

FULL HYBRID RANGE



IVECO
BUS

Your partner for sustainable transport

THE NEW HYBRID BUSES

Lower emissions, lower fuel consumption.

Our well-know battery series hybrid concept is ideal for urban operations. And numerous studies have recently confirmed this, such as those carried out by the University of Graz (Austria) and the VTT Technical Research Centre in Helsinki (Finland).

Series hybrid traction offers smooth, gentle acceleration, while the batteries recover a large amount of energy during deceleration and improve acceleration at start-up.

On the Euro VI version, the Tector 7 generator combines smoothness and cleanliness thanks to its HI-SCR technology, which guarantees excellent environmental performance without the need for EGR and its associated issues.

The new Tector 7 engine is also our lightest engine, and is used on a wide range of vehicles by local urban authorities, including midibuses, Diesel standards, Crossway Low Entry and the Urbanway and Crealis hybrids.

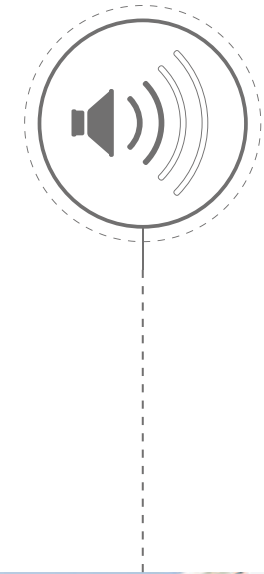


SILENCE IS GOLDEN

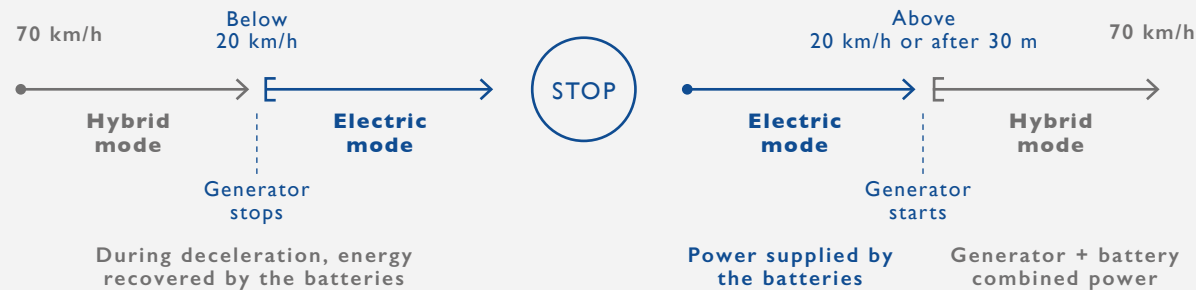
Running on electric power only near stops, the new Urbanway and Crealis Full Hybrid buses are set to get noticed thanks to their smooth, quiet operation, cleanliness and efficiency.

When approaching or pulling away from stops in electric mode, the generator is switched off, eliminating vibrations and halving the noise level. This immediately improves the comfort of residents, pedestrians, cyclists, people waiting for connections and passengers, not forgetting the driver, who also benefits from the quiet environment.

This "Arrive & Go" electric function is activated automatically when the vehicle speed drops below 20 km/h, and also allows the vehicle to continue running in all-electric mode at low speed, even without stopping.



ALL-ELECTRIC OPERATION - THE NATURAL CHOICE.



URBANWAY FULL HYBRID



PRODUCTIVITY
MORE PASSENGERS



EFFICIENCY
SMART ENGINEERING



SILENCE
ZEV MODE



SUSTAINABILITY
EMISSION REDUCTION
CO₂ & NO_x

MORE PASSENGERS

The Urbanway Full Hybrid's new lighter, simplified structure offers an increased passenger capacity.

- + Longitudinally-positioned engine with compact assembly of the Tector engine/generator/ electric motor
- + 300 kg lighter than the previous generation
- + Transfer of weight from back to front
- + An increase of passenger capacity, 10 to 12 additional passengers for the Urbanway Full Hybrid 12 m and 18 m

ENERGY MANAGEMENT

The architecture of the series hybrid with the engine/generator block uncoupled from the traction motor is ideal for optimising energy management.

The Urbanway Full Hybrid benefits from a raft of improvements to its auxiliary energy consumption.

REDUCED CONSUMPTION

The Urbanway Full Hybrid saves fuel during each acceleration by recovering electrical energy during braking and descent.

Used in cities, where traffic is slow and heavy, the battery series hybrid reduces fuel consumption by up to 40% compared to a conventional bus.

REDUCED EMISSIONS

The reduced fuel consumption and weight of the Urbanway Full Hybrid mean the vehicle offers a remarkably low CO₂ emission per passenger:

- + Reduction of 10% for the 12 m Full Hybrid compared to the previous generation and 12% for the 18 m Full Hybrid
- + Another step towards carbon-free mobility, using proven technical solutions



LED lighting — Consumption reduced by two thirds

Compact engine/generator layout — 500 kg lighter than the Diesel

Series hybrid — No alternator or starter

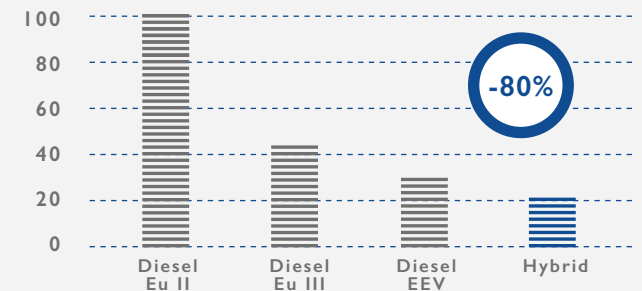
Power steering with electric pump — For electric operation
Progressive steering

Thermal comfort optimisation — High-performance compressor
Excellent air diffusion

Engine mapping for hybrid generator — High torque/Low consumption

Compressed air electronic management — Less than 20% of the compressor load

GLOBAL COST OF EMISSIONS BASED ON THE AGE OF THE BUS



CREALIS FULL HYBRID



EFFICIENCY

EASY DEPLOYMENT OF BRT
LOW EMISSION DIESEL LEVELS



PASSENGER LOUNGE

NEW LED ROOF LIGHTS
EFFICIENT AIR CONDITIONING
NEW SEATS



DRIVER'S AREA

COMPLIANT EBSF
THERMAL COMFORT
OPTIMIZED STORAGE



DESIGN

TRAMWAY-LIKE FRONT FACE
EASY MAINTENANCE
MANY STYLING OPTIONS

BRT

The **Bus Rapid Transit** concept was born in the late 1990s, for services where trams were not considered viable.

Among the earliest projects were TVM in the Paris region and TEOR in Rouen. The BRT concept uses bus only lanes, and incorporates the rolling stock, infrastructure and operating system. Other cities, including Nîmes and Clermont-Ferrand, have implemented efficient BRT solutions.

The service level is superior to that of a conventional bus service, offering:

- + Frequency
- + Speed
- + Regularity
- + Timetabling

The BRT system often offers the same level as trams for these four criteria. Transport capacity is quoted as one of the advantages of trams over the BRT. Let's compare the facts: at 4 passengers per m² and a frequency of 3 minutes, a system using 18 m articulated buses has the same capacity as a 20 metre tram.

The advantages of the tram based on this criterion are not quite so obvious.

Other criteria for which trams are often considered the better option were taken into account by IVECO BUS when designing CREALIS, the rolling stock for BRT systems.

- + **Attractiveness:** a unique image with a tram-style front end, wheel covers to comply with regulations and domes on the roof.
The vehicle interior offers a range of configurations to suit the needs of our customers.
- + **Accessibility:** an integrated low floor with a UFR electric ramp provides good access for all.
The optional addition of optical guidance enables docking with centimetre precision.
- + **Comfort:** available as a Diesel Euro VI and also in CNG and Hybrid versions, CREALIS protects the environment. The CNG version does not emit particles, and offers a proven alternative to the Diesel. Thanks to its electric traction with no gearbox, the hybrid version substantially improves the comfort of both passengers and residents, as it operates at a very low noise level.

In financial terms, a BRT service is often considered 2 to 3 times more economical than a tram service with an identical transport capacity.

A BRT project is also much quicker to commission than a tram project, which requires road works far more complex than those for BRT.

The advent of electric technology should enable BRT to improve in terms of both comfort and attractiveness.

A bright future lies ahead.

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