



PRODUCT CATALOG



TRANSPORTATION
SIMULATION TRAINING



BASIC OPERATIONS



Pre- & Post-Inspections

Stopping Distance

Backing & Docking

Mirrors

DEFENSIVE DRIVING



Hazard Recognition

Clearance around the Vehicle

Defensive Driver Attitude

Speed Management

MANEUVERING



Sharing the Road

Lane Changes

Intersections

Angled Turns

FREEWAYS



Entering

Driving

Lane Changes

Exiting

ADVANCED OPERATIONS



Night Driving

Adverse Weather

Railroads

SERVICE STOPS



Near Side

Far Side

Kneeling

Lift & Ramp Use

RADIO PROCEDURES

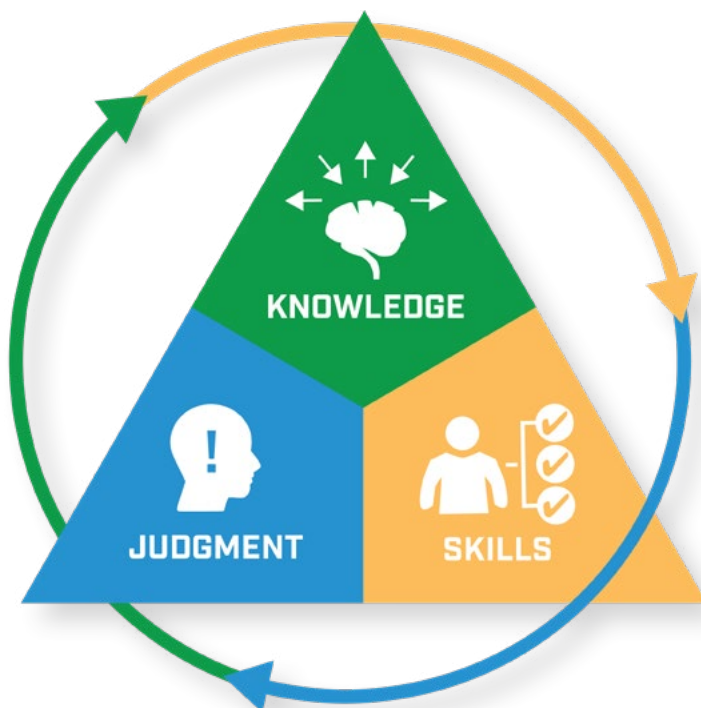


Routine Calls

Codes

Communication Protocols

SIMULATION TRAINING APPLICATIONS AND USE CASES



Simulation training requires student operators to apply their knowledge, skills, and judgment in a way that facilitates learning. With an active learning environment, student operators are provided a chance to learn-by-doing, while learning from each other.



IMMERSIVE EXPERIENCE
Practice until perfect.



WORKFORCE DEVELOPMENT
Advance together.



MEASURABLE RESULTS
Through equitable evaluations.



ARE YOU READY

PHASE 1

DISCOVER



EXISTING PROGRAM REVIEW:

Understand agency New-Hire, Remedial, & Refresher trainings.

INTRODUCE



PRE-SHIPMENT REVIEW:

Dedicated time to review the simulator. Provide feedback prior to fielding.

CUSTOMER ONBOARDING

Readying the Customer to use Simulation

To help customers integrate a simulation training tool with an existing training program, FAAC provides a customer onboarding process.

The phases aim to initiate the discussion around the current state of training, familiarize the customer with their system, train their instructor staff, and reinforce the learning objectives.

PHASE 2

INTEGRATE



TRAIN-THE-TRAINER:

Implementation and functional use of the simulator as a training tool.

ADVANCE



REVISIT AND REINFORCE:

Ensure training objectives have been identified and are being met.

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The most realistic training experience available

The MB 2000 Bus Simulator is the highest-fidelity simulator available for training transit bus operators. This fully customizable system provides a true-to-life experience that prepares operators for real-life driving environments.

MB 2000

FAAC
BUS OPERATOR TRAINING SIMULATOR

- Entry Level Driver Training Curriculum
- OEM ZEB Vehicle Catalog
- Flat Glass or Monitor Mirrors
- OEM Driving Experience
- Full Motion Cab
- **RESPONSE SIMULATOR:** Embedded passenger interaction simulator that prepares operators for realistic passenger interactions

CONTACT US TO LEARN MORE >>>





The Paratransit simulators are created from a de-commissioned vehicle, donated by the customer. The MB 2000 and paratransit cabs are interchangeable so you can swap this paratransit cab using the shared system resources, or it can be purchased as a standalone training system.

PARATRANSIT FAAC OPERATOR TRAINING SIMULATOR

- Cab Swappable with MB 2000
- Repurpose an Inoperative Fleet Vehicle
- Introduce ADA Guidelines and Passenger Assistance Training
- Full Motion Cab
- **RESPONSE SIMULATOR:** Embedded passenger interaction simulator that prepares operators for realistic passenger interactions

CONTACT US TO LEARN MORE >>>





MB 1000

FAAC

BUS OPERATOR TRAINING SIMULATOR

- Entry Level Driver Training Curriculum
- Compact Equipment Footprint
- Digitally Rendered Mirrors
- Functional Levers, Gauges & Switches
- Integrated Motion System

The MB 1000, with its more than 225-degree field-of-view capability, realistic dash controls, and optional motion system, is a testament to the innovative solution FAAC provides to the transit industry.

CONTACT US TO LEARN MORE >>>





FAAC's Response Situational Simulator is developed in concert with the customer. FAAC coordinates with instructors to storyboard impactful scenarios. FAAC provides a full crew with professional film equipment to capture the scenarios on-site with the customer, ensuring the scripts are on message and accurately captured. The final product is a training tool that challenges the trainee while reinforcing policies and procedures.

RESPONSE SITUATIONAL SIMULATOR

Operator Response Training for Passenger Interactions

- Scenarios are filmed purposefully - challenging the trainees to recall and enact IAW policy
- Operator manages situations from the driver's seat
- Reinforce procedures for de-escalation, emergencies, and communication techniques
- Assess trainees response tendencies

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TT 2000

FAAC 
TRUCK OPERATOR TRAINING SIMULATOR

- Enclosed Driving Experience
- Accurate Spatial Layout
- Accurate Visual Obstructions
- Flat Glass or Monitor Mirror Options
- Full Motion Cab
- OEM Application Controls (Snowplow and Garbage)

The TT 2000 Truck Simulator is the highest-fidelity simulator available for training truck operators. This fully customizable system provides a true-to-life experience that prepares operators for real-life driving environments.

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TT 1000

FAAC

TRUCK OPERATOR TRAINING SIMULATOR

- Operational Truck Controls with Functional Gauges & Switches
- Digital Dash for Various Configurations
- Virtually Rendered Mirrors
- Integrated Motion System
- Generic Application Controls

The TT 1000, with its more than 225-degree field-of-view capability, realistic dash controls, and optional motion system, is a testament to the innovative solution FAAC provides the Transportation industry.

CONTACT US TO LEARN MORE >>> 



LR 2000

FAAC

RAIL OPERATOR TRAINING SIMULATOR

- 1-for-1 Cab Replica with Authentic Controls for North American Light Rail Operator Simulation Training
- Geo-Specific Training Environments
- Accurately displays operator location, preceding train, signals, signs, stations, switch state, faults, events and current route

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The Desktop simulator provides a compact design that is easily transportable. This simulator can be deployed at scale, providing classrooms of student operators a chance to learn a wide variety of simulation activities collectively.

DESKTOP TRAINER

- Optional Configuration for all Transportation Simulators
- Compact Equipment Footprint
- Simple Setup and Transportable
- Ideal for Introducing Simulation

Edit	Sim Time	Assessed Item Name		Description	Instructor Override	Instructor Comment
<input type="button" value="EDIT"/>	0:00	Following Distance Test	Distance Less Than 3 Seconds	Keep a Safe Following Distance	Override	
<input type="button" value="EDIT"/>	0:23	Use Turn Right Signal	Used Turn Signal	This Is to Test Turn Signal Use		
<input type="button" value="EDIT"/>	0:32	Front and Rear Right Tires In Region	Front Right and Rear Right Tires In Region	Both Front Right and Rear Right Tires Should be Inside Region		



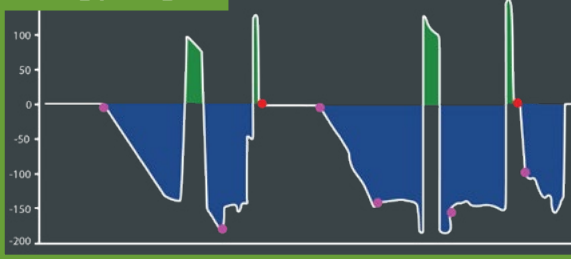
Thomas Lee

Average
SCORE
43 %

Average Score

Miles Driven 8.721	AVG SCORE 43 %	Best SCORE 92 %	Worst SCORE 1 %
Scenarios Completed 17	AVG Energy SCORE 48	Best Energy SCORE 87	Curb Kicks 4

Energy Regen



☐ Energy Use
 ☐ Energy Regen
 ☐ Hard Acceleration
 ☐ Hard Braking

PATENT PROTECTED



Virtual Instructor Trainee Assessment & Learning System

- Capture and Monitor Student Performance
- Standardized and Objective Assessment Process
- Determine Proficiencies Demonstrated by Student Operators
- Operator Performance Dashboard Recommends Areas for Improvement

Maximizing training with proper technology

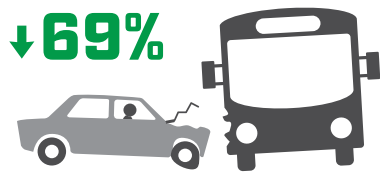
VITALS acts as an interactive playbook for the instructor. It helps them engage each trainee objectively, implementing the policies that operators should learn, and identify areas of strength and improvement.





NEW-HIRE ACCIDENTS DECREASED

Champaign-Urbana Mass Transit District recorded a 70% decrease in new-hire accidents **in their first year of simulation-based training.**



OVERALL ACCIDENT REDUCTION

Central Florida Regional Transportation Authority ("LYNX") reported a 69% overall reduction in accidents **after adopting a simulation-based training program.**

↓35%



WASHED OUT WASHOUT

MTA New York City Transit's Department of Buses saw a 35% reduction in the washout rate of new hires completing training **after the introduction of the MB 2000.**

Simulation is beneficial to both student and Instructor.

"Simulation allows students the opportunity to navigate a world of potential hazards without the consequence of an actual collision. It also gives the Instructors a chance to not only teach the fundamentals of driving a transit bus in a safe environment, but also to assess a student's performance when presented with challenging situations that can't be replicated on the road."

WILLIAM "BILLY" CAMERON

Fmr. Division Chief of Training - Bus & Rail
Massachusetts Bay Transportation Authority (MBTA)

[Learn more at www.faac.com/transit](http://www.faac.com/transit)



Training Results with Lasting Implications for Safe Operation

When NYC MTA incorporated an MB 2000 simulator into their training program, they tracked new-hire operator statistics for the first 90 days of training & route familiarization:

WITHOUT SIMULATION TRAINING

709 students
226 total accidents
48 right-side accidents
31.9% accident rate

vs

WITH SIMULATION TRAINING

177 randomly selected
32 total accidents
0 right-side accidents
18.1% accident rate

OVER TIME, SIMULATOR-TRAINED STUDENTS HAD AN ACCIDENT RATE REDUCTION OF 43%

The Efficiency of a Dual Cab Simulator in a Mobile Unit

Texas Association of Counties used a dual cab simulator in a mobile unit to train law enforcement personnel and truck drivers across the state. Here's what they accomplished in four years:



Counties Covered
134



LE Personnel Trained
2,336



Truck Drivers Trained
1,505



Pre-Simulator
Liability Claims
\$6,370,958



Post-Simulator
Liability Claims
\$5,102,458



Total Saved
After Four Years
\$1,268,500

TOTAL SAVED COVERED: SIMULATOR COSTS, INSTRUCTOR SALARY, COST OF OPERATION

Return on investment isn't limited to savings from accidents averted.

"Training simulations... run anywhere from 30 seconds to a couple minutes... So, if [the students are] having trouble with right turns, left turns, soft stops, hard stops—that's where the advantage starts to come out on the side of training on the simulator... In just a minute or two, I can do a repeat three to five times in a sim. In a traditional bus, I'm not going to be able to do that."

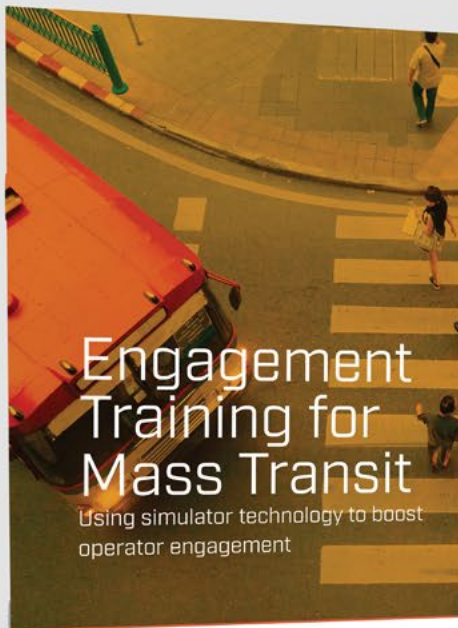
STEVE BERRY

Fmr. General Manager for Public Safety at St. Louis Metro

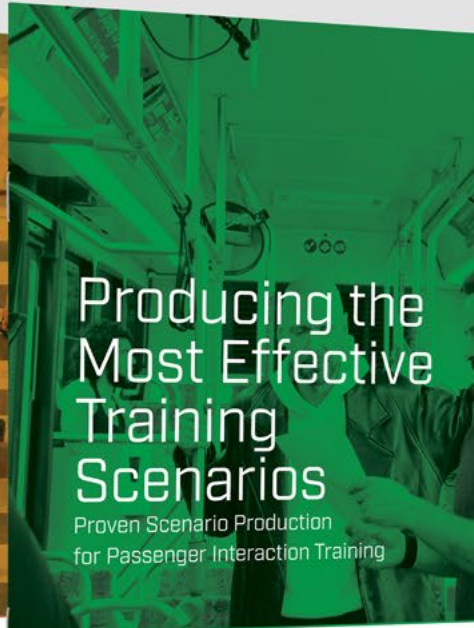




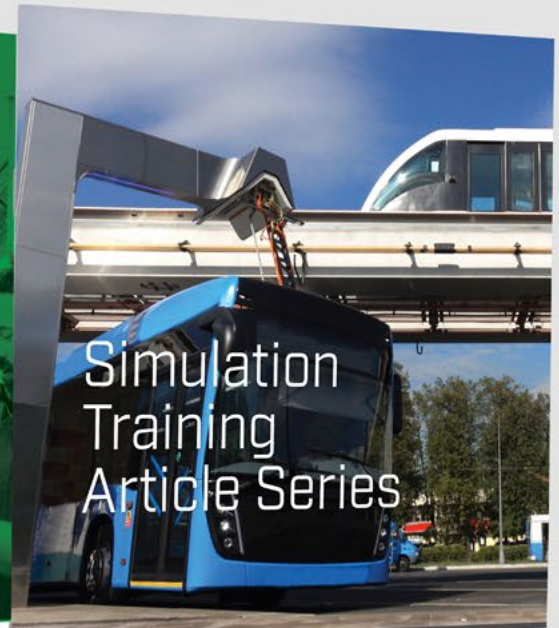
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FAAC Corp.
Phone: 734
Email: info@faac.com
Website: faac.com



FAAC Incorporated
Phone: 734-761-5838
Email: info@faac.com
Website: faac.com/tr



FAAC Incorporated
Phone: 734-761-5838
Email: info@faac.com
Website: faac.com/transit

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