

1992 Product Range



PLAXTON 

The product range

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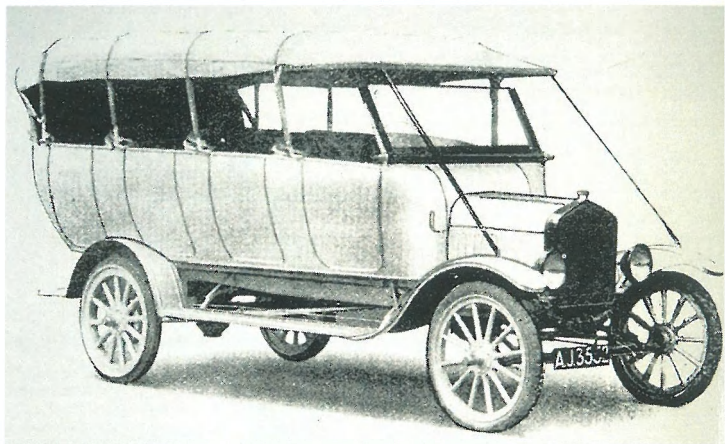
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The Plaxton Group is one of Britain's major automotive groups with a diverse range of interests which include coach and bus body building, new and used coach sales and a car retailing operation with branches throughout the UK. The Group's annual turnover is £400 million and it employs 3,000 people.

Plaxton has been building passenger vehicle bodies in Scarborough since 1907. It has a long history of innovation - not only in its products, but also in its manufacturing techniques.



Its current manufacturing site has benefited from an investment of over £3.5 million in the last 3 years. Investment in training, in new manufacturing techniques, in computers... investment in the future to maintain the company's market leadership.

The results of that investment are clearly evident. These include two all-new coach bodies, designed to be best-sellers in Britain - and in Europe too: the stylish Premiere and the Excalibur, an eye-catching flagship offering unparalleled standards of comfort and quality.





And there is the Verde, the first urban bus designed around the specifications of Britain's Disabled Persons Transport Advisory Committee (DPTAC) with the aim of providing easy access for people with impaired mobility.

The Scarborough factory also builds the market-leading Reeve Burgess range of small buses. The Beaver is Britain's best-selling midi bus, with over 1000 in service. The larger Pointer, built on rear-engined chassis, has been an instant success with sales to urban operators throughout the country.



These products illustrate the skill and versatility of Plaxton's designers and of its workforce.

Excalibur, Premiere and Verde were all developed using some of the most sophisticated computer-aided design programmes available. But the computers are only as good as the men and women who use them and Plaxton has recruited the most professional engineers and designers who work with its traditional craftsmen to ensure that its new products are second to none.

This strategy has paid dividends. Products which look good but are easy to repair. Products with

in-built quality. Products which offer cost-effective tools for profit-orientated coach and bus operators.

Computers cut design time. Finite element analysis tests structures far beyond any loading they will ever experience in service. But there's still no substitute for real-life testing and the structures of the new Plaxton coach and bus bodies have been undergoing testing on the punishing tracks and laboratories of the Motor Industry Research Association in Warwickshire.

The tests have proved what the computers forecast. The jig-built structures are strong and durable, safe and long-lasting. Excalibur and Premiere are among the few European coach bodies designed to meet the ECE roll-over legislation.

Consider Plaxton's hallmarks: quality, safety, comfort, low maintenance costs, high residual value. Add to these a trend-setting new range of bodies and you have a new best seller.

The Plaxton Paramount was Britain's best-selling coach in the 1980s. Premiere and Excalibur will maintain Plaxton's leading position in the 1990s.



Creating the right impression



Image sells. Look at Premiere through a traveller's eyes and you'll see that it creates just the right impression. Clean-cut. Modern. An indefinable touch of class.

Step inside and have your first impressions reinforced. Comfortable. Bright. A feeling of understated quality.

Which is how it should be. A lot of research underlies the new Plaxton designs. Research amongst operators, drivers, engineers and last - but quite definitely not least - coach travellers.

EFFICIENT STYLING

Yes, styling can be efficient. Premiere is one of the most aerodynamically-efficient coaches in Europe.

The improved aerodynamics are the result of attention to detail. The radius on the skirt panels and the general absence of side mouldings play a part. And improved aerodynamics are not simply about appearance. They contribute to safer handling in cross winds, greater stability, and better fuel consumption.



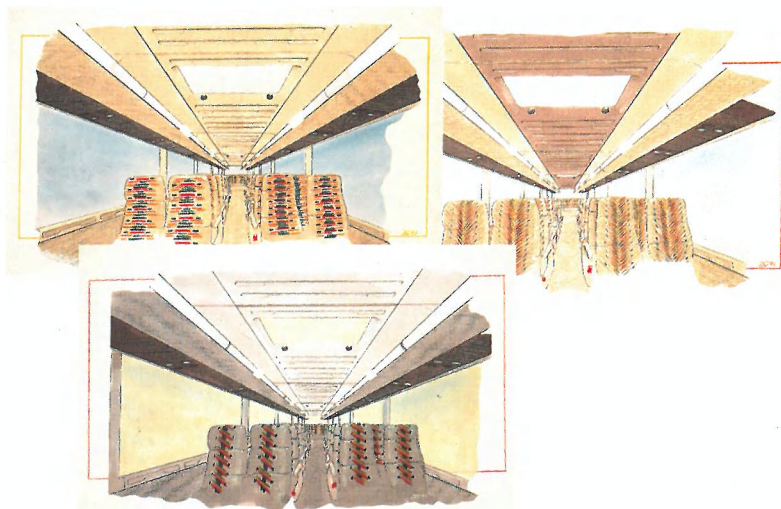


low weight, bringing benefits in reduced accident damage.

To further minimise repair costs the front of the coach uses four separate RTM sections while the rear has seven.

The main body side panel is Durasteel, which features an increased depth of zinc coating plus additional organic corrosion protection on the interior to maximise its corrosion resistance. It is bonded to the bodyframe which eliminates the possibility of damage to the zinc coating by spot welding.

A single pre-painted aluminium sheet forms the roof and this too is bonded to the frame.



STRUCTURAL STRENGTH

The welded steel frame is fully corrosion protected and is one of the first to be designed around the requirements of ECE roll-over legislation. This strong structure, allied to the stability needed to meet the UK tilt-test, make the Premiere one of the safest touring coaches in the world.

MODERN MATERIALS

Premiere takes a significant step forward in its use of RTM - resin transfer moulding - for some of the vulnerable lower panelling. RTM is well-proven in the automotive industry and offers high strength and

STANDARD TINTED GLAZING

All Premiere models have tinted double glazing as standard. The green tint not only looks good but reduces the transmission of ultra-violet sun rays by up to 25 per cent. The new styled rear window is single-glazed and green tinted and incorporates an electric heating element to prevent misting. The side and rear windows are bonded to the frame.

Première

An image for the future

A light green tint is used for the laminated windscreen. On both models there is a choice of windscreen layouts.

The windscreen is kept clear by wipers which incorporate washer jets in the blades. Six jets to each blade give efficient cleaning at all times.



IMPROVED LIGHTING

The front lamps are 'DE' units which give up to 40 per cent more light than on the previous generation of Plaxton coaches. As part of Plaxton's drive to maximise aerodynamic efficiency the light units have been designed to match the Premiere's profile. When operating on the continent the headlamps can be converted for driving on the right of the road by simply rotating the bulbholder.

The rear light units have been developed to give good lighting and a long life. Rubber mounting for the units reduces vibration and lengthens bulb life.



A neutral-density lens allows good light transmission while protecting the lamp unit.

And with safety in mind the Premiere has high level brake lights, side marker lights within the wheelbase on the 350, and roof-level marker lights at the front and rear.

The double-glazed entrance door opens to give access to wide steps. The pivot door has been used to provide a tight noise proof seal. The carefully designed step layout eases entry for everyone - holidaymakers laden with souvenirs, parents with young children, elderly travellers who are less agile than they once were.



All will find Premiere's wide entrance welcoming.

PREMIERE IS SAFE

The ECE R66 roll over requirements set tough standards for the integrity of each coach body. It has to be able to absorb severe impacts without the structure collapsing into the passenger survival zone. Premiere meets R66 and is one of the first coaches in Europe to do so. The seats have been designed to meet ECE R80. This further ensures passenger safety by setting standards of energy absorption. And when seat belts are fitted both the belts and their anchorage points meet the loading requirements set by ECE R14.

PREMIERE IS COMFORTABLE

Comfort and quality have long been Plaxton's key aims and Premiere provides both. Reclining seats, optional air conditioning, tinted double glazing and modern trim materials all contribute to the comfort of passengers in the Premiere.

Première

A breath of fresh air



The interior is trimmed in soft velour which combines a soft feel with high durability. The ceiling above the gangway is covered in sculpted soft trim composite panels which look stylish and aid noise insulation. The interior lighting is incorporated on the luggage racks. Design integrity sets the Premiere apart from its competitors.

Pleated full-draw curtains reduce the glare of the sun. A Blaupunkt radio/cassette player with 14 speakers offers high-quality sound.

However far your journey, Premiere guarantees first-class travel.

A BREATH OF FRESH AIR

Premiere's new heating and ventilating system offers just that: a breath of fresh air.

The adjustable vents in the stylish new luggage racks provide filtered fresh air at the control of each passenger. The driver can adjust the system to work on recirculated air, or on a mixture of fresh and recirculated air which reduces the chill factor on cold days.

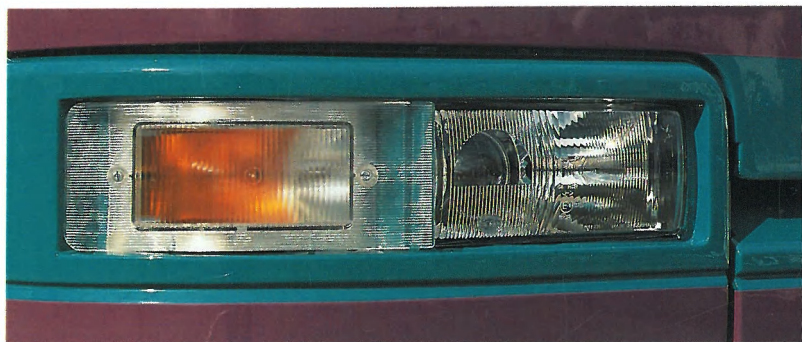
An electrical extractor fan operates whenever the ignition is switched on to ensure a continuous airflow through the ventilation system.

Warm air is distributed through ducts at the junction of the floor and sides, which give even heat distribution throughout the interior. The system is under the driver's control and has a sensor in the saloon to maintain a steady temperature.



LOOKING AFTER THE CREW

The driver has an adjustable Chapman Nova seat with head restraint. The dashboard has been ergonomically designed with safety as a top priority. Essential controls are within the



driver's instant reach and have two-stage illumination. They glow when the sidelights are switched on and each switch lights up when it is activated.

Overlapping colour co-ordinated sunblinds cut glare. The driver has two fresh air vents and an air outlet at floor level. These, and the demisters, have a four-speed fan.



Where the optional courier seat is specified a crew locker is fitted alongside it. The courier has two fresh air vents, a map light, a cupholder and a footrest.

PREMIERE - THE 1990s MARKET LEADER

Première

Building a legend





EXCALIBUR

**EXCALIBUR. A LEGENDARY NAME.
A LEGENDARY COACH
In developing the new range of
coaches Plaxton's designers were
given a double brief: design a market
leader - then develop a flagship
coach.**



Enter Excalibur. Using the 350 high-floor Premiere frame, Excalibur has a windcheating swept back front profile. And a high specification interior to match.

Like Premiere, Excalibur meets impending ECE roll-over requirements. It shares many of Premiere's features - tinted double glazing, RTM panelling, high aerodynamic efficiency, unequalled build quality.

But it has a dramatic sloping windscreen which sets it apart from all the other coaches running on European highways and byways. It's the coach that attracts more than a second glance, the coach that brings added prestige to any journey.



The wide entrance has a plug door, manufactured to strict tolerances using RTM and installed to fit tightly to cut noise.

Inside too, Excalibur is a coach apart. The reclining seats with optional drop-down armrests incorporate a hook for handbags or jackets. The luggage racks are totally enclosed. Pull-down sun blinds are standard and are secured in anchorage points in the pillars. The Blaupunkt sound system has no fewer than 18 speakers to give an even spread of high-quality sound.

Not only are Excalibur's seats comfortable, they are safe too. They have been designed to meet ECE R80, which means that each seat has to be strong enough to absorb the impact of



a passenger being thrown against it, but not be so rigid as to aggravate any injury. In addition the optional inertia-reel seat belts and their anchorages can withstand the loadings dictated by ECE R14.

The heating system is microprocessor controlled. The driver selects the temperature; sensors in the saloon maintain it. The heat is distributed by ducting at floor level. Air conditioning is a factory fitted option.

EXCALIBUR. COACH TRAVEL WILL NEVER BE THE SAME AGAIN





EXCALIBUR

In a class of its own



Everywhere towns and cities are grinding to a halt. Cars cause congestion - and pollution.

The only solution is to improve public transport: Plaxton's contribution is the Verde.

The Verde is the first full-size bus to have been designed to meet the requirements of the Disabled Persons Transport Advisory Committee. It has a wide entrance, low steps, a flat floor, high visibility handrails and a prominent destination display. All combine to make the Verde a pleasure to use.

LOW REPAIR COSTS

Using Plaxton's computer-aided design programmes, an all-new aluminium structure was developed. This was tested at the Motor Industry Research Association proving ground in Warwickshire. The test results were then compared with computer analysis of the structure - and confirmed its inherent strength.

The main aluminium side panels are bonded to the frame and are free of beading which traps dirt and can compromise livery layouts. Ease of repair is a high priority for urban bus operators. The vulnerable lower panels are made of glass reinforced plastics and can be removed and





replaced in minutes. The corners, which are particularly prone to minor knocks, are made up of small sections to cut repair times, and costs.

The frame, too, has been designed for ease of repair and uses standard sections which can be speedily replaced.

The side windows - which can be tinted - are held in place by rubber gaskets, again with speed of replacement in mind.

The curved two-piece windscreen is designed to cut distracting reflections and is laminated.

HIGH PASSENGER STANDARDS

Bus travel should be pleasant. In Verde it is.



The split-step entrance and wide doorway makes boarding and alighting easy. The floor on each chassis variant has been designed to make passenger movement as safe and easy as possible. The unobstructed floor makes cleaning easier, saving time and money.

Patterned edges to the steps and high visibility textured handrails are standard features which are provided to ease travel for people with limited mobility or poor vision.

Deep windows and a bright colour co-ordinated interior signal the Verde as a bus of the 1990s, a bus which can offer standards of comfort to raise



the whole image of bus travel. A variety of modern seat designs can be fitted and a typical interior layout provides space for up to 52 seated passengers plus 23 standees.

Heating is by skirting radiators which combine high efficiency with low maintenance costs.

AN IMAGE FOR THE FUTURE

Image is important. The Verde combines style and practicality. Style to satisfy the marketing manager, practicality to please the fleet engineer. It also offers low running and maintenance costs, to keep the company accountant happy.

YOU CHOOSE THE RUNNING UNITS

Unlike many other modern bus bodies, the Verde is available on all popular urban bus chassis and underframes. This gives operators the opportunity of updating their fleets while choosing a chassis which fits their existing maintenance programmes.

VERDE. IMPROVING THE URBAN ENVIRONMENT



Verde

Midi bus of the year 1991

POINTER. THE OPERATORS' MIDI BUS
The Reeve Burgess Pointer body, built in Plaxton's Scarborough factory, was a success from the day it was launched. Why? Because before putting anything on the drawing board Reeve Burgess spoke to operators and asked them what they wanted. Then they added their own experience, as Britain's biggest builder of small buses. The result was the Pointer.



The Pointer has an aluminium frame which shares a high degree of commonality with the Plaxton Verde. It benefits from the test and development work carried out on the Verde - a programme unrivalled by any other builder of small bus bodies.

KEEPING IT COMPACT

Building bus bodies in the 8.5m-10m range brings with it special disciplines. Small buses have to be especially space efficient and cost effective. So Pointer has a front end layout which allows an exceptionally wide entrance door, without compromising either its style or its carrying capacity.



CUSTOMER FRIENDLY

Bus users appreciate the wide doorway and low steps of the Pointer. The low floor is easily reached with only two steps, although an optional split-step entrance is available. The gangway over the rear axle is reached by a third shallow step. All steps have colour-contrasted edges to assist partially-sighted travellers.

The deep destination display is another Pointer plus-point. It is angled forward slightly to ensure maximum visibility and can accommodate conventional roller blinds or high-tech electronic displays. Additional destination or route number information can be provided on the side and rear of the vehicle.

The Pointer is available on a range of chassis, with seating capacities of





between 35 and 43. Seating layouts can be varied to meet specific requirements and include the option of single seats near the front of the vehicle to maximise circulating space. A luggage pen can be fitted over the front wheelarch and high-backed coach seats can be supplied for added passenger comfort.

A choice of heating systems is offered - either two heavy-duty underseat heaters or skirting radiators can be fitted. With each system the driver's compartment has its own independent heating.

EASY TO MAINTAIN

Ease of maintenance is a high priority on Reeve Burgess bodies and the Pointer is no exception. Throughout its design and construction the needs of operators' workshops were kept in mind. Gasket-mounted windows cut

replacement times and ensure a quick turnround after an accident. Small glass fibre sections are used for the front and rear corners, reducing material costs and speeding repairs. The skirt panels can be removed and replaced in minutes. And in the event of more serious damage the Pointer's aluminium frame uses proven technology which all bus operators are familiar with, further helping to reduce downtime.

POINTER. THE PRACTICAL MIDI BUS



A best seller



BEAVER. BRITAIN'S BEST-SELLING SMALL BUS
Producing best-sellers is one of the Plaxton Group's strong points - be it high specification luxury coaches or hard-working midi buses. The small bus business is very competitive and the production of a best-seller requires the special blend of ingredients - versatility, quality, style, price - which have combined to make the Reeve Burgess Beaver the market leader.

VERSATILITY

Whatever your requirements in a small bus or coach, there is a Beaver to satisfy them. The basic jig-built steel framed structure was designed from the outset to be adaptable. Urban bus? Coach? Welfare vehicle? The Beaver can be all of these and more.

EAGER BEAVERS FOR BUSY SERVICES

The standard Beaver bus features twin glider doors, a deep destination display, soft trim interior and DPTAC features such as high-visibility textured handrails, palm-operated





bell pushes and patterned step edges. An extra-wide doorway is available for routes with particularly high loadings. A variety of seating and standee layouts is available, with or without a luggage pen alongside the entrance.

All of which make the Beaver an ideal vehicle for small bus operation in town and country.

BEAVER COMFORT FOR PRIVATE PARTIES

Need a coach for a small group outing? The Beaver plays a role here too. Specify a Beaver coach body and it comes with refinements which include a single-piece door, tinted glazing, Purmo heating, a rear luggage boot, overhead luggage racks and a radio/cassette player with four speakers. Options include curtains and reclining seats.

Beaver coaches typically seat between 25 and 33 passengers and offer big coach comfort to small groups of passengers.



WELFARE BEAVERS FOR BETTER ACCESS

For operations which involve the carriage of wheelchair passengers the Beaver can be supplied with a wheelchair lift which is mounted at the rear of the body. Reeve Burgess' extensive experience in building vehicles for welfare and social service fleets show through in the Beaver with its secure wheelchair anchorage points, an easily-operated tail lift and an interior specification built to meet individual users' needs.

Non-slip flooring is a standard safety feature on all Beavers. For welfare fleets the interior can be trimmed in materials which wipe clean.

Welfare Beavers can be supplied with bus or coach seats. The seats are



mounted in tracking in the floor which allows quick and easy removal to make space for wheelchairs. Wheelchair lifts and anchorage points can also be fitted to modified Beaver bus and coach bodies.

SOARING SUCCESS

Two key features have underpinned the Beaver's success - durability and versatility. Beaver buses can be seen on busy urban bus services in major towns and cities throughout Britain, including London, Edinburgh, Nottingham, Sheffield, Aberdeen, Plymouth and Birmingham, to name but a few. Beaver coaches and welfare vehicles are equally widespread.

By the middle of 1991 there were over 1,000 Beavers in operation - and the number continues to grow.



An eye for detail



PARAMOUNT 4000. THE STYLISH HIGH-CAPACITY COACH

Many twin-deck coaches have the visual appeal of a pantechnicon— but not the Paramount 4000. Look at the gentle curvature of the body sides. At the rounded front corners. Paramount 4000 looks like a high quality coach. And it is.

The steel-framed 4m-high Paramount 4000 was developed by Plaxton's engineers in response to a demand from leading coach and tour operators for high carrying capacity on busy express services and on continental shuttle holidays. The basic structure was evolved to fit the most popular tri-axle underframes, both mid and rear engined.

The result is a stylish coach with room for up to 74 seats - and the luggage space to match.



FIVE-STAR SPECIFICATION

The Paramount 4000 comes comprehensively equipped. It is double-glazed, with tinted glass of course. It has a toilet and washroom. Video equipment, with four screens, provides in-coach entertainment. Reclining seats guarantee that your customers will be entertained in comfort.

LOOKING AFTER THE CREW

The driver has an electrically-heated side window and heated rear-view mirrors. An electric fan helps keep the driver's area cool. A courier seat is standard, as is a sliding window on the nearside door, to speed the payment of tolls on mainland European motorways.

AN EYE FOR DETAIL

The passengers travelling on the upper deck of the Paramount 4000 have sunblinds for the windscreen - and windscreen wipers are provided too. A drinks dispenser is a standard fitment and all Paramount 4000s meet the German Tempo 100 requirements.

PARAMOUNT 4000.

HIGH CAPACITY AND GOOD LOOKS.

Total product service



The best coaches deserve the best service backup. Plaxton provides it, through Plaxton Duple Parts & Service.

Plaxton Duple Parts & Service is designed around your needs, not ours. It is the most comprehensive support package available - and it covers all the products in this brochure, buses and coaches, from a 25-seat Beaver to a 74-seat Paramount 4000.

With depots strategically located around the British Isles and regular van deliveries the part you need is never more than a phone call away.

A 24-hour helpline ensures quick response in Britain and in Europe. A single FreeFone number in the UK feeds directly to the Plaxton Duple Parts & Service helpline. In Europe, a phone call to our European helpline in Holland will get equally speedy results.

Proper parts support is an integral part of Plaxton's production and sales philosophy. As new models are announced, key parts are already being shipped to our depots. The central warehouse at Scarborough has over £2,000,000 worth of stock immediately available.

Which is all part of our commitment to our customers. A commitment which ensures that Plaxton is more than just a bus and coach builder. It is a company dedicated to quality and service.



PLAXTON DUPLÉ
Parts & Service





Your Plaxton Dealer

PLAXTON
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