



The bus has full control over all doors. In re-export versions the air filter lamp is replaced with a button for a separate opening of the door to the driver's place (1C). When the doors are closed, the green key backlight (1B, 2B, 3B, 4B) is turned on by default. When the red key (1A, 2A, 3A, 4A) is pressed, the backlight of the green key goes out and the doors open. The red key backlight is turned on when the stop request key is pressed (6). Opening the door, you turn off the red key backlight. Pressing the green key (1B, 2B, 3B, 4B) closes the door and turns its backlight on. Button 5 is the button for closing all opened doors. When it is pressed, if the door is open, the light 7 lights up and the bell rings. After 2 seconds, the doors close, and the lamp 7 and the bell are turned off. The backlight of the doorway 8 works only when the headlight is on.



In some re-export versions there may be additional buttons for opening / closing all doors of the bus (2).



Locking of the doors with latch bolts (in German versions) or locks with keys (in versions with planetary doors) is also available in buses.



Partitions between driver and passenger, payment systems



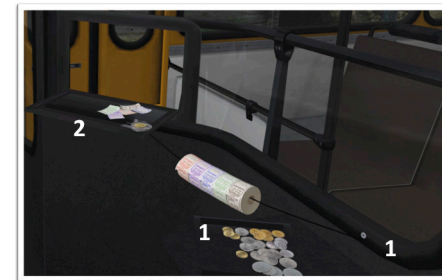
There is a difference between ordinary German and re-export versions (or Soviet state versions) of the bus. The main difference is the presence of an additional partition between the driver's place and the passenger compartment. It changes the payment system, and also shares the climate of the driver's place and passenger interior. For example, a repaint of bus with the prefix BVB or BVG does not have an additional partition and it has a standard payment system. The repainting bus with the prefix MTA or OBN has an additional partition and a roll ticket system. Learn more about creating your own repainting and the changes that you can find in the „Details in repainting“ section.

Ticket printing device (German performance)



It works in the same way as standard game MAN buses. Money compartment - bottom tray.

Roll tickets (Soviet or export performance)



Appear when you press the button 1. They support all 5 types of tickets accepted in the game with the price display.

To sell tickets you need to open the window 2.

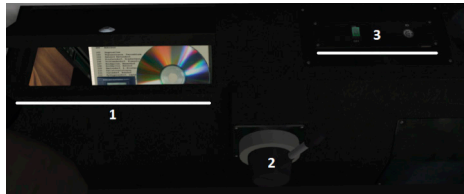
In some versions the number of ticket types in the Soviet and post-Soviet performances is greater; switching between types (as well as the turning on of the tickets themselves) is done by clicking on the ticket with the letter „A“ in the glove compartment.



Minor additions for fine tuning

The left sidebar has:

1. Box with additions (glove box containing curtains, caps on wheels, radio tape recorder, clock, schedule, etc.)
2. Handbrake lever
3. Amplifier (microphone system)



As a supplement, a car radio is available in the bus, its functionality is fully implemented (radio, CD player). The rules for recording your tracks into the radio are described in the corresponding section - "Audio files for the radio tape recorder".



Also in some versions there is an extended "Informatik" informant.



Management of informant:

1. Button to switch between informant mode (pressed) and microphone (not pressed);
2. Cassette eject button;
3. Start button (or the default Q key);
4. Stop button.

„Informatik“ works as an informant under 2 conditions:

When the amplifier is on, the button is pressed (1);

When it is installed (or when the button (2) is pressed), an audio cassette appears on the left of the dashboard, on which, as in IBIS, you need to enter a line and route, then click on the cassette to insert it into Informatik. This operation only provides playback of stop names. Route pointers are configured in the corresponding game menu.

In the passenger interior, you can find animated hammers for breaking the windows of emergency exits, as well as under the hatches in the floor you can see an animated suspension, engine, gearbox and other bus components.

In the driver's place, you can find curtains, a disk (for a car radio), an audio cassette (for an extended informant), a set of caps for disc wheels, nameplates for timetables and route codes, an illuminated digital clock (with the functions of displaying the current temperature on the street, in the passenger interior and in driver's place, as well as schedule lag / delay), etc.

Audiofiles for work of the informant must be located in the folder:

[Your OMSI2 folder] \ Vehicles \ Announcements \ [Map folder]



Keyboard control

This section lists a short register of basic keys for managing the bus. In many ways, they coincide with the basic buses MAN SD200 and SD202.

Button on the bus	Key	Action (result)
Mass (key, button)	E	Turn on the electrical system
Engine start button	M	Turn on the engine, pneumatic system pump
Gearshift lever neutral	N	Enabling neutral gear
Gearshift lever transmission	1, 2, 3..., 6	Switching on the selected gear (from 1 to 6)
Clutch pedal	Tab	Use clutch when shifting gears (with automatic clutch off)
Gearshift lever reverse	R	Enable reverse gear
Gas pedal	Num 8	Motion
Brake pedal	Num 2	Braking
Turn the steering wheel to the left	Num 4	Move left
Turn the steering wheel to the right	Num 6	Move right
Wipers	W	Enable or disable left wiper
Emergency Signal	B	Enable or disable blink turn signals
Headlights	L	Enable or disable headlights
Horn	H	Beep sound

Button on the bus	Key	Action (result)
Door 1 (middle in the tractor or the first passenger)	Num /	Opening or closing the selected door
Door 2 (penultimate)	Num *	Opening or closing the selected door
Door 3 (rear)	Num -	Opening or closing the selected door
Hand brake	.	Locking the movement of the propeller shaft
Cockpit lighting	6	Enable or Disable driver's place light
Passenger interior lighting	7,8	Enable or disable passenger interior light

For convenience, it is proposed to assign keys to the following bus triggers:

KY_Sirocco262_incandescence – button glow plugs Sirocco262

KY_bus_doorfront3 – opening / closing 3 (4) doors

KY_bus_doorfront5 – opening / closing 4 (1/2) doors

KY_280_motorbremse - engine brake

KY_kw_wipermode_up_R – on / off right wiper

KY_cp_licht_group3_toggle – enable / disable the 3rd group of interior lighting

KY_csengo – warning door closing bell

KY_bus_doorfront4 – general opening 1-2-3-4 (2-3-4) doors

KY_bus_doorfront4_close – 1-2-3-4 general closing (2-3-4) doors

KY_280_teil_brake_set – partial (stopping) braking, acting on the axes B and C



Create your own modifications

Informer

Audiofiles for work of the informant must be located in the folder:

[Your OMSI2 folder] \ Vehicles \ Announcements \ [Map folder]

The file type is similar to the standard OMSI settings.

Audio files for the radio tape recorder

To add your track you need:

1. Convert the track you selected to the format (WAV);
2. Rename it, if necessary, in accordance with the following requirement - the file name must be in Latin.
3. Place the prepared file into the folder: [Your OMSI2 folder] / Vehicles / music
4. In the music folder, open the playlist_cd.osc file
5. At the beginning of the file find the following line:

[some number] (S.L.mp3_max_number_track)

where instead of [some number] write your number of tracks (in this case it will be [some number + 1]).

6. Add a block at the end, instead of [some number] put the sequence number of the track (starting with 0), instead of [some name of your file] enter the name of the track (WAV file) without specifying its format, instead of [some duration] put the duration of this track in seconds.

l0 [some number] =

{if}

„[some name of your file]“ (S. \$. mp3_track_name)

[some duration] (S.L.mp3_track_time)

{endif}

7. Save changes to the playlist_cd.osc file

Repaints

All existing and new repaints for add-on can be found at: "OMSI 2 \ Vehicles \ Bustrainz_Citybus_i2** (or Bus-trainz_Regiobus) \ Texture \ Repaints _ *** _ **", where "*** _ **" is a specific modification (for example, measures 280_02).

In this folder is the file Colorscheme.cti. This file is the main file for the registration of repaints in the game. In this file, in addition to the registration of textures, there is a registration of details, depending on each repaint. Below is a section of the SetVar system with a full description of the variables.

SetVar-System

This variable system is designed to install additional details on a specific repaint. With the help of it, we can establish the style of the bus, traces of repair, appearance tuning, state and park numbers.

Lists of variables are presented in the corresponding special application: Appendix to the main manual: Set of variables for the operation of the Setvar system. It can be found in the game folder: OMSI 2 \ Addons \ Citybus_i2 ** or Regiobus_i2 **.



SDK and RepaintTool files

In addition to the SetVar system, there is a basic repaint assistant, RepaintTool, located in `OMSI 2 \ SDK \ RepaintTool \ RepaintTool.exe`. It uses * .rpc files located at `OMSI 2 \ SDK \ RepaintTool \ Citybus i280`, `OMSI 2 \ SDK \ RepaintTool \ Citybus i260`, `OMSI 2 \ SDK \ RepaintTool \ Regiobus`. The basic examples are in the folders `OMSI 2 \ SDK \ RepaintTool \ Citybus i280 \ templates i280`, `OMSI 2 \ SDK \ RepaintTool \ Citybus i260 \ templates i260`, `OMSI 2 \ SDK \ RepaintTool \ Regiobus \ templates i280`.

State license plate systems

Depending on the connection of SetVar on buses of various modifications, various systems of state license plates can be used.

1. Simple repaintable numbers (texture with alpha channel is used, which allows you to set the shape of the front and rear signs)
2. The entered signs of GDR / FRG (their use does not differ from standard buses SD200, etc.)
3. Input Russian standard characters of 1994 - input is made in Latin font without entering a regional code, for example: A123YO - if the sign is on a white background, AB {space} 456 - if the sign is on a yellow background, capital case of letters.
4. The entered characters of the standard of the Republic of Belarus of the 1990s - input is made in Latin letters, for example: EA {space} {space} 9876, capital case of letters.
5. Inserted signs of the USSR standards 1958 (on a black background) and 1977 (on a white background) - input is made in Cyrillic, capital case of letters, example 68-74 {space} MEP

Credits

Bustrainz team - add-on developers

Anton Kylosov aka Anton-eep

Nikita Lipunov aka TEETA

Peter Kuznetsov aka Moskur

Ilya Kuzbozhev aka DarkWolf

E-Mail: bustrainz.team@yandex.ru

VK-Gruppe (Vkontakte social network): <https://vk.com/bustrainz>

Youtube: <https://www.youtube.com/user/Antoneep>

Copyrights

This software, the manual, documentation, video images, and all the related materials are protected by copyright laws. The software is licensed, not sold. You may install and run one copy of the software on one computer for your personal, non-commercial use. The software, the manual and all related materials must not be copied, photocopied, translated, reverse engineered, decompiled or reduced to any electronic medium or machine legible form, neither completely nor in part, without the previous written permission of the developers of this software and Aerosoft GmbH.

The Omnibus Simulator OMSI 2



Expand your OMSI 2 world...



www.aerosoft.com