KURSOR

CITY BUS

IN THE CITY BEAT

In a modern city, where mobility is almost the main criterion for the comfort of city-folk, an optimal route choice is now more important than ever. To mark out the right course in the moving stream and clearly follow it, persistently moving towards the objective point: that's the right way to achieve the desired result.

We present KURSOR, a new generation bus for urban transport designed to operate in the context of medium passenger traffic and adapted for passengers with limited mobility.

With its bright and recognizable exterior KURSOR will never get lost in a monotonous traffic flow and a modern and comfortable interior will make your travel from point A to point B as comfortable as possible. Low floor level provides a comfortable boarding/debussing. Kneeling and a mechanical ramp make city trips accessible for passengers with limited mobility.

In developing this model we have thought through everything to the last detail: the cost of ownership – the employed OEM components result in significantly reduced operation costs; the driver's seat ergonomics – everything you need for the driver's comfort in the cabin.

Therefore, we proudly announce:
KURSOR, represents a modern look at the city image.
KURSOR, is a state-of-the-art transport infrastructure.
KURSOR, is the future of urban traffic available today.

MODERN
KURSOR

The bus is designed for operation in the context of low or medium passenger traffic and adapted for passengers with limited mobility.

An innovative body structure, advanced modular base, and a bright new interior and exterior design.

- Service interval mileage 15,000 km (1-st servicing), 30,000 km (2-nd servicing)
- Corrosion perforation warranty – 12 years
- High level of active and passive safety
- High comfort level for the driver and passengers
- Profitable cost of ownership

KURSOR

COMFORT AND CONVENIENCE OF PASSENGER TRAFFIC

BUS FOR URBAN AND SUBURBAN SERVICE

The updated bus exterior and interior and driver's workplace designed in accordance with the requirements of international comfort and ergonomics standards. Low floor level provides a comfortable boarding/debussing, reducing the route passing time by 15% when compared to other models.

The bus is adapted for passengers with limited mobility: it is fitted with a kneeling system (body tilt towards the doors at 7°) and a mechanical ramp. The electronic suspension control with body lift/lowering capacity for heavy road conditions.

A limited bus length to optimize maintenance cost on routes with low passenger traffic. The employed OEM components for middle class vehicles can significantly reduce the maintenance costs.

9500 mm

max.
82 (18+1) passengers

ADVANTAGES

KURSOR

RELIABLE,
COMFORTABLE,
EFFICIENT

A specially designed model for passenger transport under heavy traffic. Small sizes increase the maneuvering capability in traffic stream and allow you to optimize the route passing time.

With a length of 9.5 meters, this model preserves all the competitive advantages of a large class vehicle: high passenger capacity, low floor, kneeling, and electronic suspension control.

Profitable cost of ownership

The use of modern medium-duty units can significantly reduce operating costs.

Environmental friendliness

Complying with the stringent EURO-5 environmental standard.

Reliability

- Body life at least 12 years
- High reliability and assembly endurance (up to 700,000 km)
- Advanced YMZ-534 engine
- OEM components from leading manufacturers.

Safety standards

- ABS and ASR
- Video surveillance system, fire-extinguisher system, digital tachograph, GLONASS

Modular multiplex control system.

Comfort

- Updated bus exterior and interior
- The driver's workplace designed in accordance with the European requirements
- Low floor level throughout the bus for easy boarding/ debussing
- Body kneeling system
- Easy access for all passenger categories

POWERING

The bus configuration uses reliable components and assemblies from leading international and domestic manufacturers.

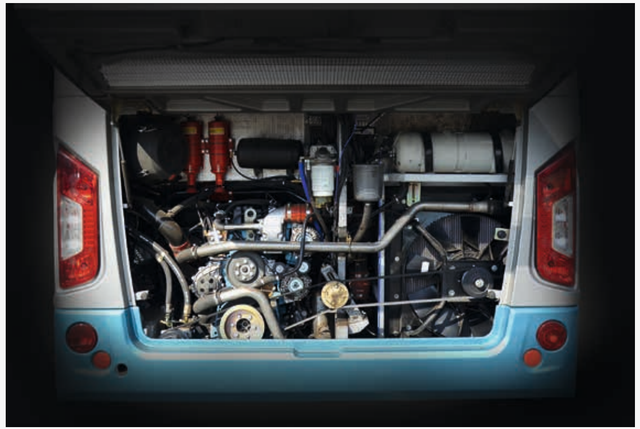
YMZ-534 ENGINE

The new YMZ-534 diesel engine meets the requirements of Euro-5 environmental standard and all international standards applicable to internal combustion engines.

- Modern advanced design of the diesel engine highly competitive with the best world counterparts
- EURO-5 environmental standard
- Increased engine life up to 700,000 km
- A new generation Common Rail (BOSCH) fuel system, adapted for Russian fuel
- Reliable engine start at low temperatures
- Increased up to 154 kW net power and a maximum engine torque up to 780 Nm, providing high speed and traction performance
- Common 24V electrical components
- Low noise and vibration level due to Vibracoustic enginemountings
- Low labor intensity and cost of the engine maintenance in comparison with counterparts
- The cost of spare parts and consumables by 20% lower than that of counterparts.

ALLISON, ZF AUTOMATIC TRANSMISSION

Increased engine life
- Operating costs saving
- Improved passenger safety
- Easy and comfortable to operate.



ZF INDEPENDENT FRONT SUSPENSION

- Top driving safety due to high front suspension roll rate reducing roll
- Increased comfort due to optimal weight distribution
- High maneuverability due to the increased suspension travel (+/- 90 mm) and 55/45 degrees wheel turning angle.

ZF REAR DRIVING AXLE

- Specifically designed for middle class low-floor buses 9.5 m long and with a total weight up to 15 tons
- Improved smooth running, low noise due to high quality gears and hypoid pinions.

CONTROL

CONTROL SYSTEM

In cooperation with Continental we have for the first time implemented a modular multiplex control system, which is unique in the domestic bus building industry.

- Complete diagnostics of all bus systems and components with a capability of transmission via cellular data connection to the control point or Wi-Fi networks in a depot
- Automatic data transfer while on route (speed, location, fuel consumption, video, etc.)
- The number of electric harnesses reduced by 2.5 times compared with similar control systems
- 300 basic functions in auto mode implemented without changing the architecture.

SAFETY AND RELIABILITY

Reliability of components and assemblies confirmed by domestic and foreign technical experts. Due to high front suspension roll rate reducing roll, highly safe driving is achieved. A rear axle designed specifically for middleclass low-floor buses offers improved ride comfort and low noise level.

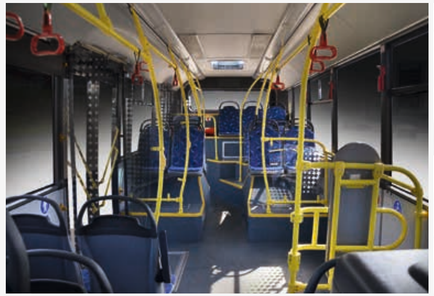
Reliability

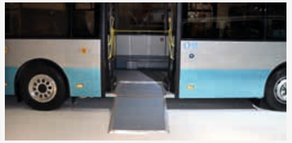
- Body life at least 12 years
- High reliability and long service life of components (up to 700,000 km) ensure long-term stable operation
- Reliable suspension for any road surface
- Disk brakes
- OEM components from leading manufacturers.

Safety

- ABS and ASR provide high maneuverability on road
- Event data recorder for outdoor and indoor monitoring
- Fire-extinguisher system
- Digital tachograph
- GLONASS/GPS navigational facilities
- Modular multiplex control system.
- Fog lights.

COMFORT





Comfort for all categories of passengers provided by a set of the most advanced technical solutions. Low floor level, large space for standing passengers, specially equipped seat for disabled passengers and a modern interior make the bus most convenient on any urban route of any length.

Passenger compartment

- Comfortable interior complies with the UNECE Regulation No.107
- Low floor level throughout the bus for easy boarding/debussing
- Body kneeling system
- Large space for standing passengers
- Easy access for all passenger categories (ramp)
- Special seat for passengers with limited mobility

Easy access for all passenger categories

Driver's workplace

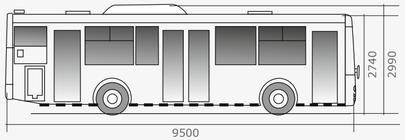
The driver's workplace is designed meeting the mandatory requirements of EBSF standard and all European requirements for comfort and safety.

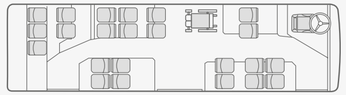
The instrument panel with a stepless height/angle adjustment is moving with the steering wheel.

All data, including the units' status, diagnostic results, images from the cameras, circular scans, GLONASS/ GPS data are displayed on a multifunctional display, located to the right of the instrument cluster.

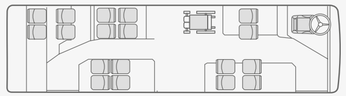
PASSENGER COMPARTMENT LAYOUT

URBAN VERSION:
low floor level along the entire passenger compartment.



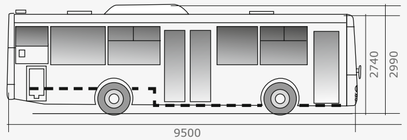


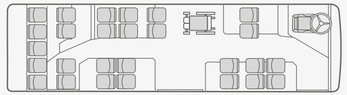
72 (23+1 for disabled) or 79 (23+1)



75 (18+1 for disabled) or 82 (18+1)

SUBURBAN VERSION:
low floor level at the first and second door, increased seating capacity.





68 (27+1 for disabled) or 75 (27+1)

SPECIFICATIONS

BASIC SPECIFICATION	URBAN	SUBURBAN
Body type	All-metal, low floor, wagon type body	
Body life, years	12	
Wheel arrangement/drive wheels	4X2/rear	
Length/Width/Height, mm	9500/2500/2740 (2990 with A/C)	
Wheelbase, mm	4500	
Ceiling height in passenger compartment, mm	2150…2280	
Floor level above ground, mm	360	
Door number/width, mm	2/785 + 1/1325	1/785 + 1/1325
Min/ turning radius, m	8,9	
Curb weight/fully loaded weight, kg	9020/14000	
Front/rear axle load, kg	2555/6465 (curb weight) , 5000/9400 (fully loaded weight)	
Passenger capacity (incl. seats)	72 (23+1 for disabled) or 79 (23+1 for disabled); 75 (18+1 for disabled) or 82 (18+1 for disabled)	68 (27+1 for disabled) or 75 (27+1 for disabled)
Fuel tank capacity, l	200	
Front suspension	ZF, RL-55EC independent air suspension with disk brakes electronically-controlled	
Rear axle	ZF, AV-110/90°/7° rigid-axle type air suspension, portal axle with central bevel gear speed reducer with disk brakes. Gear ratio i=5.78	
Steering	BR Servocom 8095 power steering	
Steering column	Continental	
Brake system	Air double-circuit brake system, electronically-controlled (EBS), with ABS, ASR systems	
Ventilation	Natural (4 side wings, 2 sunroofs) and forced air draught (“August” A/C with 18 kW cooling capacity)	
Heating system	Liquid heating system dumping heat from the engine to liquid and SPHEROS Thermo e-200 independent liquid heater	
Tires	265/70 R 19,5	
UNIT SPECIFICATION		
Diesel engine	YMZ-53403	
Number and arrangement of cylinders	4R, upright	
Gas aftertreatment system	EGR (exhaust recirculation)	
Environmental standards	EURO-5	
Displacement, l	4.43	
Engine power, kW (h/p/)min	154 (210) at 2300 min^{-1}	
Max. torque, Nm/min	780 at 1200…1600 min^{-1}	
Engine arrangement	Rear, longitudinal	
Gearbox	Automatic gearbox: ZF 6AP-1000B; Allison T2100	
Maximal speed, km/h	65-85	

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