

UNVI

DATOS DE CONTACTO



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UNVI

**NUESTRAS
INSTALACIONES**



UNVI (ESPAÑA)

22.000 m² (11.000 m² planta)



CAMO (PORTUGAL)

18.000 m² (12.000 m² planta)

CAPACIDAD DE PRODUCCIÓN	400-700 UNIDADES/AÑO	
PERSONAL	360 EMPLEADOS ACTUALMENTE	
VENTAS	80% EXPORTACIÓN	20% NACIONAL

CERTIFICACIONES

ISO 9001/2000

La estrategia y objetivo de nuestra empresa es el **desarrollo y fabricación de carrocerías de alta calidad.**

UNVI está certificada por EQA en **ISO 9001/2000**, con lo que garantizamos, no sólo que nuestros proyectos, prototipos y productos cumplen las normas y

reglamentos en vigor, sino que todas las unidades fabricadas se ajustan a los requerimientos de calidad más exigentes.



PRESENCIA INTERNACIONAL

PAÍSES



PRESENCIA INTERNACIONAL

FERIAS



**Busworld Kortrijk
Bélgica**



FIAA Madrid España



**Dublin Show
Irlanda**



**Transports Publics
Francia**



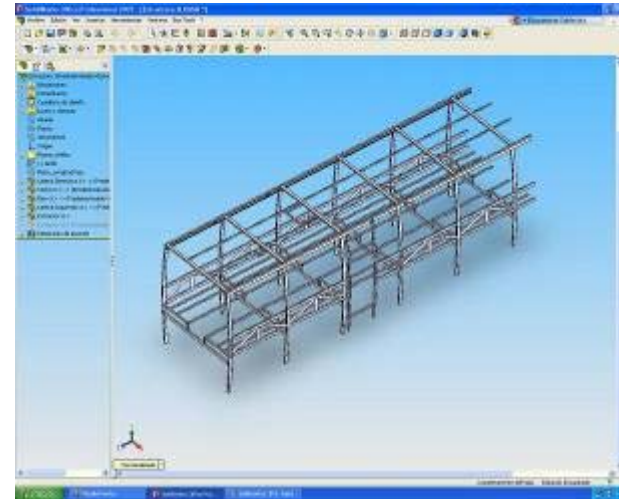
**RDA
Alemania**



Birmingham UK

ENSAYOS DE LABORATORIO

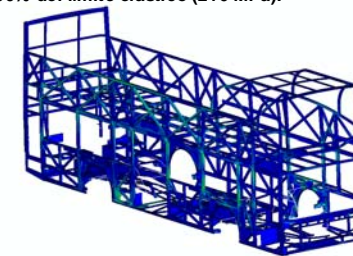
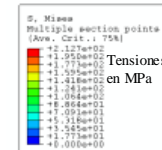
TILT-TEST



ESTUDIO Y VALIDACIÓN DE LA RESISTENCIA DE LA CARROCERÍA URBIS 2.5 DOS PISOS SOBRE BASTIDOR IV ECO 491 [UNVI](http://www.unvi.es)

Resultados: Tres Apoyos

Para el caso de tres apoyos la estructura responde correctamente, es decir, no supera el 90% del límite elástico (216 MPa).



ENSAYOS DE LABORATORIO

TILT-TEST



Y directivas parciales:

- Protección trasera **70/221b...2000/8**
- Emplazamiento matrícula **70/222**
- Vidrios **92/22...2001/92**
- Retrovisores **2003/97...2005/27**
- Luces **76/756...97/28**
- Mandos, indicadores y testigos **78/316...94/53**
- Niveles sonoros **70/157...1999/101**
- Pesos y dimensiones **97/27...2003/19**
- Calefacción **78/548...2004/78**
- Depósitos **70/221...2000/8**
- Etc ...

RED DE POSTVENTA

DATOS DE CONTACTO

Nuestro departamento PostVenta está preparado para dar la mejor respuesta y la más rápida a nuestros clientes.

Para contactar con nuestro departamento, lo puede hacer en los siguientes números de teléfono:

- +34 988 980 600 (idioma Español)
- +34 988 980 615 (for French speaking)
- +34 988 980 616 (for English speaking)
- +34 988 980 600 (for German speaking)
- +0351 227 151 390 (idioma Portugués)



GAMA DE PRODUCTOS

DOBLE PISO



GAMA DE PRODUCTOS



ROUTE MASTER



GAMA DE PRODUCTOS

INTERURBANOS



CIMO I de 32 a 35 plazas



CIMO II de 35 a 45 plazas



CIMO II de 35 a 45 plazas



CIMO II hasta 55 plazas

GAMA DE PRODUCTOS

INTERURBANOS



TOURING GT hasta 45 plazas + conductor



CIMO T hasta 37 plazas + guía + conductor



GAMA DE PRODUCTOS

URBANOS



KERALA hasta 20 plazas + conductor



URBIS 2.5 hasta 105 plazas



COMPA hasta 30 plazas + conductor



CITADINO hasta 105 plazas

GAMA DE PRODUCTOS

MIDIBUSES



COMP A hasta 30 plazas + conductor



COMP A hasta 30 plazas + conductor



COMP A GT hasta 30 plazas + conductor



COMP A GT hasta 30 plazas + conductor

GAMA DE PRODUCTOS

MICROBUSES



MICROBUS hasta 22 plazas + conductor



VENDAL hasta 22 plazas + conductor



SIRIUS hasta 22 plazas + conductor



VEGA hasta 22 plazas + conductor

GAMA DE PRODUCTOS

PMR ADAPTADOS PARA
PERSONAS MOVILIDAD
REDUCIDA



CIMO II hasta 45 plazas + conductor



MICROBUS
hasta 19
plazas +
conductor



CIDADE I hasta 19 plazas + conductor



VEGA hasta 19 plazas + conductor

GAMA DE PRODUCTOS



CLINICAS

VEHÍCULOS ESPECIALES



BIBLIOBUSES



4x4



MULTIMEDIA



Unvi builds a Cimo for off road operation in Iceland

UNVI has delivered the first CIMO II specially designed and built to drive through all types of terrain in Iceland. The vehicle is based on the Mercedes Benz Atego 1328 chassis but with four wheel drive. The raised body follows the legal requirements of the 2001/85 EC Directive with 37 passengers, a useful 6.8cu. m. underfloor luggage hold a 450 litre fuel tank capacity, 50 litre fridge, dark tinted double glazing, three point belts,



Esteban Ergos seats, two 15in LCD screens, video, DVD, Blaupunkt audio and video.



The Cimo is based in Reykjavik and used to take tourists from hotels on long tours of the Iceland Highlands. Apart from a large fuel capacity the vehicle also carries food and tents. The coach operates across some of the remotest parts of Iceland traversing gravel roads, lava fields, sands, unbridged rivers, snow covered roads and mountain tracks between the glaciers.

UNVI EN LA PRENSA

NOTICIAS SECTOR

New Touring 10 metre 41 seat coach from £433 per week



Front entrance plug door double glazing and air con
3 pt belts and armrests
radio cassette/p.a./cd
7 cubic metres of luggage
Optional toilet washroom,
DVD, Webasto, Hot and cold drinks, leather trim, full exec with rear lounge and kitchen
Manual or automatic



Coming soon - 39 seat variant with entrance rear of front axle, DDA compliant accessible model

PANORAMA INTERNATIONAL

Der Cimo II braucht keine Strasse

■ Im Landesinnern von Island sind noch viele Strassen unbefestigt. Die Pisten im bergigen Hochland führen zum Teil durch Flüsse. Für dieses schwierige Einsatzgebiet hat der spanische Hersteller Unvi den Cimo II mit Allradantrieb entwickelt.

Der Bus basiert auf einem 4x4-Atego-Chassis von Mercedes-Benz. Im Cimo II finden 37 Personen Platz. Das Gepäck-



Robuste Qualitäten: Seine Stärken zeigt der Cimo 4x4 abseits der befestigten Strassen.

Esker Bus and Coach's Unvi bodied mini and midcoach range and its own KVC minibus/coach conversions are gaining converts all over the country. The opening up of Esker Bus and Coach UK, managed by Ivan White, and working alongside existing dealer Harry Ferguson Sales, has seen sales of the product rise substantially in the UK. The company has also recently opened a Northern Ireland outlet.



On their stand, Esker showed four Unvi bodied vehicles. These were a Rada 816, a Rada 815, a Cimo and a Touring. The Rada 816 on a Mercedes Sprinter 816 was for people and had seating for 22 plus a counter seat, bonded windows and air conditioning. The Rada 815, based on the Vario 815 with Isotra rear door, had 25 leather-trimmed seats plus counter seat and seat for Executive. Again the standard specification is high, including air conditioning. The Cimo, built on the Mercedes Altego 1018L chassis, was shown with 26 leather clad seats and a rear saloon toilet. The coach is one of two ordered by Excelsior Coaches of Bournemouth - the first mid-coaches they have run. Speaking to Ken Roberts, MD of Excelsior, I asked why they had decided to buy midcoaches. He explained that



this was a new venture for the company, which is, after researching the market, branching out into the corporate business. Ken believes there is a niche in the area for quality coaches.

The Touring was built on the Mercedes Altego 1523L chassis near the standard chassis for the Esker Touring instead of the 1223L. The coach, which is for FourStar Executive, was a 37 seater plus counter and also had a rear saloon toilet. Outside the Hall Esker also showed another Touring this time a wheel chair equipped vehicle for David Heenan's MCT fleet at Motherwell.

Other Esker products on display outside were another Cimo - for Travel Green, a KVC bodied Sprinter with a large, full height, rear luggage bay and a KVC converted Vario 814.

raumvolumen beträgt 6,8 Kubikmeter. Die Bodenfreiheit kann für Geländefahrten erhöht werden. Trotz der Auslegung für den rauen Offroad-Einsatz offeriert der Cimo II einen Komfort wie im Luxusreisebus mit Bordküche, Kühlschrank und DVD-Videoanlage. Alle Sitze sind mit Dreipunkt-Sicherheitsgurten ausgerüstet. Mit einer Tankgrösse von 450 Litern sind auch mehrtägige Fahrten durch die Naturlandschaft in Island möglich.

UNVI EN LA PRENSA



CELEBRACIONES DEPORTIVAS





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