



ALWAYS ON TRACK WITH SCANIA

It wasn't the Century's last bow on the stage. The Irizar Century keeps gaining recognition among many and not just for its low price. The Euro VI model based on Scania-chassis is marketed in Italy as luxury coach

IN March last year we wrote that the Century "definitely left the stage at the end of 2013". We were wrong, it did not. At least when it comes to the Italian market. Despite the fact that on the website of the Spanish manufacturer there is no trace in a panorama of models offered, in Italy they keep offering it (of course, Scania chassis-ba-

sed only). People in charge of Irizar Italy say that, "it is supposed to complete the full range and continues to be a success; we have a strong intention to continue its marketing, alongside with the other models. In 2014, 15 more units were delivered chosen from the different proposed models." In the range of Irizar Italy's tourism coaches



the Century is considered to be the basic model, better equipped than other models, and, evidently more affordable. Moreover, the equi-

pment can be optionally enriched at any time. The Century high decker in the traditional size of 12 meters purchased by Viaggi Menghi, IS equipped with 53 Inaza T5 reclining seats, with leatherette headrest and adjustable armrest. There is nothing more to be desired for the passengers` comfort, which is assured thanks to the Hispacold air conditioning system with air recirculation and separate temperature control, heating floor convectors powered by the Spheros 300, the Actia au-

dio-video system with 21-inch and 14-inch screens, personal set under the open racks and interior neon lighting fixed to the ceiling, flanked by the night lights.

Remains unaltered the driver's workstation, with its suspension seat and enveloping dashboard with well-organized driving controls layout. On the central dashboard, there is a menu page selection (with data, diagnostics and fault report), as well there is a Steering Wheel Remote Control like for the cruise control. It is noteworthy that there is a system that analyzes and assesses the driver's driving style, presenting live feedback and giving optimization tips on the LCD display. There is an option to set up a continuous reporting and monitoring system (upon request) through the operation center via GPS.

All this is supported by a Scania K410 EB 4x2 chassis powered by DC13-engine with 410 hp (302 kW) and a torque of 2,100 Nm available between 1,000 and 1,300 rpm, which complies with the Euro VI requirements through SCR technology (without exhaust gas recirculation) with AdBlue injection into the exhaust gas. In the rear part of the vehicle, to the right, there is a place easily found for

the urea tank.

There is a perfect match with the Scania Opticruise 8 speed automated gearbox, upgraded by retarder, which transmits drive to ADA 1300 rear axle.

Electronically controlled air suspension, independent wheels on the front axle and braking system with dashboard display indicator showing rate of depreciation of the pads on each wheel.

It is of no importance that nearly ten years have passed from the moment of last restyling; the Century exterior aesthetics keeps measuring up just fine to younger generation, with its line decidedly tilted at the bottom of the first side windows and its front part that traces the characteristics of other Irizar i6 & PB models. The side luggage doors with a pantograph opening pneumatically-controlled from the driver's seat still prove to be an advantage of the Spanish manufacturer. ●

Century 12.35 HD

Lenght mm	12,000
Width mm	2,550
Height with AC mm	3,660
Wheelbase mm	5,935
Front overhang mm	2,620
Rear overhang mm	3,445
Fuel tank litres	470
AdBlue tank litres	60
Seats max	53+1+1
Engine	Scania DC 13.115
Displacement cc	12,740
Power cv (kW)/rpm	410 (302) / 1,900
Gearbox	Scania GR875R



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