



280T3

ARTICULATED TROLLEYBUS



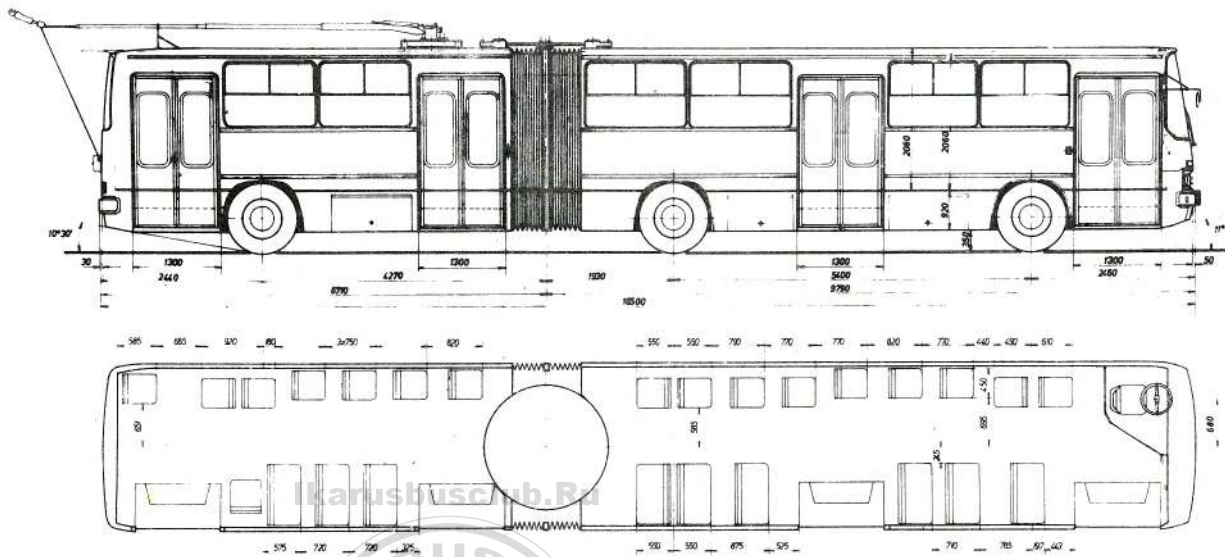
It was designed using the constructional elements of the many times by international prizes awarded Ikarus "200" type series as well as the electrical main aggregates of Brown, Boveri & Cie AG, Baden /BBC/ firm in Switzerland.

Main features: up-to-date body, large-surface windscreen, rear wall and side glazing, air-suspension, driver's working place considering the ergonomic views, low inner and outer noise level, large accommodation capacity /145 passengers/.

When the supply from the overhead-line is interrupted /line break, blocking of streets/, and in time of coming from or going to the remise, it travels without current collector using its own power source by means of an I.C.E.-driven generator built in the vehicle.

IKARUS BODY AND COACH BUILDING WORKS, H-1630 BUDAPEST, P.O.B. 3

IKARUS 280T3 ARTICULATED TROLLEYBUS



TECHNICAL CHARACTERISTICS

Length:	16500 mm /wagon body/
	+ 1315 mm /trolley collector/
Height:	3160 mm /wagon body/
	+ 240 mm /trolley collector/
Unladen weight:	12200 kg
Payload:	10300 kg
Gross vehicle weight:	22500 kg
Front axle load:	6000 kg
Rear axle load:	10000 kg
Axle load with trailer:	6500 kg
Number of seats:	35
Number of standees:	110

ENGINE

Model:	BBC - 4 ELO 2052K
Type:	D.C., compound-excited
Power output:	169 kW /228,42 h.p./
Max. speed:	3800 rev/min
Installation:	underfloor

FRONT AND TRAILER AXLES

Rigid axle of reversed Elliot type suspended by three length rods and one track rod.

REAR AXLE

Sheet housing, balanced axle shafts. Suspended by "H" section frame and each two length and "V"-arranged rods

WHEELS

Trillex-system with rim size of 8.00-20", tyres TAURUS 11.00-20" or 11.00 R20 STC steel radial.

STEERING

Recirculatory ball type, hydraulic power-assisted
Ratio: 1 to 22,5
Trailer with forced steering, driven from the articulation. Minimum turning circle: 21 m

SUSPENSION

Air springs only, the air springs are of the "Roll-balg" type with internal rubber bumpers. Telescopic dual operation shock absorbers.

BRAKE SYSTEM

Service brake: dual-line air-pressure brake, trailer braking with trailer valve. On the front and trailer axles diaphragmed brake chambers, on the rear axle diaphragmed brake cylinder with spring force storage. Parking brake: air-operated with spring force storage acting on the rear and through the trailer valve on the trailer axle.
Other brakes: resistive electric engine brake combined with electro-pneumatic valve providing for the air control acting on the trailer axle.

CHASSIS AND BODYWORK

Self-supporting construction welded from integrated square sections. The whole surface of the skeleton is covered with anticorrosion protecting enamel. The outer panelling is made of steel plates covered with Wash-primer. The inner side under the breast height is of aluminium sheet with patterned foil, the ceiling lining is of foamed leatherette.

VENTILATION AND HEATING

5 large sized roof-vents, windshield demisting and heating of the passengers' saloon by resistive electric heating devices with air injection.

SEATS

Design of passenger seats is the steel tube framed foam-cushioned type with textile combined leatherette cover. The driver's seat is an adjustable foam-cushioned one with textile combined leatherette cover and safety belt.

DOORS AND WINDOWS

Four inward swinging doors operated by the driver through separate electro-pneumatic valve. All the windows are of safety hardened glass embedded in rubber.

INSTRUMENTS

Electric speedometer /tachograph/; dual-line air gauge combined instrument /voltmeter, ampermeter, central monitor, alternator charge gauge, turn indicator./.