



KAROSA

member of Irisbus Group



LC 956XE



LC 956

Body and surface finish

The twelve metre skeleton of the vehicle (11,990 mm) is treated against corrosion by dipping in a cathoretic bath, which since the middle of 2001 has become the standard surface finish technology for all KAROSA bus models. External parts of the body are made of sheets with enhanced resistance to corrosion (ferro-zinc sheet), the rear panel is laminated and the side windows with awning ventilation sections are bonded to the body. The surface finish of parts on the vehicle meets the conditions of tests in a salt-spray chamber for a period of 1,000 hours.

All steel sections and pipes are chemically treated and provided with drilled technological holes before welding so that the surfaces of their inner parts are treated by the cathoretic process as well. After welding individual panels (chassis, side sections, roof and front section) the body is bolted 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 cathoretic treatment. The whole skeleton undergoes further chemical treatment (degreasing, zinc-phosphating, rinsing) before being dipped in the cathoretic bath. Body paintwork is formed by the three coat layers – the cathoresis, the filler and the two-pack acrylic paint topcoat. Each bus manufactured by KAROSA undergoes a leakage and tightness test using a jet of water in a special cabin.

Passenger and seat capacity

The driver's cabin is fitted as standard with a seat provided with a three-point seat belt and the horizontal and vertical adjustment and the headrest.

Passengers can get on the vehicle via the two single-leaf doors located at the front and the rear of the vehicle. Model LC 956XE is fitted with up to 51 passenger seats of completely new construction.

This model's high, tilting, padded and fabric upholstered seats feature the ergonomic design and are positioned to provide the maximum level of comfort to passengers on long routes. Aisle seats can be slid into the aisle area for increased passenger comfort and they are provided with footrests. The bus has 7.0 m³ of space to store the luggage. The luggage compartment capacity can be increased by attaching a luggage-storing box to the rear face of the vehicle. The vehicle can be modified to allow the box to be fitted. Another option is to attach a trailer to the bus.

Glazing, ventilation and heating

All glass panes meet safety standards. Windows are double-glazed and tinted, which is effective for absorbing the sun's rays. Window panes are fitted using adhesive bonding. The vehicle interior is thermally insulated from the outside environment, namely along the roof and along the sides of the bus body. The heater ensures ventilation and fans in the floor distribute hot or cold air around the whole vehicle. The EBERSPÄCHER hot water heating system allows the cold engine to be heated before starting up, which is particularly advantageous in winter. The vehicle is fitted with a THERMO-KING air conditioning unit as standard. Tilting PARABUS roof windows in the front and rear part of the vehicle roof also act as emergency exit points if there is an accident.



LC 956XE

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Characteristics of the long-distance coach

The LC 956XE long-distance coach ranks amongst the coaches most often used on mid to long-distance routes in the Czech and Slovak Republic. It meets the requirements of passenger comfort within a higher bracket of coach transportation. Its structural design is based on the proven range of KAROSA coaches (700, 800 and 900E). The option to select various solutions for the number of sitting passengers and coach accessories enable the bus operator to select a suitable model for use under specific local conditions.



Safety

KAROSA pays particular attention to safety by adhering to all regulations and standards guaranteeing the passive safety of passengers. All vehicles manufactured by KAROSA meet such regulations without exception. This particularly applies to the ECE 66 standard specifying the minimum body strength required to maintain essential survival space for passengers inside the vehicle even after possible body deformation resulting from an accident. Another passive safety element met by all KAROSA models is the strength of seats, including the strength of the driver's seat and the manner of their attachment. Manufacturer's obligations in this area are stipulated by the standards ECE 80 and ECE 17. Passenger seats underwent demanding crash tests during their development.



Ecology

KAROSA has contributed to the protection of the environment by having introduced the most up-to-date surface finish technology using mainly water-soluble paints and effective separation of all combustion products being released into the atmosphere. The IVECO CURSOR engine, which meets not only the EURO 3 emission standard, but also some of other requirements of the EURO 4 and EURO 5 standards, is a very environmentally friendly engine, indeed.



Optional equipment

A wide selection of optional equipment allows customers to select the optimum interior for their vehicle with respect to passenger requirements under certain operating conditions. These accessories can also ensure extensive vehicle usability. Choose from a full range of elements from a digital clock for passengers, outdoor temperature sensor, safe, Fresnel lens spot lights, fridge, audio-video system, Bremsomatic, to suspension height raising and wheel trims.

our transport

LC 956XE



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solution of your transport



Engine, transmission and brakes

The bus LC 956XE 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 one 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 LC 956XE bus is fitted with a ZF6S 1600 synchronized gearbox. Both front and rear brakes are of the disk and provided with a WABCO ABS/ASR system. The LC 956XE bus is also provided with a TELMA F 2400 electromagnetic brake (retarder).



Karosa LC 956XE

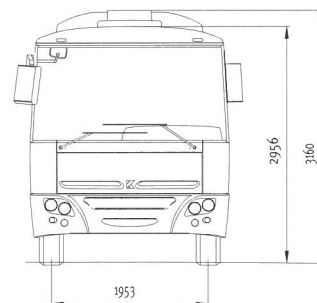
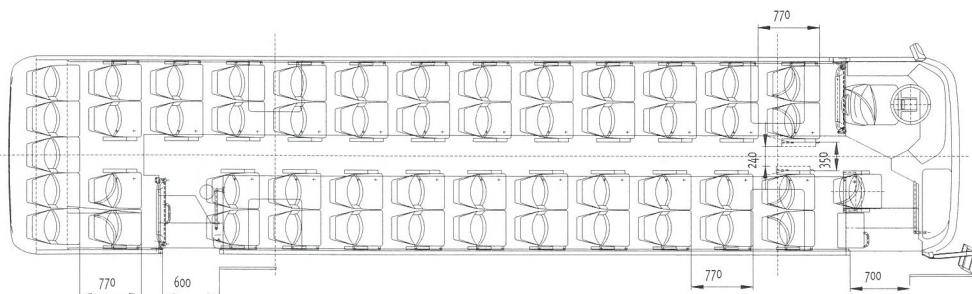
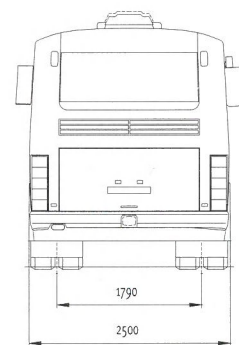
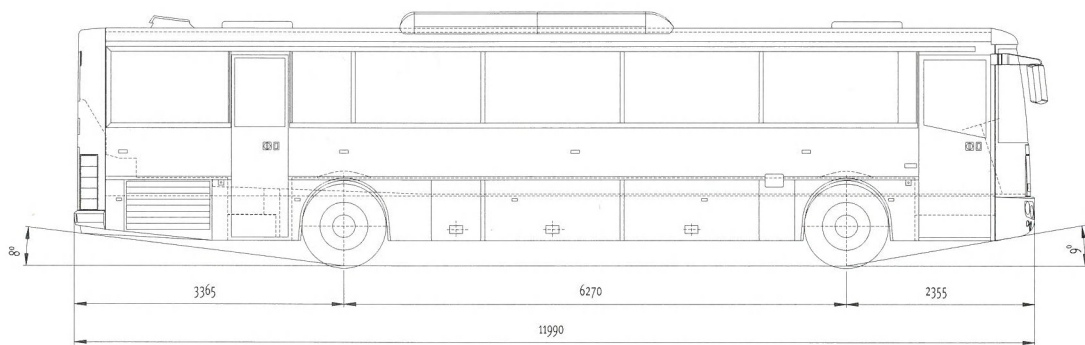
long-distance coach

Technical data

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|--------------------------|------------------------------------|
| length | 11,990 mm |
| width | 2,500 mm |
| height | 3,165 mm |
| total weight | 18,000 kg |
| curb weight | 12,000 kg |
| minimum ground clearance | 220 mm |
| number of seats | 51+1, 50+1, 49+1, 47+1, 46+1 |

Drive unit

| | |
|--------------|--|
| engine | IVECO F2BE 1682G (EURO 3) |
| power output | 228 kW (310 HP) at 2,050 rpm |
| torque | 1,250 Nm at 1,080 – 1,700 rpm |
| 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.