

INTER-URBAN
DIESEL BUS
7,5 METERS LONG
CHASSIS FIAT 315

Dimensions

Wheel base	m	3,610
Front projection	m	1,780
Rear projection	m	2,110
Max width	m	2,500
Height (unloaded vehicle)	m	2,900
Platform height from ground (front part)	m	0,885
(rear part)	m	0,885
Lenght	m	7,500
Turning circle	m	16,000
Inside height	m	1,900
Front and rear door opening width	m	0,660
Baggage compartments capacity	m ³	1,800

Capacity

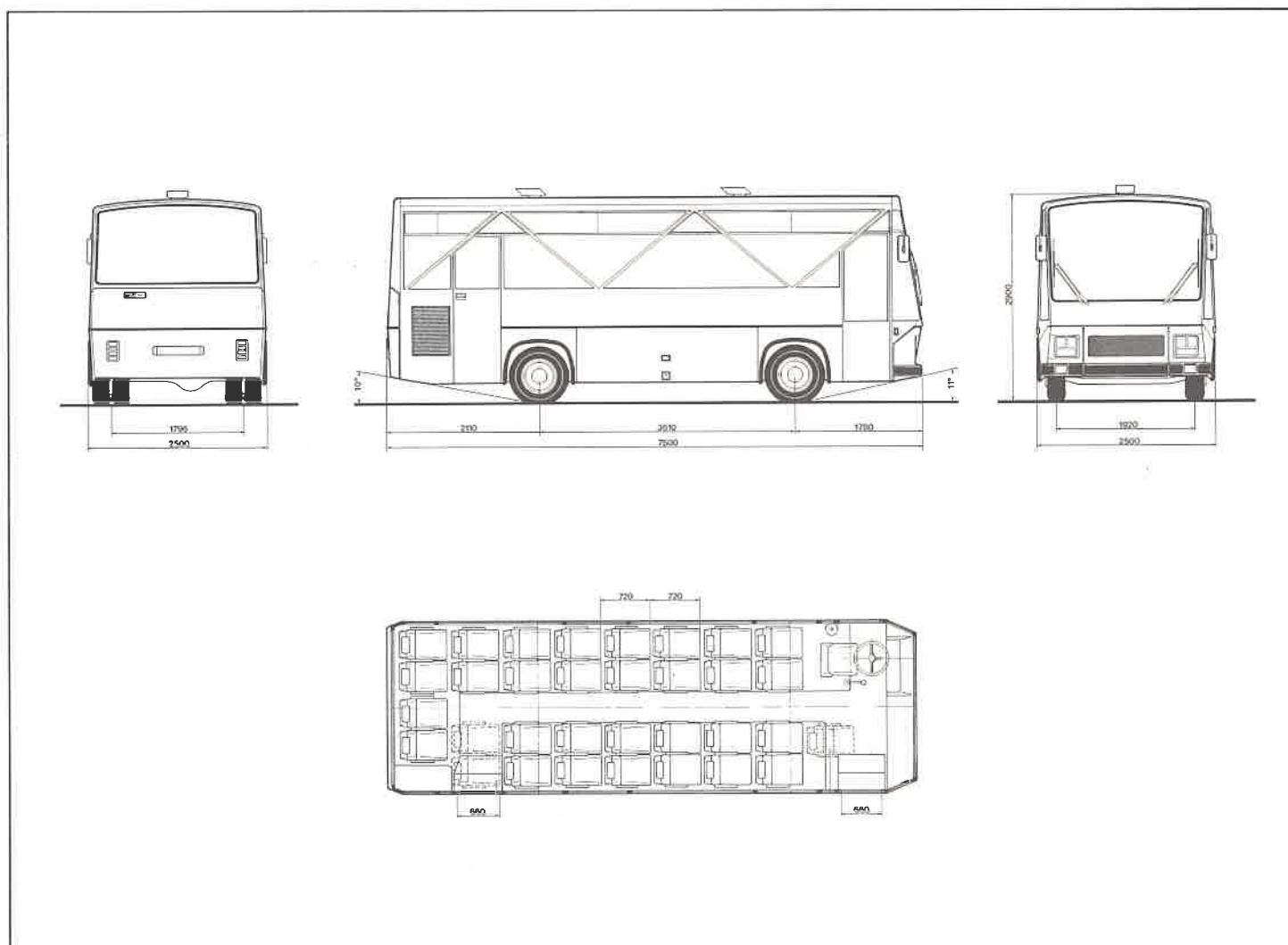
Number of seats in L. version	n.	30+1=31
Number of seats in N R and T version	n.	32+1=33
Number of seats in GT version	n.	28+1=29

Weights

Weight of motor coach in running conditions (with refueling)	KG	5800
Total permitted weights	KG	8800
Front axle	KG	3000
Rear axle	KG	5800

Performances

Maximum effective speed	Km/h	105
Maximum gradient		30%



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The SOCIMI diesel bus with restrained lines is elegantly conceived to respond to today's needs in inter-urban public transportation, with the max. economy in operation



- **Maximum utilization of available space affords good habitability**

- **Long lasting construction and designs that impart great confidence**

The steel body structure with compact and robust construction has been designed to satisfy the most difficult conditions of service and passenger loads that are typically met in inter-urban service. The construction utilizes many common elements which will facilitate maintenance and minimize the quantity of spares.

- **A high level of comfort**

Silent operation, absence of vibration due to the back engine and logical arrangement of seating and hand-holds.

- **Optimized air comfort system**

The heating and ventilation is integrated into the body work to provide a highly efficient comfort control system.

- **Spacious baggage compartment under the floor and baggage racks above the seats**

- **High levels of outside visibility and interior illumination**

Thanks to the use of large side windows and to the careful design of the windshield.

- **Driver comfort**

A driver's seat that is completely adjustable to fit, highly legible instrumentation, enhanced maneuverability, heating in the operator's footwell, ease of accessibility and operation of all of the controls.



The SOCIMI interurban motor bus on FIAT 315 chassis has been designed with a specific structural conception either for line or Grand Touring interurban transport. The bodywork is constituted of a structure made of tubular steel elements suitably welded each other. This structure, patented by SOCIMI, is characterized by diagonal posts converging each other so as to form together with the chassis an indeformable unit having a strong bending and torsional stiffness. The triangular structure, patented by SOCIMI, reduces the structural importance of the side covering and allows a higher level of the glazed surface without compromising the strenght of the vehicle. The excellent panoramic view of the vehicle is particularly welcome to the users.



Driving seat

The driver's seat is located on the left in optimal position so as to guarantee the best visibility. Rational instrumentation allowing immediate reading gives a complete sum of informations on operations of the engine and other systems. The driving seat is aerated by a dynamic air intake from the radiator cowl and an internal trap-door in the pedal compartment. The windscreen defrosting system has an electric fan and hot air apertures located at the base of the screen. A hot air intake from the defrosting system heats the driver's place. The vehicle is provided with a fixed front hook.

Outside covering

Side, ends and top made of steel plate fastened by length welding. Between outside and inside covering of the roof and sides there is an efficient heat and sound proofing.

Service doors

The compartments in the sides and back are provided with fully opening doors, hinged at the top and held in open position by gas springs. These doors are sized so as to allow an easy inspection of the mechanical members, the engine-compressor set and the baggage compartments.

Inside covering

The whole inside is covered with laminated plastic panels. These panels are fastened with screws in special aluminium sockets.

Floor

Made of stratified plywood panels screwed on the bottom structure of the vehicle. The floor is completely covered with moquette which is continuously joined to the side board.

Door compartment steps

Made of steel plate covered with rubber or linoleum mat, scored on the treads and smooth on the rises. The steps are lighted up from above with recessed bowl lights controlled by opening of the doors.



Bumpers

Made of strong laminated plastic framework. The front one is partly removable for extraction of the spare wheel.

Side and rear windows

The large side windows are fitted with athermalic and coloured fixed panes. Only the two rear side windows are fitted with panes sliding horizontally. The sliding parts are held in open or closed position by special hooks. The panes are contained in light alloy frames mounted with rubber sections. The driver's side window has sliding panes in the bottom part, so as to facilitate the driver's external visibility. The back end is equipped with a large window serving as emergency exit.

Front windows

Large and panoramic, it consists of three flat stratified plate glass panes mounted to the framework by self-locking rubber sections. A large plastic sun-shield with double ball-joint adjustable support is mounted inside, above the windscreen. A similar sun-shield is fastened above the driver's side window.

Handrails

Formed by columns and partitions disposed near the steps. The driving seat is separated by a tubular partition extending to the front desk. Tilted handgrips are located at the sides of the doors in order to facilitate passengers in entering and alighting.

All the tubes are made of steel coated with coloured epoxy powders.

Doors

The vehicle is equipped with three single doors, two of them in the front and rear overhang and the third one, of emergency, disposed on the left side near the driver's place. They are made of steel tube framework and fitted with large windows edged with rubber. The doors open outward from behind forward. The front door is mechanically controlled by a handle with lock near the driver. The rear and the emergency door are controlled by passengers through a safety lock which can be locked

inside and opened from outside. The doors are edged with rubber in order to ensure a perfect closure without infiltrations of water and rain.

Hat-racks

They are disposed inside the vehicle on each side of the car-body. Hat-racks have modular construction and are made of plastic reinforced with fiber glass and with aluminium pierced plates inserted on the bottom.

Passenger seats

Tiltable seat back type with headrest and folding arm rest.

They are made of steel framework covered with epoxy powders, the bottom and the back are stuffed with foam rubber and covered with artificial leather or cloth in the colours requested by the customer.

They are fastened to the floor and sides so as to be easily moved if necessary. On request they can be furnished with handle, object-holder and ash-tray.

Driving seat

Equipped with hydraulically shock-absorbed seat adjustable both vertically and horizontally.

On request behind the driver can be supplied a glass partition with roller blind.

Interior lighting

Obtaining by incandescent semirecessed lamps located in ceiling bowls on the center line.

The system is equipped with two circuits providing two degrees of lighting.

Other ceiling bowls are located above the driver's seat and the door compartments.

The last ones are controlled by the door opening.

An illumination of 50 lux is ensured at one metre from the floor level.

Outside lighting

Of regulation they including:

- head lamps
- front position and direction lights
- side repeaters
- rear direction, position and stop lights
- keak red reflectors
- number plate light

Accessories

- Driver's parcel rack
- Driver's coat-hook
- Vehicle stop checks
- Recording tachograph
- Panoramic internal rear-view mirror
- Two external rear view mirrors
- Two electric windscreen wipers
- Spare wheel holder on front projection
- Rubber splash-guards on front and rear wheels
- Two-tone pneumatic horns
- Document wallet
- Fire extinguisher
- Regulation triangle with case
- Vehicle licence case

Windscreen defrosting

Obtained with a unit heater inside the front dashboard with flexible pipes to the hot air apertures at the base of the windscreen.

Static aeration

Obtained with sliding glasses disposed on the upper side of the side windows and front air-intake near the driver.

Painting

All parts of the structure are treated with rust preventer and sound deadener paint.

The external painting, preceded by through disoxidation and degreasing operations, is carried out with epoxy undercoats and polyurethane enamels.

Baggage compartments

The baggage compartments are made of naval type multiply resined wood panels coated with plastic. These panels are waterproof and painted internally with antiscratch products.

Various

On request the vehicle can be equipped with:

- heating system obtained by unit-heaters arranged along the car-body and connected to the water cooling system of the engine.
- Heating system with independent preheater of 6500 CAL/br.
- Radio set and cassette tape recorder with microphone and speakers.
- Wheel covers.
- Windshield washer system.
- Fog-lights.
- Document wallet.

MECHANICAL PARTS

Chassis

Formed by longitudinal channel longerons: connected to cross members by welded gussets.

All the mechanical groups are located on the overhangs to ensure the max-capacity of the central baggage compartments crossing the whole width of the vehicle.

Engine

Longitudinal between axles, four stroke direct injection FIAT DIESEL, water cooling, on the rear side. The rear engine in use for upper range vehicles allows a large baggage compartment, a very low noise and easy access to the maintenance.

- TYPE 8060.04
- MAX-OUTPUT 130 HP (DIN)
A 3200 rpm
- MAX-TORQUE 36 mkg at 1800 rpm

Gearbox

The bus is supplied with a five-speed mechanical gearbox (IInd - IIIrd - IVth - Vth synchronised).

Front axle

Pressed steel with double T section-taper roller bearing hubs. Stub axles and thrust blocks.

Rear axle

Carrying type with reduction ratio 4,778.

Suspensions

Mechanical with leaf springs, the front ones with four shock absorbers, the rear ones with two shock absorbers and four springs « TORGO ».

Tyres

8.25 R 16 PR 14.

Steering

ZF 8036 hydraulic.
Reduction ratio 18,3.

Brakes

- Service and emergency brakes: hydropneumatic through two independent circuits.
- Parking brake: mechanical, acting on rear wheels.
- Retarder brake: compression slowing down with pedal control.

Pneumatic equipment

- Single-cylinder compressor 165 m³
- Regulation group
- Distributor Duplex
- Two air-tanks for brakes
- One air tank for duties.

Electric equipment

- Voltage: 24 V
- 28 V 55 A alternator
- Storage batteries: two 132 AMP/h each
- 6 KW starter motor.

Descriptions and illustrations of this catalogue are not binding. We reserve ourselves to modify some technical and commercial requirements and to suit them to the laws of the other countries.



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