






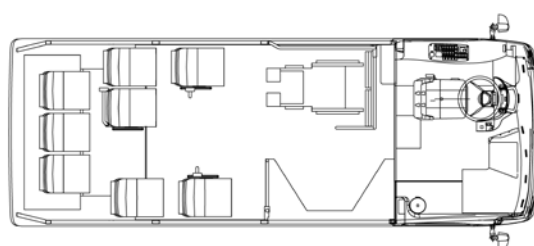
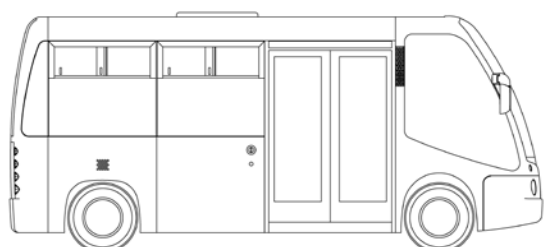
The modern and friendly styling which pleasantly introduce this minibus in the heart of our historic centres, fits today a traction module deeply updated. A new and more powerful AC water cooled electric motor, an IGBT inverter and new lithium batteries provide ZEUS with premium features on the electric minibus market.

Speed and acceleration performances also increase as a consequence of more than 500 kilos of weight saving and moreover the new lithium batteries allow a range of 120 km in a typical urban duty cycle. With the new batteries it is also possible to half the necessary time to recharge them completely and make short partial recharging too.

	ZEUS		
			
PASSENGERS (standard)			
Seated	8	8	8
Standing	16	21	23
Wheelchair	1	-	-
Folding seats	-	2	-
Driver	1	1	1
<b>TOTAL</b>	<b>26</b>	<b>32</b>	<b>32</b>

#### MAIN DIMENSIONS (mm)

	ZEUS
Maximum length	5.890
Maximum width	2.070
Maximum height (with A. C.)	2.810
Minimum height from ground	200
Wheelbase	3.720
Overhang front / rear	1.140/ 1.030
Turning diameter	13.370
Entrance step height	310
Dry weight with driver	4.300 Kg





## MOTORE

- Engine AC electric motor ANSALDO ELECTRIC DRIVE, rear mounted, water cooled.
- Functioning by IGBT inverter ANSALDO ELECTRIC DRIVE, water cooled
- Maximum power 30 kW nominal, 60 kW peak
- Maximum torque 260 Nm at 2.200 rpm
- Maximum speed ~ 45 Km/h

## FRONT AND REAR AXLE - TYRES

Rigid axle with direction single tyres. Power steering ZF. Steering wheel adjustable in inclination and height.

Rear axle with single tyres.

Tyres 225/75 R 17,5, rims ISO 6"x17,5".

## STRUCTURE

Bodywork made of high resistance steel profiles electrically welded forming an integrated structure. Wheel housings are made of high resistance steel sheet.

## SUSPENSIONS

Front: n. 2 air springs and n. 2 hydraulic shock absorbers, n. 2 longitudinal leaf springs.

Rear: n. 2 air springs, n. 2 hydraulic shock absorbers, n. 2 longitudinal leaf springs.

The suspension trim is provided by automatic sensors through an electronic control unit ECAS. Side kneeling system (40 mm) with vehicle stop when doors opened. Chassis rising and lowering device.

## BRAKES

Service brakes: hydraulic activated with front disc and rear drums with ABS.

Emergency brake: obtained by sectioning of the service brake.

Parking brake: mechanic, hydraulically activated on the rear axle.

Retarder: of electric type integrated in the transmission.

## PNEUMATIC SYSTEM

Elettro-compressor.

N. 3 aluminium tanks, 55,5 litres, with manual centralized condensate drainage.

Press-block plug for air refilling from outside. Polyamides piping.

## ELECTRICAL SYSTEM

Multiplex type 24 V with 1 electronic units I/O + graphic display. N. 2 battery low maintenance 12 V 80 Ah.

## TRACTION BATTERIES

The bus is equipped with 78 lithium - polymer cells, 288 V – 200 Ah, total capacity 57,6 kW/h, rear mounted in a steel sliding box, easily replaceable, accessible through the rear hatch.

The batteries can be recharged directly on board through n. 1 battery charger 20 A 380 V, in less than 10 hours.

Battery monitoring is carried out by a central control unit (BMS) connected via CAN-BUS indicating on the dashboard display the informations about charge level and working status.

## DOORS

N. 1 double door inward swinging electrically activated with antitrap device and safety border.

## WINDOWS

Curved front windscreen. Side windows glued to the structure with upper part sliding horizontally.