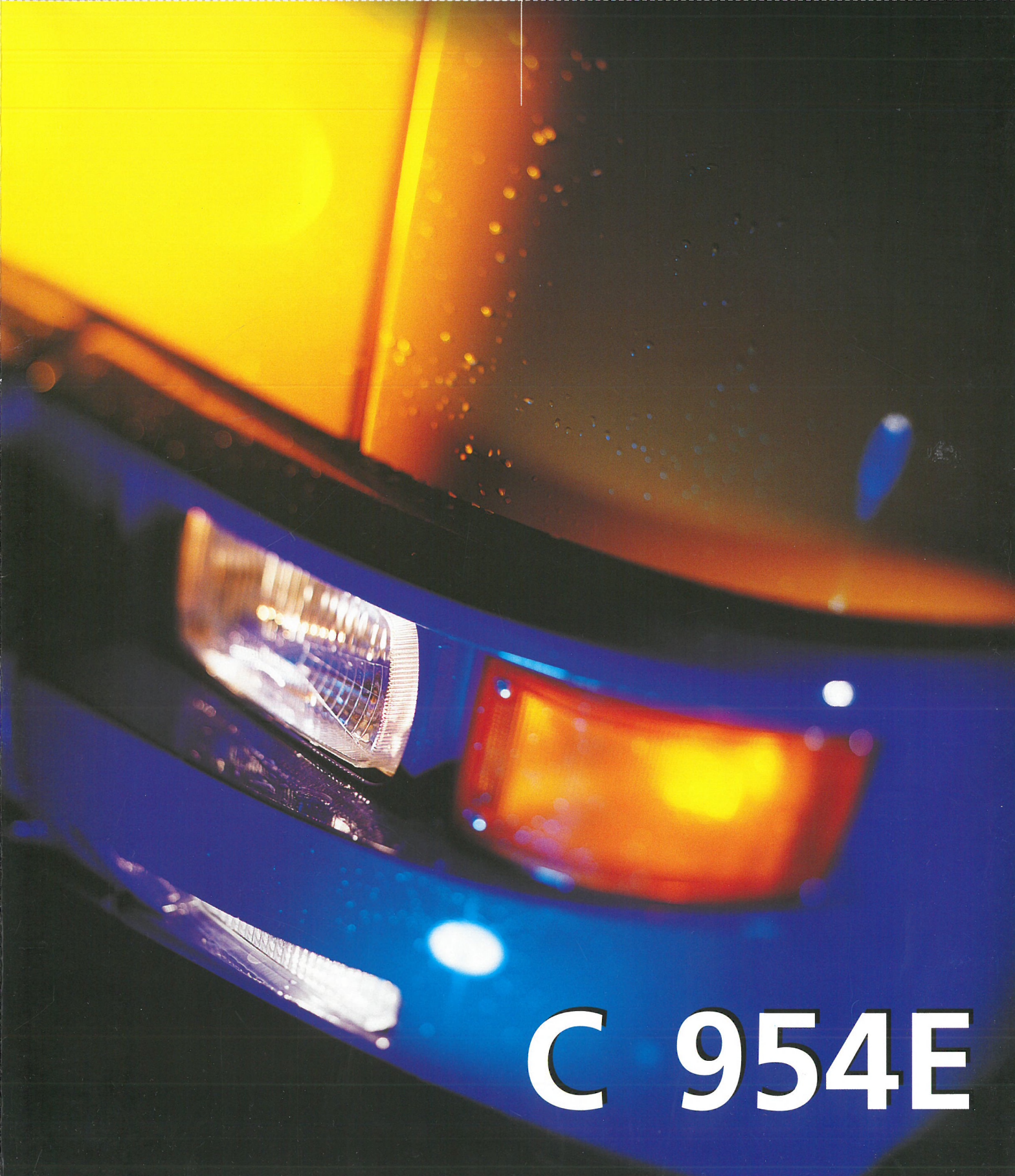




KAROSA

member of Irisbus Group



C 954E



Body and surface finish

The twelve-meter skeleton of the vehicle (11,990 mm) is submerged into a cathaphoretic bath as treatment against corrosion – application of this technology for surface finishing has been standard treatment for all KAROSA bus models since mid 2001. For exterior body parts, the manufacturer uses metal sheets with enhanced corrosion resistance (ferro-zinc sheets), the rear panel is laminated, and the side windows, glued into the body, are fitted with awning ventilation panes. The finishing of the vehicle components satisfies the conditions of salt-chamber tests for 1,000 hours. All steel profiles and pipes are chemically treated before welding and provided with technological apertures to ensure cathaphoretic finishing both on the surface and inside. After welding, the individual panels (chassis, side panels, roof, and front part) of the body are screwed together to form the vehicle skeleton. Side sheets are stretched temporarily over the side panels after skeleton assembly and then they are fixed once for all using adhesive bonding after cathaphoretic treatment. Before being submerged into the cathaphoretic bath, the entire skeleton is given another chemical surface treatment (degreasing, zinc phosphatizing, rinsing). The body is then given a three-layer lacquer application cathaphoretic, filling, and dual-agent acrylate. Every KAROSA-manufactured vehicle undergoes a leakage test which takes place in a special cabin where it is exposed to a stream of water.

Passenger and seat capacity

The driver's seat is fitted as standard equipment with a horizontally and vertically adjustable seat.

Passenger may enter the vehicle through the two-leafed doors in the front and middle sections of the vehicle.

Bus C 954E has a capacity of 49 seats (a room for a baby pram or a wheelchair opposite the middle-section door) and the room for 39 standing passengers, or 53 seats and the room for 35 standing passengers.

Model C 954E is fitted with medium-high, non-foldable, fabric-upholstered seats, anatomically shaped and laid out to best serve their purpose and to meet high requirements for the comfort of the passengers travelling long distances. The total capacity of the luggage storage room is 6.1 m³.

Glazing, ventilation and heating

All windows meet the required safety standards. Glazing is fitted using adhesive bonding. The interior of the vehicle is insulated from the ambient temperature; insulation in the roof of the vehicle is standard, and may be installed in the sides of the vehicle as an optional modification. Ventilation is ensured through a front heating system; ventilators located in the floor distribute warm or cool air over the entire length of the vehicle. A hot-water EBERSPÄCHER system heats up the engine when cold before start-up; this is particularly advantageous in winter. Swiveling ventilation PARABUS in the front and rear sections of the vehicle serves as emergency exits.



C954E

solution of yo

Characteristics of the intercity bus

The innovated intercity bus C945E belongs to typical intercity buses designed for short and medium routes. Modifications of the intercity bus also include a special design intended for transportation of school children sold with great success under the business name RECREO especially on the French market. Its design is based on a well-established model range of intercity buses KAROSA (ranges 700, 800 and 900E). It has already become a tradition that this model range meets passengers' requirements in the field of higher standards of intercity transportation. Their outer appearance as well as qualitative parameters were considerably improved, among other things by use of the side windows bonding technology. The possibility of choosing a variant interior design allows the bus operators to select a model suitable for their particular conditions.



Safety

KAROSA pays considerable attention to the conformity with all safety regulations and standards assuring passive safety of passengers. All the vehicles manufactured by KAROSA, without exception meet these regulations, especially in respect of the ECE 66 standards which regulate the minimum endurance of the body in the event that the vehicle tips over, ensuring adequate minimum space inside the vehicle, necessary for the passengers' survival, even if the vehicle is deformed. Another passive safety element that all KAROSA vehicles meet is seat durability, including the driver's seat and its mounting. In this respect, manufacturers' obligations are subject to the provisions of ECE 80 and ECE 17 standards. The passenger seats undergo demanding crash tests during the developmental phase.



Ecology

KAROSA Environmental Division has completed its share in contribution to the environmental protection by launching into operation state-of-the-art finishing technology; the company uses primarily water-soluble paints and an effective system of separating all air pollutants. The IVECO CURSOR engine meets not only the EURO 3 standards, but also some of the EURO 4 and EURO 5 requirements. The engine is environmentally friendly.



Optional equipment

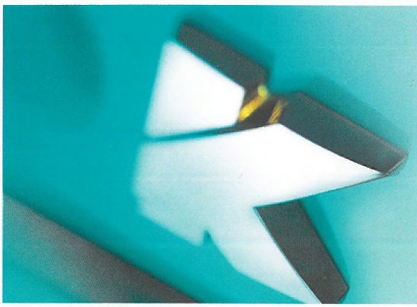
A remarkably wide range of optional equipment enables the customer to select the optimum vehicle definition, not only from the viewpoint of the customers' requirements under concrete operating conditions, but also from the viewpoint of a wide applicability of the bus. Furthermore, there is a number of exterior and interior information panels to choose from as well as digital clocks for passengers, ambient temperature sensors, a security safe, Fresnel lenses, and other items. There is also an optional MERITOR rear axle with a non-standard constant ratio available.

our transport

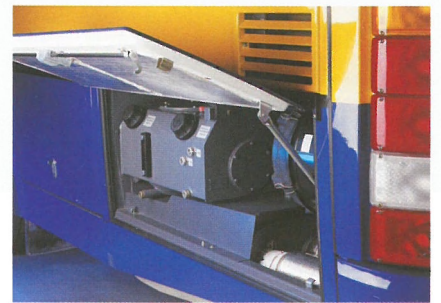
C 954E


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SO your solution of your transport



Engine, transmission and brakes

Model C 954E is provided with a CURSOR type IVECO engine having a swept volume of 7,790 cm³, meeting all the requirements of the EURO 3 emission standard and, with respect to some selected parameters, also the requirements of EURO 4 and EURO 5 standards respectively. The engine is a six-cylinder in-line with direct fuel injection, supercharged by the supercharger featuring a variable setting of the geometry of the fan blades. There is a separate air cooler installed at the intake of the air into the engine. The engine's maximum power output is 228 kW (310 HP), at the torque of 1,250 Nm delivered between 1,080–1,700 rpm. The rev versus output power curve has a remarkably flat character. The bus has a mechanical synchronized transmission ZF 6S 1600. The front and rear brakes are of the disk type with an ABS/ASR WABCO system. In addition, the model C 954E is fitted with a retarding electromagnetic brake TELMA F 2400.





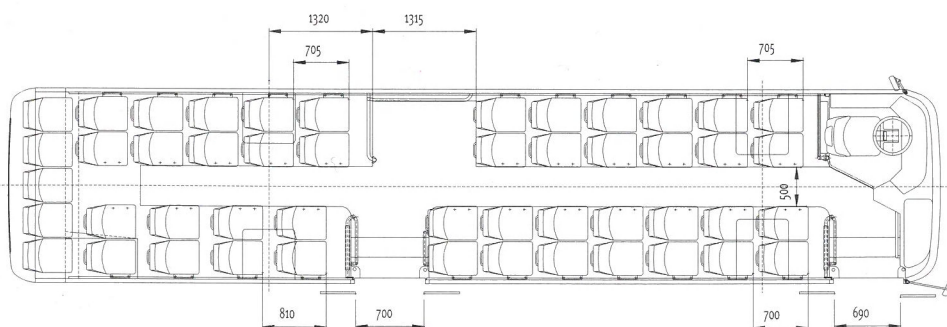
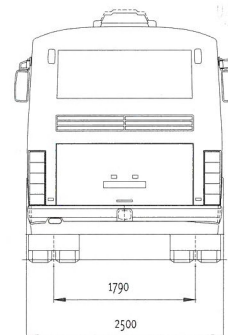
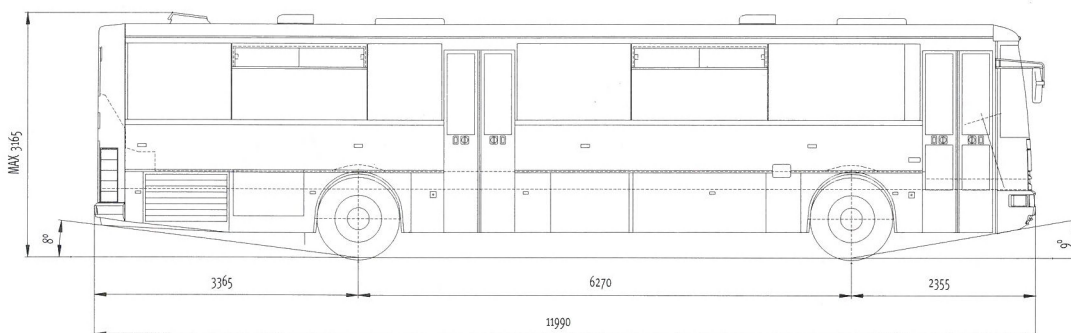
intercity bus

Technical data

length / width / height	11,990 / 2,500 / 3,165 mm
total weight	18,000 kg
curb weight	10,800 kg
minimum ground clearance	220 mm
number of sitting passengers	49 or 53
number of standing passengers	39 or 35

Drive unit

engine	IVECO F2BE 1682G (EURO 3)
power output	228 kW (310 HP) at 2,050 rpm/min
torque	1,250 Nm at 1,080 – 1,700 rpm/min
gearbox	ZF 6S1600 mechanical, synchronized, six gears



The manufacturer reserves the right to change the aforementioned characteristics without prior notice.
Alterations may only be performed on the basis of official documents of KAROSA a.s.