

The new Mago2 by Indcar

For Amazing TRAVELS

Always original and keeping pace with the times, the 8.9 metres midibus by Spanish coachbuilder continues to be appreciated at home and by international markets

FOR over 15 years it's been the flagship vehicle of Indcar, an acronym for Industrial Carrocera Arbuciense. The Mago has continued to keep pace with the times by updating its mechanics, design and interior features, and by preserving the charm of its original aesthetic line, with an aerodynamic front, a very large first side window in the shape of a fingernail and the remaining side windows base raising towards the rear.

DIMENSIONS

Chassis	Iveco CC100E22FP
Lenght mm	8,855
Width mm	2,500
Height mm	3,160
Wheelbase mm	4,455
Front overhang mm	1,765
Rear overhang mm	2,630
Fuel tank litres	180
Luggage m ³	4.5
Seats n.	29+1+1
Perm. GVW kg	10,000
Engine	Iveco Tector
Power kW (cv)/rpm	160 (218)/2,700
Torque Nm/rpm	650/1,200
Gearbox	manual 6 speed

The latest recognition came from its native land, where the Mago was awarded the title of Midibus of the year 2013. This is the second consecutive year (microbus Wing won in 2012) that Indcar collects an award that celebrates its commitment to innovation and design, also recognised by international markets, where the Catalan coachbuilder has a direct presence or relies on local dealers from France to the United Kingdom, from Belgium to Scandinavia. And starting last year it also strengthened its presence in Italy with the creation of Indcar Italy, headquartered in Modena, providing assistance service, changing parts and direct sales (especially of models build on Mercedes mechanics). Indcar Italy also provides support to the Iveco dealers network which is responsible for the sale of Indcar models built on Iveco mechanics. The latest restyling of the Mago2 was presented just a few months ago, during the Fiaa fair in Madrid, last October. Concerning the exterior outlook an aluminium pattern with the model's name was added at the base of the front side windows; the design of the grille on the front was changed, headlights can now be chosen between Bi-halogen, Bi-Xenon or the more innovative Bi-Led. LED daytime running lights were also added, and



on request it is also possible to opt for LED turning lights, while all rear lights have also been replaced with LED technology.

Interior changes improved the spaciousness of the five places at the rear, of the driver's area and of the overhead compartments, while the aesthetics was enhanced by a new range of colours for roof coverings and for window frames.

For the rest, the Mago2 confirms its characteristics of a 8.9 metres long vehicle, stylish and comfortable, with a capacity of 29 passengers plus host/hostess seat, Vogel padded reclining seats, double glazed windows, Spheros air conditioning system, heating coils and individual sets on the overhead

compartments where LED interior lights are also integrated.

There is a single electrically controlled door for boarding the vehicle, and a security door at the back. Luggage can be accommodated on 4.5 cubic metres of space obtained from rear and lateral compartments.

The Iveco CC100E22 chassis mechanics mounts a Tector engine of 218 horsepower, six-speed manual transmission, Ecas controlled air suspensions and braking system inclusive of Telma retarder.

It must be said that the Mago2 is also available in the Cabrio and MX versions with the lateral double door to allow boarding access to up to three wheelchairs via a lift.