

SPECIFICATION



Primo Vehicle Dimensions

Length 7.9m, Width 2.4m, Height 2.73m.

STANDARD FEATURES

Structure

All Integral, welded stainless steel structure;
Aluminium exterior panels, detachable aluminium skirt panels; GRP front and rear with detachable lower centre and corner sections.

Suspension

Front: Raba independent front suspension, twin airbags.
Rear: Parabolic springs with twin airbags.

Power unit

Cummins ISBe 140B 4 cylinder Euro 4 diesel, 138 bhp @ 2500 rpm; torque 550Nm @ 1500 rpm.

Transmission

Allison 2000 Series 5 Speed automatic transmission, Raba angle drive, single reduction rear axle.

Brakes

Knorr Bremse air disc brakes to front and rear; spring parking brake; Frenelsa retarder.

Steering

ZF Servocom integrated rack and pinion servo steering with built in hydraulic limiter; 100 degree max lock to lock angle.

Electrical

Conventional 24v electrical system, twin 170 Ah batteries on slide out carrier; 100 Ah alternator.

Lighting (Exterior)

Twin halogen headlamps; LED rear, brake, reverse and rear fog lights; high level rear brake lights.

Lighting (Interior)

Fluorescent lighting with diffuser covers.

Heating

Single high output convection heater.

Glazing

Standard bonded side and rear glazing, sliding driver signal unit, laminated gasket fitted front screen.

Doors

Single leaf, pivot mounted, electro-pneumatically operated door.

Fuel tank

140 litres stainless steel tank.

Seating (Bus Specification)

21 forward facing bus seats, six inward facing, 1 tip up seat to wheelchair bay; total 19 seats accessible from low floor section.

Seating (With Seat Belts)

22 forward facing high backed seats; 2 inward facing without belts.

Seating (Mobility)

Max 22 forward facing seats, max two inward facing seats, max 5 wheelchair locations.

Trim

Laminate ceiling, cove and side casing panels; Tarabus floor and lower coves; GRP cab enclosure; seats moquette trimmed.

Destination

Manually operated front and side destination gear; front, rear and side TRN.

DDA

Fully compliant with the requirements for DDA.

Capacity

Max 43 - 28 seats, up to 16 standing (with 27 seated).

OPTIONS

High back seating with or without lap and diagonal three point seat belts, Electronic destination equipment, Configurations for mobility and airport operations, Powered front entrance access ramp, Cab air-conditioning.



Primo



Primo

Primo, a brand new concept in urban transport which is transforming our environment.

The PLAXTON Primo is a new concept in minibuses specifically aimed at increasing the availability of public transport and helping reduce the congestion on our roads.

This is a minibus specifically designed for the twenty first century, a small bus manoeuvrable enough for even the narrowest bus routes, so spacious it can accommodate up to 43 passengers, economical to operate and stylish enough to charm the travelling public aboard. Primo is at the top of the class when it comes to using road space efficiently, at under 8m it occupies the same space as two family cars but carries up to 43 passengers. Add the lower emissions levels for Euro4 and you'll see Primo is already making a difference to our environment.

Style – Perhaps the most distinctive minibus of its generation, Primo has a unique, modern appearance which will give your operation genuine passenger appeal.

Economy – Running costs are more than just fuel consumption, maintenance costs, residual values and above all the ability to generate revenue all play their part. With a layout designed for ease of maintenance, a cavernous interior, space for up to 43 passengers and an industry standard drive-train which has achieved exceptional fuel consumption, Primo can really get your business motoring.

Capacity – Innovative thinking and clever design has allowed us to maximize the available seating in the low floor area, around 70% of seats can be accessed without having to climb steps. A total capacity of 43 paying customers in a bus just over 7.9m long sets a new standard for small, urban buses and allows you to maximize the earning potential for your business.

Durability – Plaxton buses have long been renowned for their longevity, we've set out to ensure Primo follows that ethos. A robust, fully integral structure fabricated in stainless steel is at the heart of this product. Advanced running gear featuring independent front suspension, industry standard power train and a unique space saving driveline promise you the potential to maximize the lifespan of your investment.

Designed for both Passengers and Drivers



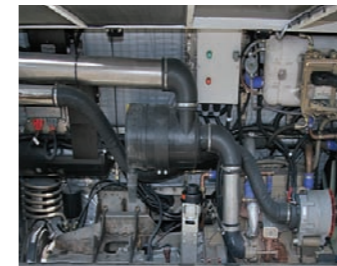
More passenger leg room.



Roll on access for wheelchairs and buggies.



Wide opening, single-leaf entrance to DDA standard.



Class leading maintainability.



- Stainless steel body structure for ultimate longevity.
- 2.4m width for maximum manoeuvrability.
- 27+1 seated with up to 16 standees.
- 5 seating configurations for service-bus, mobility and airport operations.
- Compact Cummins/ Allison drive-train for maximum low floor area.
- Cavernous interior saloon area.
- 70% of seats in the low floor area.
- Euro4 standard with Cummins SCR technology.
- Proven fuel economy.

We're with you all the way

When you invest in a new Plaxton bus or coach, you're also investing in top-quality after sales service.

Plaxton Customer Support is dedicated to keeping your vehicles where they belong – on the road, earning money.

The Plaxton Customer Support operation is staffed by people who understand the bus and coach business. They realise the importance of a prompt response, whether it's ensuring that a vital part is delivered promptly to your workshop, or attending to a vehicle breakdown.

Roadside support is provided 24/7 by a network of UK and European service agents, managed and monitored from a dedicated control centre.

We also offer an unrivalled glass replacement service with teams covering the UK.

For parts and service Plaxton Customer Support provides the back-up you need, when you need it. Fast.

