
Renault Consult Irisbus [Extra Quality]

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visiting the balocco proving ground on the banks of the swift-flowing lago maggiore, i couldn't help wondering which is the better location for a test track - italy or switzerland? with the balocco track in italy, the roads are very narrow, very windy and very hilly. switzerland's high-speed section is over 50 km, but the cambers are not that severe. across the lake are the shores of lugano. during a run on the alpine valley, i got some interesting figures. the euro vi, euro vi -certified renaultsport diesels registered only 0.45 km/liter emissions, a remarkable figure. in europe there is no emissions limit, so the figure is better than in the u.s., where the figure is more like 0.8 km/liter. in europe, you can't just buy a diesel vehicle with a 0.55 to 0.65 km/liter emissions standard; you have to make the vehicle compliant with euro vi or you can't sell it. the heuliez fives used euro vi-compliant diesels certified to produce 0.38 km/liter emissions. like all other heuliez vehicles, the fives are branded as heuliez plus, with their standard high-low power classification. all the fives are very good. the biggest improvement of the current generation of magelys is the change of the engine's flexible head gasket. when inspecting the head gasket's cover plate for leaks, small pinholes found in the gasket membrane or its cover plate suggest possible head gasket leaks. these pinholes are very difficult to locate, even with the help of multiple inspection under the vehicle. when using the elm bdi inspection lamp to examine the exhaust system, the pinholes appear as bright spots directly under the lamp. these pinholes are located directly under the head gasket.

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cac 40 second-quarter results released July 6, 2007, were not a disaster for Irisbus. Excluding a 10-billion franc loss stemming from impaired earnings of an investment in a Brazilian bus manufacturer, Irisbus turned in net income of 197 million francs, an increase of 35 percent. Irisbus's growing partnership with German manufacturer MAN has been a collaborative success. The 2010 addition of all MAN buses to the Irisbus school bus line is expected to increase market share, and will increase revenue. Heuliez and MAN both deal in heavy-duty buses. The most obvious precedent, by far, would be Spain, a country in which Irisbus began to spend heavily in 2004 as it tried to gain market share in the school bus segment. But in 2006, Irisbus missed its forecast for a second consecutive year, and this reflected reduced revenues as it struggled to increase its market share. The conference center has 45 conference and meeting rooms, five full-sized courts, a 35-meter swimming pool and a six-lane waterslide, as well as a medical center. The configuration can be modified for special events. One question I was asked that I was genuinely surprised to hear: "Why is a foreign magazine interested in Irisbus?" The answer is simple: the company started out as a coach builder in the 1970s and has progressed to become a top-tier bus and coach manufacturer, in terms of technology, quality and efficiency. Under the Iris-Br and Iris-Cac models, the company has been a leader in standards such as Euro VI emissions standards, a part of the Euro VI regulation. At the Fiat/Iveco track, I couldn't help feeling that many of the cars looked a bit too similar for a show of wares that is meant to create a buzz. The buses, from Iris-Br to Iris-Cac, look far more representative of the type of vehicles built by Irisbus with their high-quality engineering and good build quality. The drivers were friendly and helpful. 5ec8ef588b

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