



## PRESS RELEASE

### New Solaris Urbino to conquer the city

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There are two versions of the new Solaris presented at UITP 2015: a 12-metre standard bus and an articulated 18-metre vehicle. The Polish manufacturer will be introducing further types of the new Urbino successively. Beside 12- and 18-metre diesel buses which had been available from September 2014, the next models will be developed, beginning from battery buses and low entry vehicles. It is expected that by the end of 2016 the whole Solaris product portfolio will be implemented in the new design.

- The new Solaris Urbino has been recently launched in both 12-metre standard bus and 18-metre articulated versions
- The new Solaris is a completely new construction designed for all powertrains
- New Urbino 12 and new Urbino 18 are ready to order. Further models will be rolled out systematically
- New Urbino 12 and new Urbino 18 already sold to Germany, Italy and Poland

#### First orders in Europe

The new buses are in the production from the first half of 2015. Soon the first Solaris Urbino in the new design will be handed over to customers in Germany, Poland and Italy. The first deliveries are planned for the second half of June this year. The first new Solaris will be delivered to the private Bavarian operator Josef Ettenhuber GmbH. The Bus will operate within the regional public network of Munich Transport and Tariff Association (MVG). Further customer from Germany is Martin Geldhauser GmbH who has ordered four new Urbino 12. Also private bus operators Kessels-Reisen GmbH, Wies Faszinatour and H. Sandrock GmbH have purchased one 12-metre vehicle each. The biggest contract came from BOGESTRA, a public transport operator in the Ruhr area (fourteen new Urbino 18). Solaris has also acquired first orders for the new Solaris with electric drive. ũstra from the city of Hannover decided to buy three vehicles in its newest design.

The first new Solaris Urbino 12 sold on the Italian market will boost the fleet of the operator SUN S.p.A. from Novara in north-western Italy. ATM Genova has ordered two new Urbino 18. Orders came also from Solaris domestic market in Poland. One new Solaris 12 will go to Wejherowo, further two vehicles will be delivered to Grudziądz. Płock will receive four buses, one 18- and three 12-metre new Urbino.

#### iF Design Award 2015

The new Solaris was honored with the prestigious international iF DESIGN AWARD 2015. The joint work of Solaris's engineers and studioFT design agency from Berlin was appreciated by a jury consisting of fifty three international experts in the field of design.

It is a completely new construction of a city bus which provides robust rigidity while being significantly lighter in weight. The innovative construction of the vehicle is expected to lower fuel consumption as well as operating costs and it guarantees highly distinguished aesthetics. High standards of comfort for passengers were achieved through a spacious and bright interior supported by its assured handling. The whole was completed with the eye-catching, expressive, but also functional design which creates attractive travelling environment for passengers.

The intention of the designers was to create a city bus that by its mere appearance and appealing interior would increase passenger growth and make public transport more popular. Hence the visible growth of available space in the passenger saloon, wider and higher doors as well as a significant number of pedestal-free seats. Bigger windows and LED lighting ensure the comfort of the journey.

The more expressive design of the new Solaris suggests that the manufacturer is ready to respond to the challenges future public transport is faced with. The overall result of the intensive work of all the team will improve the satisfaction as well as the comfort of passengers, drivers and operators.

## **What is new in the new Urbino**

### **New design**

The new Solaris Urbino is a completely new engineering design. Despite being lighter, it is more robust. There is a host of newly developed features that improve all characteristics of the bus, while reliable, tried and tested components of its predecessor have been maintained. The new exterior design will be sure to turn heads, yet the new Urbino will continue to be an easily recognizable member of the Solaris product family.

### **Introducing to both lighter and robust construction**

The new bodyframe design provides the same robust rigidity – made from the same noncorrosive materials as before – while being significantly lighter in weight. The new concept of placing and shaping horizontal profiles also reduces the vehicle weight. In the new Solaris, many technical solutions have been implemented. Redesigned stronger connections between vertical and horizontal steel profiles have been used. The flooring uses a combination of stainless steel sheets and plywood. The former is an integral part of the chassis and reinforces the bodyframe, while also providing strong protection against inclement weather. The bodyframe was also prepared for the placement of compressed air tanks at the front of the bus.

### **Skin-on-skin assembly**

Skin-on-skin assembly ensures efficient production flows as well as highly distinguished aesthetics. Service accessibility is improved with screwed body paneling, allowing quick replacement and repair in case of damage. Hatches now open to 170°, 40° more than until now, to facilitate easy access to components.

The engine tower has been prepared to fit engines of different sizes. Both engines used in the new vehicles – the newly developed DAF MX-11 (PACCAR) as well as the Cummins ISB6.7E6 meet the restrictive Euro 6 limits. Cummins will also provide the ISLG8.9E6 powered by compressed natural gas (CNG).

The new Solaris Urbino has been designed not just for the use of small and large Euro 6 diesel engines. Gas-fuelled engines, diesel-electric hybrids and electric drives have all been considered from the start. It will be also available as a trolleybus, the Trollino.

### **Welcome to a spacious and inviting interior**

The lower unladen weight of the new bus is expected to reduce fuel consumption. Axle loads are better distributed by shifting some of the weight from the drive axle to the front of the bus, including a centralized assembly of all compressed air tanks at the front. The changes deliver a higher passenger carrying capacity, better drive dynamics and servicing. Improved insulation will lower operating costs and raise comfort levels.

The interior will be free of vibrations, while the bus is quieter than its predecessors. At a noise level of 74.8 dBA it remains well below international standards (including the European limit of 80 dBA and the more stringent 77 dBA level in Germany).

### **Getting on and off more efficiently**

High standards of comfort for passengers are not only achieved through a larger pedestal-free floor area (up to sixteen seats in 12-metre version, up to twenty three in articulated vehicle), but also thanks to wider and higher doors which improve passenger flows. It has been made possible also by positioning the fuel tanks on the front wheel arches.

On two-door standard buses, there is an option to move the second door further to the back. Standard width of doors is 1230 mm, but a 20 mm wider version is optionally available. Height ranges between

1970 mm and 2000 mm. Another key change in the Urbino 12 in this very area is a relocation of second door to the back on the width of one panel. This solution has also been used in Urbino 18. It will certainly help passengers move more efficiently.

### **Higher driving culture**

Drivers will find an ergonomic cab with the seat raised 50 mm higher than previously. Along with the panoramic windscreen, excellent visibility is offered. Thanks to the higher seating position, drivers will also enjoy improved interaction with passengers. Brilliant visibility is additionally ensured by widescreen, much bigger in comparison to previous Urbinos.

The drivers' cab is much more ergonomic thanks to the modern, intuitive touch-screen dashboard, also available in Solaris electric buses and trams.

The new Solaris buses are equipped with LED technology for interior lighting. Energy-efficient LED lighting is available in exterior lamps as well. There is an option to install halogen or xenon lighting there.

### **Safety**

Handling of the new Solaris Urbino is made easy by a new, progressive suspension. Optionally, this can be specified to automatically adapt itself to the state of the road, allowing the new Solaris bus to smooth out road quality and speed. This prevents the bus from tilting if curves are taken at higher speeds. Electronic Stability Control is an option.

The roof of the new Solaris Urbino has been lowered by 50 mm without compromising on interior height. With a lower centre of gravity, the new bus is even better and safer to drive.

### **A unified, expressive design**

With the new family of buses, the exterior aspect of low-floor and low-entry buses is unified, along with a harmonization of specification options between buses and trams. The new Solaris Urbino therefore will be an integral part of a recognizable range of public transport vehicles. Solaris fleet operators will value the ability to specify identical components and the need to stock fewer different spare parts, thanks to advanced commonality across the range. This will significantly lower maintenance costs.

The new visual design is expressive of the step change in technology. The rounded lines of the previous models are superseded by a sharper, more dynamic styling. Panels along the roof line screen roof-mounted components to deliver a continuous and harmonious appearance. The futuristic lines of the body are an expression of Solaris's forward-looking approach and will be sure to draw the attention of passengers and passers-by. Operators will find the new Solaris Urbino a bus whose mere appearance will raise standards and deliver even more attractive public transport.

### **About Solaris Bus & Coach**

*Solaris Bus & Coach is a major European producer of city, intercity and special-purpose buses as well as low-floor trams. Since the start of production in 1996, over 12 000 vehicles have already left the factory in Bolechowo near Poznań. They are running in 29 countries. Despite its young age, Solaris has become one of the trendsetting companies in its industry. For many years it has been the indisputable leader among the suppliers of city buses in Poland as well as one of the largest suppliers of city buses in Germany.*

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#### **About our company**

Solaris Bus & Coach sp. z o.o. is one of the leading producers of city and intercity buses in Europe. It focuses in particular

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on the development of zero-emission vehicles, i. e. electric and hydrogen buses as well as trolleybuses. This has resulted in the widest zero-emission product range in the European market and a leading position in this segment with a market share of 15.2%. Nearly 25,000 Solaris vehicles have been delivered so far and they ply the streets in 850 towns and cities across 33 countries located throughout Europe as well as beyond it. Solaris is part of the Spanish CAF Group (Construcciones y Auxiliar de Ferrocarriles) S.A. From conception, to the design and manufacturing phases, all Solaris buses are produced in Poland. Moreover, all activities undertaken by the manufacturer are in line with the brand's mission, which is reflected in the motto "We are changing the image of public transport". Solaris also actively partners with public transport operators and provides them with comprehensive support in their transition to zero-emission mobility.