



Offering real choice in mobility transport

**OPTARE**

# Solo SlimLine - the bus about town



Now a common sight in Britain's towns and cities, the pioneering design of the Solo remains at the forefront of the low floor / easy access revolution.

The new Solo SlimLine - a 'narrow body' version for superb manoeuvrability in busy streets - is ideal for a variety of operations, particularly areas where larger buses have difficulties with access problems.

And it's designed to offer accessibility and real passenger appeal.

The entrance step is lower than any other regular bus on the road with a normal ride height of just 265mm. With the standard 'kneeling suspension', this can be lowered to just 200mm. There's also a fold out wheelchair ramp for easier, safer boarding and alighting.

The front axle placed forward of the entrance door eliminates wheel-arch intrusion, maximising carrying capability and enabling easy access. The Solo offers various options on seating types and layouts, with a high proportion of seats in the low-floor front area so most passengers can get to their seats without negotiating any steps. The spacious, comfortable interior comes in a choice of colour co-ordinated trims and a range of options is available.

7.8 metres in length, the Solo SlimLine seats up to 24 passengers and gives mobility transport operators a genuine choice for routes with an easy access requirement.



# Alero - the ultimate in low-floor accessibility



Specifically designed to provide effortless boarding for everybody, the Alero has proven to be a major step towards ensuring that all passengers are treated equally.

With its 190mm entrance floor height and entrance ramp for no-step access, boarding is made easier for passengers of all abilities. The Alero also removes the embarrassment of wheelchair users being hoisted aboard in undignified fashion while other passengers sit and wait. Passengers also benefit from a flat floor which makes it easier to get to the seats and allows improved wheelchair manoeuvrability.

The Alero is unique in the community transport sector. With an ultra-low floor, roll-on access, stand-up headroom, air suspension, spacious interior and electronic climate control as standard, it is designed to enhance the travelling experience for up to 16 passengers of all abilities.

With passenger safety a major consideration, the Alero meets the latest European roll-over regulations; a steel cage preventing the cabin from crushing under impact. All seats are also fitted with fully crash-tested seats and seat belts.

The Alero is designed to make travelling a pleasure for all passengers - whatever their level of mobility. It is already proving popular in the mobility transport sectors where service, comfort and ease of access are paramount, offering a level of satisfaction that no other community transport vehicle can match.



SPECIFICATIONS	SOLO M780	ALERO
Maximum seating/standing	24*	16*
Overall length (mm)	7800	7255
Overall width	2330	2080
Wheel base (mm)	4825	4800
Front overhang (mm)	675	1330
Rear overhang (mm)	2300	1125
Overall height (mm)	2750	2530
Entrance step height - normal/knelt (mm)	265/200	250/190
Turning radius (mm) - between kerbs	7975	15000
Gross vehicle weight - Design/Plated (kg)	11300/9800	up to 6000
Front axle weight - Design/Plated (kg)	3800/3400	up to 3100
Rear axle weight - Design/Plated (kg)	7500/6400	up to 3100
Engine	Mercedes Benz OM904LA 4.25 litre, four cylinder turbo diesel	Iveco 8140.43, 2.8 litre Euro 3 four cylinder electronically controlled, direct injection turbocharged diesel
Power output - kW/bhp	90/122 or 110/147	92/125
Gearbox	Allison 2000 series five speed fully automatic	ZF 6S-300 manual synchromesh 6 speed with remote dash control or automatic option ZF4HP22 4 speed automatic transmission
Retarder	Klam KA Electromagnetic, focal retarder mounted onto rear axle	n/a
Serviceability	Engine, gearbox, cooling and exhaust system are fitted to a demountable frame. Services are fitted with 'no-loss' couplings for rapid removal	Through engine bay and underfloor
Front axle	DANA NDS 41	Independent air suspension with hydraulic dampers
Rear axle	Albion 7.20 single reduction hypoid, 4.10:1 ratio	Beam type with drive ratio of 3.9:1 (4.875:1 with optional automatic transmission)
Max speed	Limited to 59mph	Manual transmission 62mph Optional automatic transmission 50mph
Suspension	Full air suspension system with 2 airbags at front axle and four at rear. Front kneeling system	Electronically controlled full air suspension with hydraulic dampers and driver activated ECAS system for kneeling and lifting
Steering	ZF 8090 with power assistance - steering column tilt adjustable	Power assisted steering with recirculating ball type box
Wheels & tyres	17.5 x 6.75 six stud offset wheels with 215/75R x 17.5 tubeless Bridgestone tyres, low profile tyres, single at rear	17.5 x 6 steel spigot mounted wheels with Bridgestone 205/75R x 17.5 tubeless
Brakes	Wabco PAN 17 dual circuit full air disc brakes with non asbestos linings and ABS	Dual circuit air/hydraulic with ventilated disc brakes front and rear plus ABS
Fuel tank	200 litre left hand side fill	70 litre right hand side fill/ optional 120 litre right hand side fill
Electrics	24 volt multiplexed. Two 12 volt 143 amp/hour maintenance free batteries and 28 volt x 80 amp alternator	12 volt centralised control unit with one 12 volt 135 amp/hour maintenance free battery and 12 volt x 120 amp alternator
Body structure	All welded heavy duty box section integral construction using a combination of stainless and high grade carbon steel for long life	High strength stainless steel with moulded thermoplastic floor pan and single piece composite GFRP body shell
Exterior panelling	A combination of GFRP and Aluminium modular panels for rapid replacement or repair	Composite body shell and rugged, impact absorbent quick release modular skirt panelling and bumpers for rapid replacement or repair
Climate control	Forced air system with air conditioning option	Fully automatic climate control

\* Capacities are subject to overall vehicle weight which may be affected by optional equipment specified/for details of wheelchair and passenger configuration options contact Optare Mobility Sales

# Optare - putting transport at the heart of the community

The mobility transport sector is steadily growing, with voluntary and community groups, schools, colleges and Local Authorities all providing local transport schemes to help people overcome social exclusion and enjoy full and independent lives.

The Government's Social Exclusion Unit has conducted a study which stresses the importance of supporting local, community-based transport initiatives. At Optare we feel that it is our responsibility to produce vehicles which allow local community operators to achieve their objective of providing safe accessible transport for every member of the community.

Where you may previously have been restricted to van-converted minibuses with unforgiving lift systems, Optare gives community transport operators a genuine choice of purpose-built vehicles where all passengers board and alight through the same door. The Alero provides unrivalled accessibility on local community journeys, whilst the SlimLine Solo is ideal for heavier passenger traffic, particularly on narrow local routes with limited or difficult access.

From Dial a Ride services to operators providing vital transport to those with mobility problems, Optare has taken a huge step towards effortless travel for everybody regardless of their age or mobility. We've done this by producing a pioneering range of low floor, no-step, easy access vehicles that offer a safe, comfortable and enjoyable travelling environment - for everyone.

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