

## Busworld 2015: Iveco Bus celebrates as Magelys is crowned "International Coach of the Year 2016"

*Iveco Bus establishes a strong presence at Busworld Kortrijk, showcasing its vast range with twelve vehicles that represent its corporate values of sustainable development, technological excellence, total cost of ownership and added value in terms of the quality, comfort, design and operating profitability of its vehicles.*

Kortrijk, 15th October 2015

On the impressive 1200 m<sup>2</sup> Iveco Bus stand, located in Hall 3, are on display six vehicles. Six more models are available at the outdoor demonstration area for static presentations and test drives.

The six vehicles on the stand are:

- A new version of the **Magelys, the "Lounge"**, bearing the colours of the prestigious rugby team, the New Zealand All Blacks
- two **13 m Crossway Line** coaches (**normal deck** version and **LE** low entry version)
- an **Urbanway** city bus, in its **Bus Rapid Transit** version
- and two new generation minibuses: the **Daily Tourys** and the **Daily Line Electric, a world premiere!**

Outside, the following are available for test drives:

- the **Magelys**, winner of the "**International Coach of the Year 2016**" award
- a **Crossway Pro**
- a **Crossway LE City** with a VDV driver's place
- an **Urbanway** with a **CNG** engine
- and **two Daily**: CNG Line and Tourys equipped with the new Hi-Matic automatic gearbox providing visitors the opportunity to experience first-hand the benefits and the performance of the exclusive Hi-Matic 8-speed transmission for the first time.

The Iveco Bus offering stands out for the following factors:

- **sustainable mobility**, stemming from the exclusive technology used in Iveco engines, which perform particularly well in terms of environmental protection (Euro VI SCR/Selective Catalytic Reduction, CNG, full-hybrid electric technology with the "Arrive & Go" function and the Daily Electric);
- **high added value**, which is a feature of all the vehicles in the range (the BHNS customisation of the Urbanway, new "high end" Lounge version of the Magelys, new Hi-Matic automatic 8-speed gearbox for the Daily Minibus);
- **optimisation of TCO** (Total Cost of Ownership) thanks to a range of improvements aimed at reducing running costs (weight reduction, extension of maintenance intervals, aerodynamic fine-tuning resulting in lower fuel consumption, etc.);
- and for the victory of the **Magelys, crowned "International Coach of the Year 2016"** following intensive tests, where it triumphed against serious competition, proof that this vehicle has all the qualities needed to meet the new requirements for regional and international lines by offering a very high level of comfort to its passengers, whilst ensuring its owner enjoys increased operating profits.



### Magelys, "Coach of the Year 2016"

A touring coach with an elegant design that oozes dynamism, the Magelys ensures travel is always a pleasure thanks to the on-board comfort, the completely new feeling of space and the panoramic visibility that its roof side glazing panels offer its passengers.

The versatility of the Magelys is demonstrated through its three versions, each of which is available in two different lengths (12.20 and 12.80 m):

- **Line**, for medium distance travel in conditions of exceptional comfort;

- **Pro**, the perfect solution for high service levels on regular liberalised inter-regional, national and international lines, combining a high level of accessibility with equipment providing exceptional comfort, all in a context of managed operating costs;

- **Lounge**, a "full options" version. Unveiled at Busworld, this new version - based on the standard of the Pro version - benefits from the following range of equipment: AS-Tronic gearbox, lateral sun blind, driver's seat armrest, electric defrosting of the driver's window, GPS, reversing camera, camera for the centre door, hostess seat, hostess cupboard, hostess microphone, hostess camera, coffee machine, camera filming the road for the passengers and glazed central roof section. The following optional equipment is available: seats with adjustable headrest, USB sockets, touchscreen radio display and two games tables at the rear allowing eight passengers to sit opposite one another for a more relaxed experience.

At 12.80 m long, the Magelys Lounge on display at Busworld has 44 seats and 8 spaces around two games tables at the rear of the vehicle, a glass roof in addition to the side glazing panels, a multimedia audiovisual system and USB sockets.

As an option, the Line and Pro versions can be fitted with an additional door on the right-hand side, with a lift platform and a "Cinema Seat System" (CSS) to allow access for one wheelchair user. The CSS means that the seats in question can be quickly and easily folded away to take up less space, freeing up an area for the wheelchair or a games table.

Naturally, the Magelys benefits from a high degree of active and passive safety, making use of the very latest technological innovations. For example, its robust self-supporting structure is hardened in a cathaphoretic bath which ensures it has long-lasting protection against corrosion. It is designed to meet the R 66/01 rollover test, an international standard that ensures passengers receive maximum protection should the vehicle overturn.

The Magelys is equipped as standard with ABS brakes, ASR to optimise traction control and grip during start up, ESP to correct the vehicle's trajectory when cornering and prevent the vehicle from swerving off the road, AEBS emergency brakes and a lane departure warning system (LDWS), a useful aid that warns the driver of any loss of concentration or sleepiness.

As an option, the Magelys can be fitted with ACC (Adaptive Cruise Control) which uses radar to ensure a safe distance is kept from the vehicle in front and automatically triggers the engine brake and retarder if this distance suddenly decreases.

The Magelys Euro VI boasts a 10% reduction in fuel consumption compared to the previous Euro V engine as a result of its lower weight, which has been reduced by about 200 kg, and tweaks to the bodywork that make it more aerodynamic.

The Magelys won over a panel of 22 journalists from the specialist European coach and bus press to be awarded the coveted title of “**International Coach of the Year 2016**”, beating stiff competition from five other manufacturers by offering the best operating cost without compromising style, comfort or safety.

Within a legislative framework which is favourable to coach transport, this major success reinforces Iveco Bus' positioning as one of Europe's leading industry players.

The Magelys on display on the stand celebrates the partnership with the All Blacks with its livery bearing the rugby team's colours. A Magelys and three specially adapted Daily Hi-Matic minibuses have been chosen to transport the **defending World Champions, the prestigious All Blacks rugby team** and the New Zealand Federation during the 2015 Rugby World Cup which is currently taking place in the UK. The Magelys which has a basic configuration with 57 seats, has been customised to provide the players and those accompanying them with even more comfort: it features just 46 reclining leather seats and a host of amenities such as Wi-Fi connection, GPS, a coffee machine, a twin amplifier for microphones, a USB port for every seat and a 220 V socket for every pair of seats.

Pierre Lahutte, Iveco Brand President, stated: *"We are doubly proud: first, for counting ourselves amongst the official supporters of the All Blacks in Europe, and secondly, because our two great champions – the Daily, "International Van of the Year 2015", and the Magelys, "International Coach of the Year 2016" – are transporting the current world champions in defence of their title. Our partnership with the All Blacks is a historic one, and it celebrates the values of commitment, reliability, performance and team spirit that our employees share with the team".*

### **Crossway, a European leader with 25,000 units already off the production line**

The uncontested number 1 in its category, and a true “money-maker” thanks to its versatility and operating profitability, the Crossway has already seen 25,000 coaches roll off the production line since its launch in 2006, continuing to win the affection of European transport groups and coach companies.

From the ideal extension for urban transport to school and inter-city transports, the Crossway range demonstrates its vast spectrum of possibilities through its choice of three optimised lengths (10.8 m, 12 m and 12.9 m) and 4 versions:

- **LE (Low Entry)**, approved for both "coach" and "bus" applications;
- **Pop**, designed mainly for school use. The longest model (12.9 m) of the Crossway Pop is the only vehicle on the market coming in at under 13 m and capable of offering 63 seats while retaining all its handling capabilities and agility;
- **Line**, for short and medium-length inter-city journeys;
- **Pro**, the perfect solution for transporters who require a mix of intercity coach and touring coach, combining a high level of accessibility with a range of comfort equipment.

Iveco Bus has taken the switch to Euro VI as an opportunity to insulate further the engine compartment, significantly improving on-board comfort as the noise level inside the vehicle has been more than halved.

Already recognised by professionals as the "best ergonomic space dedicated to the driver", the driver's seat of the Crossway Euro VI has seen an increase in comfort thanks to the 10 cm extension of the front overhang. The ergonomics of the driver's working environment have also been further improved with the addition of a new style of instrument panel.

Crossway models - initially equipped with a Tector engine - are now suitable to run on HVO (hydrogenated vegetable oil), a very high quality biodiesel for diesel engines, which can be easily mixed with diesel oil without altering its quality or having an adverse impact on the engines. With this renewable fuel a reduction in carbon emissions of between 30 and 90% compared to conventional diesel oil is possible.

The two vehicles on display on the Iveco Bus stand at Busworld are a 12.9 m Crossway Line with 59 seats, 2 liftable seats, a maximum of 30 standing spaces and a lift platform for passengers in a wheelchair, and a 12.9 m Crossway LE which offers 49 seats, 4 liftable seats, a maximum of 33 standing spaces and a single-leaf wide door (1000 mm) at the front. In the outdoor area, a Crossway Pro and a Crossway LE City (with "bus" approval) with a VDV driver's place are available for test drives.

#### **Iveco Bus Euro VI buses and coaches: "Regeneration? No thanks!"**

Already renowned for their reliability, their performance and their reduced fuel consumption, the Euro VI version (Tector 7 and Cursor 9) of the engines on Iveco Bus coaches and buses offer greater displacement for increased power and torque... while using less fuel!

Iveco Bus vehicles meet the requirements set by the Euro VI legislation with a HI-SCR selective catalytic reduction system. This exclusive technology optimises combustion, as the engine only draws in fresh air. Depollution is entirely assured by an after-treatment system, downstream of the engine which doesn't need to resort to exhaust gas recirculation. It is particularly well suited to coaches and buses with a rear-mounted engine which have an increased need for cooling (the EGR circuit would require at least 30% additional cooling at an equivalent output), and to urban use, characterised as it is by low speeds and frequent stops.

Protected by numerous patents, this high-tech HI-SCR system provides a simple solution to the major challenge of reducing pollutant emissions as required by Euro VI without adding complex components, without polluting the engine and its peripherals with chemicals, and without creating excessive thermal loads. It has also led to a decrease in weight and improved reliability.

This technology, combined with a number of other improvements that include the modernisation and optimisation of the transmissions and the reduction in the vehicles' weight, has led to a reduction in fuel consumption of between 5 and 10% as compared to Euro V (depending on the models and their use).

The total balance sheet is highly favourable. The drop in the TCO (total cost of ownership) results in a quick return on the additional investment incurred by the Euro VI technology.

### Daily: Iveco Bus excellence extended to minibuses

Awarded the coveted "International Van of the Year 2015" title by a panel of European journalists specialising in industrial vehicles, the latest generation Daily, dedicated to public transport, is available in:

- three versions, **Tourys**, **Line**, **Citys**, to meet the needs of three types of use: Tourism, Inter-city and Urban;
- three engines: 146 and 170 hp diesel, 136 hp CNG and 80 kW Electric.

Iveco Bus has designed the "minibus" version of the Daily, developing a vehicle which sees the long-recognised qualities of the Daily combined with all the expertise of a passenger transportation industry leader. The entire production process has been optimised thanks to new methods and stronger check systems introduced on the assembly line dedicated to the manufacture of the Daily "passenger transport" at the plant in Suzzara, close to the Italian city of Mantua.

The **Tourys** version is set apart by its top of the range comfort levels, reinforcing its links with the Iveco Bus range of touring coaches. It is available in a choice of two lengths. The version on display at the Busworld stand is a 65C HD model with a 170 hp engine, 7.515 m in length with 19 seats, a 2.5 m<sup>3</sup> luggage section at the rear, rear pneumatic suspension, air conditioning system, a multimedia audiovisual installation, USB sockets for each pair of seats and a lane departure warning system (LDWS), a really useful aid which warns the driver of any loss of concentration or sleepiness. It is equipped with the **Hi-Matic** automatic gearbox designed to provide maximum performance at low operating costs, whilst offering unrivalled comfort, easier gear shifting and reduced fuel consumption. With its 8 speeds, this gearbox is faster and more precise than a manual 6-speed gearbox and allows gears to be shifted without any torque interruption in less than 200 ms, to ensure the very highest performance levels.

The **Line** version is the most versatile, perfect for suburban journeys or as a school minibus. It is available in a choice of three lengths and different seat configurations, and can carry up to 22 passengers; special equipment such as a ramp for disabled passengers is available on request. A Daily Line "Natural Power" with a natural gas engine developing 136 hp is on display in the outdoor area at the Busworld event.

The **Citys** version is designed exclusively for transport in urban and suburban areas. Available in one length and with diesel or CNG engines, this minibus is equipped with a double central door and can take a rear door for disabled access via a special wheelchair ramp.

One of the major innovations at the Iveco Bus stand at Busworld is the **Daily Electric 50C H3**, a "zero emissions" vehicle perfect for city centre activities and for shuttle services. This 16-seater is 7.120 m in length.

Compared to the previous generation of Daily electric, this new model has a range of up to 110 or 160 km (with 2 or 3 batteries respectively), a 25% increase in efficiency, an additional 100 kg on the payload and a 20% longer battery life.

The energy storage system requires two or three high energy density sodium-nickel-chloride batteries in conjunction with high power supercapacitors which improve the vehicle's performance and increase the service life of the batteries. Energy recovery during braking

allows kinetic energy to be recovered and transformed into electrical energy to recharge the traction batteries.

There are two modes of electric traction: Economy (ECO) to increase the vehicle's range, and Power (PWR) to improve performance.

The flexible charge mode, patented by Iveco, consists of a unique connector and electric socket which can be used either for domestic charging in 24 hours, or a public or private charge in 10 hours, or even a rapid public charge in 2 hours.

To ensure passenger comfort, a completely new Bycool Compact 3.0 high performance air conditioning system has been developed, based on two modules installed on the roof with two electric compressors and central air diffusion. The cooling power is regulated automatically.

A pedestrian acoustic alerting system (PAAS) with buzzer, active up to 30 km/h, warns pedestrians and cyclists that the vehicle is approaching.

#### **Urbanway: a multifaceted bus range**

Available in short (10.60 m), standard (12 m) and articulated (18 m) versions; Euro VI HI-SCR, natural gas vehicles (CNGs) and full hybrid electric vehicles with "Arrive & Go" function; BHNS (Bus à Haut Niveau de Service - Bus with high level of service) version with customised features and design: the numerous combinations in the Iveco Bus range always provide operators and public authorities with an attractive and environmentally friendly urban transport solution.

Measuring 12 m in length, the Urbanway bus on show at the Iveco Bus stand at Busworld is powered by the Iveco Cursor 9 Euro VI HI-SCR 360 hp engine. It has capacity to seat 21 passengers with room for a wheelchair. It is available in a BHNS version with its welcoming modern interior design that optimises the concept of passenger comfort and service. This is achieved through the addition of low-level side glazing that increases the natural light on board; ambient lighting using LEDs built into the roof, which is designed to be compatible with the customised décor selected by the customer; the flow of air from the air conditioning system optimised using "air curtains" on the doors; finally, the new roof external design that makes the vehicle more streamlined.

Thanks to its renowned leadership in the field of alternative drive systems, Iveco Bus has been able to anticipate the ever growing demands of networks and organising authorities for vehicles which are clean and more respectful towards the environment's natural resources and public health.

The green urban transport recommended by Iveco Bus also includes CNGs, which have won over many networks and are becoming increasingly popular with those keen to fight urban pollution, now a key concern for many European towns and cities.

Fittingly, an Urbanway powered by natural gas will be exhibited in the outdoor area at the Busworld show.

Iveco's leadership in natural gas alternative drive systems is the fruit of 25 years' experience during which it has produced 24,000 engines. Iveco currently offers the widest range of industrial CNGs on the market: light commercial vehicles for town centre deliveries (Daily),

medium- and heavy-duty vehicles for urban and regional distribution and cleaning services (Eurocargo and Stralis) and buses for urban transport (Urbanway, Crealis and Daily minibus).

With around 2.500 vehicles in France, Iveco Bus and its historic brands represent nearly 95% of the natural gas bus fleet; in addition, there are around 3.000 such vehicles in various major fleets across Europe, including Italy, Spain, the Netherlands, Czech Republic and Greece, which takes the total number of vehicles in service over the 5500 figure. Outside Europe, 302 vehicles have recently been delivered to Baku, the capital of Azerbaijan while, in China, 1400 locally-branded buses on the Beijing and Shanghai networks have been fitted with Iveco CNG engines.

With its mastery of alternative traction technologies, Iveco is the perfect long-term partner for authorities which have opted to fight urban pollution effectively by investing in transport powered by natural gas.

Indeed, the latest-generation Cursor 8 Euro VI CNG is already well known among operators. It uses the same technology as the previous Euro IV, V and EEV versions featured on many Agora CNGs and Citelis CNGs already in service. This means that there is no need for operators to reinvest in equipment, maintenance or training for workshop personnel. Although the Urbanway CNG shares the same technology as its predecessor the Citelis CNG, the environmental performance of the Euro VI version is far superior.

With no need for EGR, SCR or a particulate filter, this engine renowned for its technical qualities needs no additives thanks to its optimal "stoichiometric" combustion process which is extremely powerful. Its pollutant emissions are significantly lower than those recommended by the Euro VI Directive, in terms of the fine particulate matter responsible for respiratory diseases in urban locations. Its noise pollution has also been substantially lowered and vibrations have been reduced across all operating speeds compared to diesel vehicles: two important advantages for the driver, users and residents, particularly at night.

Natural gas is a real alternative to diesel; it is cheaper and its price is more stable than diesel, which is a further benefit when calculating fuel costs, one of the biggest items within the TCO (Total Cost of Ownership).

CNG buses from Iveco Bus are fully compatible with **biomethane**, a fuel produced through the recovery of organic waste (from door-to-door collections, green waste, mass catering and municipal waste) which makes these vehicles carbon-neutral (zero CO<sub>2</sub> emissions). This is a decisive step forwards in the transition towards sustainable energy sources. In other words, their use does not cause global warming; this makes them a solution which can now respond to all the challenges posed by 21<sup>st</sup>-century road transport: air quality, environmental protection and silent operation, without losing any of the fundamental advantages that buses offer, namely their versatility of use and low operating cost. The Iveco Bus buses used on the network in Lille, France, are the perfect example of completely carbon-neutral vehicles running without the use of fossil fuels.

Series hybrid traction is another area of development in Iveco Bus' strategy. This technology enables smooth and gentle acceleration (as there is no gearbox); the batteries can recover a large amount of energy on deceleration while helping with acceleration during start phases.

Based on the experience Iveco Bus has gained since 2010 with its first generation of "Stop & Start" hybrid buses on the Citelis base, the company has developed a second generation called "**Arrive & Go**", together with the development of the new-generation Urbanway.

Now, when approaching and leaving bus stops and at traffic lights, the series hybrid traction Urbanway can be driven in fully electric mode over a total distance of around 60 metres, emitting no noise or pollution.

The new "Arrive & Go" boasts impressive environmental performance, as completely shutting down the Tector 7 Euro VI engine eliminates noise and vibrations. This function is activated automatically, with no intervention from the driver. Residents, pedestrians, passengers and the driver will all feel the immediate benefit of this quieter, more comfortable environment.

With their new more streamlined, even stronger structure and the compact layout of the "Tector longitudinal engine/generator/electric engine" assembly, Urbanway Full Hybrid 12-m and 18-m buses are significantly lighter than the previous generation; they are also more spacious, with capacity for 10 to 12 more passengers, with no loss of seating. As a result, the articulated version of the hybrid Urbanway has capacity for up to 170 passengers standing and seated!

Overall, the Urbanway series Full Hybrid featuring the "Arrive & Go" function saves up to 35% diesel compared with a conventional bus with remarkably low CO<sub>2</sub> emissions per passenger: a reduction of 10% for the 12-m version and 12% for the 18-m version compared to first-generation Citelis hybrids. This is a new step towards carbon-neutral mobility.

Sylvain Blaise, Head of Iveco Bus, said: *"With a full order book, 2015 is set to be a record year for our factory in Annonay, France, as nearly half the buses produced will be non-diesel versions, namely CNGs and electric hybrids. We are proud of this achievement, which shows that we have successfully anticipated the ever growing demands of authorities, operators, and citizens for green vehicles which are more respectful towards the environment's natural resources and public health, while remaining cost-effective. This proves that customers recognise the quality of Iveco Bus' alternative offer, thus supporting our original commitment."*

### **Crealis: delivering high added-value for BRT**

The BHNS (Bus with high level of service) concept is a global system for enhancing urban transport networks combining rolling stock, its operating system and infrastructures to make a significant improvement in terms of frequency, commercial speed and regularity. The objective is to promote mobility and modal shift, but it also fits within a strategy of optimising costs for authorities: according to transport engineering specialists, the BHNS line is 2 to 3 times cheaper than a tram line with equivalent transport capacity, as it is much faster to implement in terms of the roadway. It can also be quickly expanded and upgraded as project budgets and schedules allow.

Iveco Bus has been a leader and pioneer in the field of BHNS vehicles for over 10 years. Some 500 units are in service including the Cristalis, Citelis BHNS, Crealis/Crealis Neo, and now the Urbanway BHNS and Crealis Euro VI. Operators have recorded a significant increase in the use of these vehicles, testifying to the real success of the BHNS concept proposed by Iveco Bus, which:

- represents an innovative and competitive solution,
- optimises the concept of passenger comfort and service with its welcoming, modern interior design,
- promotes a strong vehicle image with a customised design suggesting dynamism and fluidity.

Excellent accessibility for all, outstanding comfort and an enhanced design with a positive image: these are the characteristics aiming to satisfy the requirements of this specific use. They translate into a wide range of 3500 stylistic combinations, from the most straightforward to the most complex, enabling customers to enhance the features on their BHNS recommended by Iveco Bus. Examples include: wheel fairings and roof bodywork, additional side glazing to increase natural light, transparent roof hatches, translucent seatbacks, customised interior trims. Tailor-made solutions to meet all requirements.

Highly compatible with each other and benefiting from harmonised technology, the Urbanway BHNS and Crealis have been designed using fully industrialised equipment, guaranteeing consistent quality and availability of spare parts throughout their service life.

First unveiled at this year's National Public Transport Meetings (RNTP) industry show in Lyon, France, the new Euro VI version of the **Crealis** was exhibited bearing the colours of Le Mans Métropole, which ordered 10 units (articulated CNGs); the contemporary design of this bus is consistent with the identity of the city's transport network, and aims to extend the level of service offered by the tram system launched back in 2007.

A real "lounge bus in the city", the Crealis in its new Euro VI configuration offers unprecedented levels of comfort; it also boasts a unique design with a striking new sloping front and luxury finishes; natural light has been optimised with more windows thanks to additional low-level glazing; it features a new 1200-mm front door and makes smart use of space combining excellent accessibility with 4 large ramps; on-board comfort is ensured with air curtains on each door and its exclusive interior design integrates triple LED ambient lighting; its roof is designed with customisation in mind and the bus features translucent folding bellows in the articulated section joining the two parts of the 18m vehicle.

The Crealis is available with 3 engine types, depending on operators' needs: the Cursor 9 Euro VI HI-SCR is a high-performance engine, the Cursor 8 CNG has a long track-record, while the full hybrid is very cost-effective, with its electric "Arrive & Go" mode for use into and out of stops.

To facilitate maintenance, the lower front section of the new Crealis comprises seven removable bodywork components.

## Iveco

*Iveco is a brand of CNH Industrial N.V., a World leader in Capital Goods listed on the New York Stock Exchange (NYSE: CNHI) and on the Mercato Telematico Azionario of the Borsa Italiana (MI: CNHI). Iveco designs, manufactures and markets a wide range of light, medium and heavy commercial vehicles, off-road trucks, and vehicles for applications such as off-road missions.*

*The brand's wide range of products include the Daily, a vehicle that covers the 3 – 7 ton vehicle weight segment, the Eurocargo from 6 – 19 tons, the Trakker (dedicated to off-road missions) and the Stralis, both over 16 tons. In addition, the Iveco Astra brand builds off-road trucks, rigid and articulated dumpers as well as special vehicles.*

*Iveco employs close to 21,000 individuals globally. It manages production sites in 7 countries throughout Europe, Asia, Africa, Oceania and Latin America where it produces vehicles featuring the latest advanced technologies. 4,200 sales and service outlets in over 160 countries guarantee technical support wherever an Iveco vehicle is at work.*

For further information about Iveco: [www.iveco.com](http://www.iveco.com)

For further information about CNH Industrial: [www.cnhindustrial.com](http://www.cnhindustrial.com)

## Iveco Bus

*Iveco Bus is a brand of CNH Industrial N.V., a global leader in capital goods listed on the New York Stock Exchange and on the Borsa Italiana in Milan.*

*A major player in the field of public transport, and among the leading bus and coach manufacturers in Europe, Iveco Bus designs, manufactures and markets a broad range of vehicles that meets all the needs of public and private operators:*

- school, intercity and tourism coaches (Crossway and Magelys)*
- standard and articulated city buses, including BRT dedicated versions, with a strong leadership in clean technologies such as CNG and Hybrids (Urbanway and Crealis)*
- minibuses for all passenger transport missions (Daily)*
- different chassis for bodybuilders.*

*Iveco Bus employs over 5,000 people across two production units, in Annonay, France and in Vysoké Myto, Czech Republic. Both factories were awarded the bronze medal in 2013 following their WCM (World Class Manufacturing) audits, an international methodology for managing manufacturing processes according to best standards worldwide.*

*The extensive Iveco Bus and Iveco service network guarantees assistance around the world wherever an Iveco Bus vehicle is at work.*

*For further information about Iveco: [www.ivecobus.com](http://www.ivecobus.com)*

*For further information about CNH Industrial: [www.cnhindustrial.com](http://www.cnhindustrial.com)*

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