

OTOKAR NAVIGO 185 C

THE TERRITO IS RENEWED



THESE are small improvements that, however, confirm the attention that Otokar pays to the suggestions coming from the market. Thus, in addition to details for maintenance optimization, the central entrance staircase of the Territo has been improved by standardizing the height of the stairs to ease passengers' boarding, while retaining the option to mount a Braun ramp. In order to improve visibility for the driver the left rear-view mirror has been moved farther down instead. Also, the driver's area has been expanded to facilitate movement. ●



Lowered REAR

DIMENSIONS

Lenght mm	7,721
Width mm	2,265
Height mm	3,275
Wheelbase mm	3,866
Front Overhang mm	1,640
Rear Overhang mm	2,215
Turning Circle mm	16,300
Fuel Tank litres	100
AdBlue Tank litres	21
Weight kg	10,500

THE C (City) series is now complete. With the arrival of the 7.7 metres Navigo C, in addition to the Centro C, Vectio C and Kent C models, Otokar now offers a comprehensive range of vehicles dedicated to urban transport services, measuring from 5.5 to 12 metres in length. In reality, for European markets, the Navigo C is perhaps best suited to use on short/medium range suburban routes between hilly towns. That is due both to its compact measures (7.7 metres in length for 2.3 m width) and

INTERIORS

Seats n.	21+1H+20+1
Internal height mm	2,100
Floor height mm	370/870

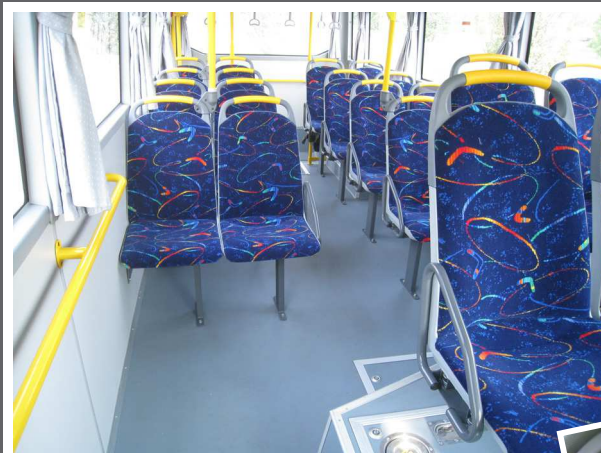
Comfort

Seats	fixed
Driver seat	pneumatic Grammer
A.C.	Konvekta 12 kW
Heater	Eberspächer
Roof Hatches	manual
Windows	simple opening

On Two Level

THE Navigo C fits 21 upholstered seats in the raised area (16 are fixed on the flat floor and 5 are mounted on the high base at the front), plus four folding seats on the lowered rear wall and there is room for another 20 standing passengers.

A Konvekta roof system of 12 kW, with separate adjustment for the driver and for passengers, takes care of climate control inside of the vehicle, with air distribution through vents on the tiles and upper slots. Heating is provided by an Eberspächer system, that feeds floor convectors on the left



TECHNIQUE

Engine	Cummins ISBe4
Displacement c.c.	4,500
Power hp(kW)/rpm	185 (136)/2,300
Torque Nm/rpm	700/1,200-1,800
Emissions/System	Euro V/Scr
Transmission	autom. Allison
Disc Brakes with	Abs, Asr, Telma
Suspensions	mixed
Tyres	235/75 R 17.5



side. On the ceiling there is a hatch that opens manually and on the side walls, covered in plastic laminate, there are single-glass window panes

that open by sliding upwards.

The driver makes use of a Grammer seat with air suspension and, alongside, the plinth with the shift

lever, a manually sliding side window made of thermal glass and a well-structured dashboard, with a central console comprehensive of a

display and a forward placed central element with radio CD, digital tachograph, buttons pane and climate controller.

to the internal layout, consisting of a floor that is 870 mm from the ground up, lowered to 370 mm (lowered at 300 mm) on the cantilever tail in order to accommodate a wheelchair for disabled passengers that board through the double door and a Revar ramp (supplied in a separate bag) to be mounted manually.

In the absence of a wheelchair, it is possible to use the four folding seats mounted on the wall. There are three stairs to access the corridor when boarding through the rear platform. In order to board the vehicle from the double door at the front there is one stair under the

body shell that appears automatically and two internal stairs on the left side that lead to the corridor next to the first two rows of seats on a raised base that incorporates the hatch to access the engine.

The engine, mounted next to the front axle, is the four-cylinder 4.5 litre Cummins ISBe4 of 185 horsepower (136 kW) and 700 Nm of torque, available at 1,200 and 1,800 rpm, compliant with Euro V emission standards (optional EEV) thanks to a SCR system with AdBlue injection on the exhaust gas stream. On the other end, it is possible to choose

from the Eaton FS4106B six-speed manual transmission and the six-speed Allison automatic transmission from the 2200 series with the gear lever on the plinth to the right of the driver's seat.

Suspensions are of mixed type, with parabolic leaf springs on the front axle and air suspension on the rear axle. The disc brake system includes Abs, Asr and Telma electromagnetic retarder (for both transmission options) controlled with the lever on the right side under the steering wheel.

The self carrying tubular construction is made

of zinc plated steel and is completely galvanized with double zinc coatings (aluminum flaps). The Navigo C also comes with the recent aesthetic renovation that affected the entire series (note the front and back outlines) and the new driver's place with the round lines of the dashboard. The driver's area is confined by painted tubes and by a glazed lower gate; entry for the driver is a little uncomfortable due to the double height of the entrance stair.

In Italy, the Navigo C is commercialized by Mauri Bus System at around 115/120 thousand euro.