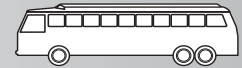
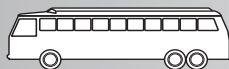


MODEL		front	C - O		rear	C - O	
<b>AUTODROMO</b>							
BUSSOTTO		<b>200 911 B</b>	330-535	I/I	<b>100 912 B</b>	303-480	I/I
POLLICINO		<b>100 322</b>	290-440	O/O	<b>100 324 B</b>	355-582	O/O
<b>AVTOMONTAŽA(SLO)</b>							
AUTOBUS SU 220,SG 220	93>	<b>138 102</b>	326-526	I/I	<b>138 103</b>	451-776	I/I
<b>BREDAMENARIBUS</b>							
220		<b>100 927 B</b>	378-583	O/O	<b>100 928 B</b>	321-464	O/O
321/IURBANO	2e3asse-2 <sup>nd</sup> and 3 <sup>rd</sup> axle	<b>200 913 B</b>	296-445	O/I	<b>100 928 B</b>	321-464	O/O
2001/3001	SICCA 286.21 NU/LL/LS	<b>200 705 B</b>	340-568	I/I	<b>200 978 B</b>	300-460	I/I
M 101 L		<b>100 721 B</b>	371-582	O/O	<b>100 722 B*</b> <b>100 722 BHD</b>	320-510	I/I
M221/M321		<b>200 913 B</b>	296-445	O/I	<b>100 912 B</b>	303-480	I/I
M 230 OMV		<b>100 723 B</b>	285-430	O/I	<b>100 724 B</b>	310-456	O/O
M 230 LU							
M 240		<b>200 774 B</b>	334-540	I/I	<b>100 543 B</b>	338-525	O/I
<b>BOVA</b>							
FH 12 (12 mt) FL 12 (12 mt) FH 13MAGNUM (12,7 mt.) (1994→) FH 14MAGNUM (13,6 mt.) (1994→) FH 15MAGNUM (15 mt.) (1994→) FL 15MAGNUM (15 mt.) (1994→)		<b>200 586 B</b>	345-573	I/I	<b>200 587A(x4)</b>	345-573	I/I
<b>CACCIAMALI</b>							
TCC 635		<b>100 719 B</b>	355-546	O/O	<b>100 719 B</b>	355-546	O/O
TCM 760		<b>100 177 B</b>		O/O	<b>100 177 B</b>		O/O
TCM 890		<b>200 717 B</b>	379-582	O/O	<b>200 718B</b>	379-585	O/O
<b>DAF</b>							
MB 200 (1973→1977)		<b>100 999 B A</b>	408-635	O/O	<b>100 999 B A</b>	408-635	O/O
MB 230 (1987→)		<b>200 125 B A</b>	397-680	I/I	<b>200 136 B A</b>	520-870	I/I
SB 1600		<b>100 999 B A</b>	408-635	O/O	<b>100 999 B</b>	408-635	O/O
SB 2300		<b>200 125 B</b>	397-680	I/I	<b>100 999</b> <b>200 136 B A</b>	408-635 520-870	O/O I/I
SB 2700/2750		<b>200 125 B A</b>	397-680	I/I	<b>200136 B A</b>	520-870	I/I
SBR 2300		<b>200 125 B A</b>	397-680	I/I	<b>200 136 B A</b>	520-870	I/I
SBR 3000					<b>200 125 B A</b>	397-680	I/I
<b>EVO BUS (SETRA-KASSBOHRER)</b>							
S 110 A (Chass.154298→) S 110 H (Chass.154213→) S 110 P (Chass.154801→) S 120 A (Chass.156375→) S 120 H (Chass.158283→) S 120 P (Chass.156911→) S 120 E (Chass.157511→)		<b>200 974 B</b>	367-552	O/O	<b>200 975 B</b>	363-600	I/I



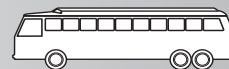
MODEL		 front	C - O		 rear	C - O	
<b>EVO BUS (SETRA-KASSBOHRER)</b>							
S 130HK (Chass.158516→) S 130 P (Chass.1585921→) S 130 E (Chass.159544→) S 130 S S 140 E/ES S 140 P S 150 H (Chass.180316→) S 150 E (Chass.160841→) S 209 H/HD/HU S 210 H/HD/HU S 211 H/HD/HU S 212 H/HD/HU S 213 H/HD/HU/HR S 214 H/HD/HU/HR S 215 H/HD/HU/HR S 215 SL S 215 UL/HUL S 216 H/HDS (→Chass.025) SG 180		<b>200 974 B</b>	367-552	<b>O/O</b>	<b>200 975 B</b>	363-600	<b>I/I</b>
S 200		<b>200 974 B</b>	367-552	<b>O/O</b>	<b>200 975 B</b> <b>200 176 B 11</b>	363-600	<b>I/I</b> <b>O/O</b>
S 215 HDH		<b>200 974 B</b>	367-552	<b>O/O</b>	<b>200 975 B</b>	363-600	<b>O/O</b>
S 217 HDH S 317 HDH		<b>200 776 B</b>	370-555	<b>O/O</b>			
S 228 DT DOPPELDECKER		<b>200 170 B</b>			<b>200 975 B</b> <b>100 176 B 11</b>	363-600	<b>O/O</b> <b>O/O</b>
S 309 HD S 312 HD S 315 HDH/BS		<b>200 776 B</b>	370-555	<b>O/O</b>			
S 315 HD S 315 HDH		<b>200 776 B</b>	370-555	<b>O/O</b>	<b>100 593 B</b>	369-598	<b>I/I</b>
S 315 UL/H/GT		<b>200 776 B</b>	370-555				
SERIE 3		<b>200 777 B</b>	367-560	<b>O/O</b>			
<b>FIAT - OM</b>							
306/2		<b>200 354 B</b>	325-470	<b>O/O</b>	<b>200 351 B</b>	390-613	<b>O/O</b>
306/3	Ultimo tipo/ Last type	<b>200 352 B</b>	368-565	<b>O/O</b>	<b>200 352 B</b>	368-565	<b>O/O</b>
308		<b>100 503</b>	404-654	<b>O/O</b>	<b>100 504</b>	465-773	<b>O/O</b>
308 L		<b>100 973 B</b>	415-684	<b>O/O</b>	<b>100 504</b>	465-773	<b>O/O</b>
308 AL		<b>100 973 B</b>	415-684	<b>O/O</b>	<b>100 504</b>	465-773	<b>O/O</b>
314/3		<b>200 343</b>	430-711	<b>O/O</b>	<b>200 343</b>	430-711	<b>O/O</b>
329 A 50 AI BUS		<b>100 982</b>	376-625	<b>O/O</b>	<b>100 983</b>	410-654	<b>O/O</b>
329 B		<b>100 510</b>	350-575	<b>O/O</b>			
331 A		<b>200 950</b>	394-630	<b>O/O</b>			


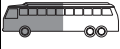

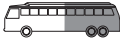



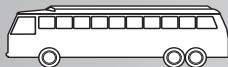
Автобуси / Buses / Autobus  
Busse / Autobus / Autobuses



MODEL			C - O			C - O	
FIAT - OM							
343		200 988 B	444-733	O/O	200 988	444-733	O/O
418 AC/AL		200 352 B	368-565	O/O	200 354	325-470	O/O
421 A /AL/BL		200 987 B 50 114 3	402-623 585-1050	O/O O/O	200 987 B	402-623	O/O
AP 160		100 916B	440-713	O/O	200 917B	450-722	O/O
LUPETTO AI 5		100 360	325-509	O/O	100 372	360-570	O/O
FAS (MK)							
S 12 M, 12P, 110	72>	200 032	395-630	O/O			
A6,A7,A8,A9,A11,G80	72>	200 051	375-585	O/O	200 052	375-585	O/O
MERCEDES O-302	79>	100 001	354-590	I/I	100 006		I/I
S-113 FAP*	79>	100 001	354-590	I/I	100 001	354-590	I/I
S-200, S-215, S-218		100 002	352-590	I/I	100 001		I/I
DB/FPN/RB* MAN		100 003	322-542	I/I	100 001		I/I
S-213,S-217 DB/FAP/RB	79>	100 001	354-590	I/I	100 006	352-590	O/O
SANOS 12,14,14M,14P, 110A,1118A,1318	80>				200 033	395-630	
MERCEDES O-303, S-311,S-315 S-511,S-515	81>	100 002	352-590	I/I	100 006	352-590	I/I
MERCEDES O-301, S-315	94>	100 001	354-590	I/I	100 001	354-590	I/I
S-411,S-413,S-415 CO	94>	200 032		O/O	200 033	395-630	O/O
S-411 VO	94>	100 001	354-590	I/I	100 001	354-590	I/I
S-413,S-415 FAP* RB* DB/FAP		100 001 100 002 100 003	354-590 352-590 320-542	I/I I/I I/I	100 001	354-590	I/I
MERCEDES O-305 G		100002	352-590	I/I	100002	352-590	I/I
IKARUS							
415/435		200 890 B	325-505	I/I	200 890 B	385-631	I/I
CR 160 250/256/260/280/280T		200 713 B	385-631	I/I	200 713 B	325-505	I/I
IKARBUS							
IK-4	72>	200 051	375-585	O/O	200 052	375-585	O/O
AT-7	83>			I/O			
IK-105 IK-108 IK-110	79>	200 051	375-585	O/O	200 052	375-585	O/O
IK-110.150.160.161	81>89 90>94	100 050 100 100	367-610	I/I I/I	100 051 100 101	340-560	I/I I/I
IK-101.102.103.103P.104	93>94 94	100 100 100 101	367-610 340-560	I/I I/I	100 101 100 101	340-560	I/I I/I
IK-102,202,203	93>94	100 100	367-610	I/I	100 101	340-560	I/I
	94>	100 101	340-560	I/I	100 101	340-560	I/I
IK-301	94>	100 101	340-560	I/I	100 101	340-560	I/I
IK-401	95>	100 101	340-560	I/I	100 101	340-560	I/I
IKARUS (H)							
BUS 250,260,280		200 070		I/I	200 070		I/I



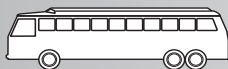
MODEL		 front	C - O		 rear	C - O	
<b>INBUS</b>							
177/4 177 LIP 210 INBUS 177 240 INBUS 178 LI 283 INBUS FTN		<b>200 705 B</b>	340-568	I/I	<b>200 706 B</b>	305-495	I/I
210 INBUS 176		<b>200 700 B</b>	343-494	O/O	<b>200 701 B</b>	350-530	O/O
I 150 U 150		<b>200 701 B</b>	350-530	O/O	<b>200 623 B</b>	394-577	O/O
I 330/166 LB		<b>200 707 B</b>	340-528	O/O	<b>200 708 B</b>	435-702	O/O
<b>IVECO AUTOBUS</b>							
40 C13 50 C11 50 C13 50 C15		<b>100 552</b>	280-430	O/O	<b>100 563</b>	348-568	O/O
95 E18					<b>100 828</b>	445-730	O/O
315.13/17 316.13		<b>100 972 B</b>	385-668	I/I	<b>100 972 B</b>	385-668	I/I
370.20/24/25/26/30/35		<b>200 980 B♦</b> <b>200 980BH</b>	374-585 374-585	O/O O/O	<b>200 981 B♦</b> <b>200 981 BHD♦</b>	393-595 393-595	O/O O/O
380					<b>200 809 B</b>	388-606	I/I
470.20 471.20 570.20 571.20 670.20 U EFFEUNO I EFFEUNO		<b>200 984 B</b>	322-535	I/I	<b>100 985 B</b>	330-558	I/I
480.10.21/12.21		<b>200 976 B</b>	323-518	I/I	<b>200 977 B</b>	341-541	I/I
490 E 590 E		<b>100 938 B</b>	356-538	O/O	<b>200 939 B</b>	380-610	I/O
491		<b>200 370B(x2)</b>	340-541	I/O	<b>200 371 B (x4)</b>	340-541	I/O
EURORIDER 391.12.29/29A 391.12.35/35A 391.12.38 391.12.43 393.35 MY WAY	99469860 99432849  99469861 99432850	<b>200 570B</b>	388-608	O/O	<b>200 571 B</b>	388-608	O/O
EURORIDER 391.12.29/29A 391.12.35/35A 391.12.38 391.12.43 393.35 MY WAY	99469833 99432852  99469838 99432853	<b>200 993 B</b>	388-608	O/O	<b>200 994 B</b>	388-608	O/O
<b>IVECO - MAGIRUS</b>							
E113/E120/E230		<b>100 767 B</b>	462-760	O/O			
E120 VÖV					<b>200 824 B</b>	412-705	I/I
M160 R81 M160 L81/R81F		<b>100 972BHD</b>	385-668	I/I	<b>100 972 B</b>	385-668	I/I
M160 L81F					<b>100 972 B</b>	385-668	I/I



MODEL		front	C - O		rear	C - O	
<b>IVECO - MAGIRUS</b>							
M170 L100/R100/TR100 M170 L120/R120 M176 L100/R100/TR100 M200 R120/TR120 M210 L117 M230 T117 M230L117/L120/R120/TR120 M232L120/R120/TR120		200 823	350-575	I/I			
<b>MAN- AUTOBUS</b>							
263 H (1985→) 292 (1985→) 292 F (1985→) 292 H (1985→) 292 HF (1985→) 332 H (1985→) 332 HF (1985→) 362 HF (1985→)	882 880 881 882 882 882 883 883 883	200 546 B	325-530	I/I	200 549 B	416-688	I/I
8.150 FL/FLR (09/1987→)	L02				100 703 B	405-642	O/O
8.220 FL/FLR(4x2)	L53	100 697	356-618	I/I	100 810	380-595	O/O
9.150 FL/FLR (09/1987→)	L02				100 703 B	405-642	O/O
10.150FL/FLR(04/87→05/94)	L04				100 703 B	405-642	O/O
10.136 HOCL/HOCR	469	200 592 B	314-512	I/I	100 703 B	405-642	O/O
10.150 HOCL/HOCR	469	200 592 B	314-512	I/I	100 703 B	405-642	O/O
10.180 HOCL/HOCR	469						
10.220 FOCL (4x2)	L53	100 697	356-618	I/I	100 810	380-595	O/O
11.192 HOCL/HOCR	469	200 592 B	314-512	I/I	100 703 B	405-642	O/O
16.240 HOCL 16.240 HOCL/R-SKD-FILIPINE 16.280 HOCL 16.290 HOCL 16.290 HOCL/R-SKD-FILIPINE 16.360 HOCL 16.370 HOCL/R-SKD-FILIPINE 16.372 HOCL	470 754  754 754 754	200 134 B	485-775	O/-	200 135B	430-675	O/-
16.360 HOCL/R 16.372 HOCL/R	475 475	100 546 B	325-530	I/I	200 180	435-665	O/-
18.310 HOCL/R 18.350 HOCL/R 18.370 HOCL/R 18.400 HOCL/R 18.420 HOCL/R	A51 A51 A51(→08/1982) A51(08/1982→) A51	200 995B 200 541B	335-545 313-504	I/I I/I	100 996B	309-490	I/I
18.403 18.463 RH		100 514B	313-504	I/I	100 540B	309-490	I/I
22.330→420HOCLM/R 24.330→420HOCLM/R	474 474	200 546B	325-530	I/I	200 180	435-665	O/-
NG272(NIEDERFLURGELENKBUS NG312(NIEDERFLURGELENKBUS	898 A19	200 911B	335-545	I/I	100 912B	308-486	I/I
NL 202(NIEDERFLURBUS) NL 202	895 A10	200 911B	335-545	I/I	100 912B	308-486	I/I



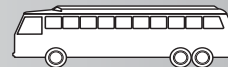
MODEL		 front	C - O		 rear	C - O	
<b>MAN-AUTOBUS</b>							
NL 262-BVG	A10	<i>200 911 B</i>	335-545	I/I			
NM 152 MIDIBUS(1991→04/93)	A05	<i>200 911 B</i>	335-545	I/I	<i>200 911 B</i>	335-545	I/I
RUE 240 (1980→) RUE 280 (1980→)	597 597	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
S 80		<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SG 220 (1976→1985) SG 240 H(1980→1987) SG 280 H(1980→1987)	194 593 593	<i>200 546 B</i>	325-530	I/I	<i>200 546 B</i>	325-530	I/I
SG 242 F SG 292 SG 292 F SG 322	890 793 890 793	<i>200 546 B</i>	325-530	I/I	<i>200549 B</i> <i>200 546 B II</i>	416-688 325-530	I/I I/I
SG 220 – SKD SG 220 – SKD-Jugoslav. SG 220 – SKD Turkei SG 220 –SKD Neuseel.	700 283 799 781	<i>200 546 B</i>	325-530	I/I	<i>200 546 B</i>	325-530	I/I
SG 280 – HF - Israel	886	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SG 240 HG (1983→)	790	<i>200 546 B</i>	325-530	I/I			
SG 242 H (1983→08/1986) SG 280 HF (1983→)	795 790	<i>200 546 B</i>	325-530	I/I			
SG 242	783	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SG 242 H (07/1985→1987)	790/795	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i> <i>200 546 B II</i>	416-688 325-530	I/I I/I
SG 242 H (05/1987→)	790/795	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SL 40 FT - USA(1984→) SL 40 FT – CHICAGO (1987→)	892	<i>200 546 B</i>	325-530	I/I	<i>200 867 B</i>	416-688	I/I
SL 200 SL 200 FR SL 202	791	<i>200 546 B</i>	325-530	I/I	<i>100 550 B</i>	339-548	I/I
SL 200 SL 200 ENASA	192 788	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SL 200 F – Pourtugal SL 200 FR SKD - Melbourne	285 289	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SL 200 BVG					<i>100 550 B</i>	339-548	I/I
SL 200 SKD	581	<i>200 546 B</i>	325-530	I/I			
SL 200 F (1977→)	199	<i>200 546 B</i>	325-530	I/I	<i>200 549 B</i>	416-688	I/I
SM 150 MIDIBUS		<i>200 592 B</i>	314-512	I/I	<i>100 703 B</i>	405-642	O/O
SR 240 (10/11/12/mt)(1975→1980) SR 240 F –Griechenland(06/1976→) Sr 240 R (04/1978→) SR 280 (10/11/12/ mt) SR 280 F- Griechenland(06/1976→) SR 280 H (1978→11/1986) SR 280 R(1978→11/1986) SR 321 H (1978→11/1986) SR 361 H (1978→11/1986)	197   197 288 288 288	<i>200 546 B</i>	325-530	I/I	<i>100 550 B</i>	339-548	I/I




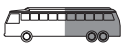



Автобуси / Buses / Autobus  
Busse / Autobus / Autobuses

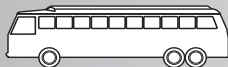


MODEL		 front	C - O		 rear	C - O	
<b>MAN-AUTOBUS</b>							
SR 240 SKD-Turkei(1982→) SR 280 SKD - Turkei(1982→)	582 582	<b>200 546 B</b>	325-530	I/I			
SR 240- Algerian(05/1975→05/78) SR 280 -Algerian(05/1975→05/78)	290 290	<b>200 546 B</b>	325-530	I/I	<b>100550 B</b>	339-548	I/I
SR 240- Algerian(06/1978→) SR 280 -Algerian(06/1978→)	290 290	<b>200 546 B</b>	325-530	I/I	<b>100 550 B</b>	339-548	I/I
SR 240 F (1976→) SR 280 F(1976→) SR 292 (1986→01/1989) SR 292 H (1986→01/1989) SR 332 H (1986→01/1989) SR 362 (1986→01/1989) SR 362 H (1986→01/1989)	295 295 880 882 882 882 882	<b>200 546 B</b>	325-530	I/I	<b>200 549 B</b>	416-688	I/I
SR 265 SKD-Turkei SR 281 - SKD	581 798	<b>200 546 B</b>	325-530	I/I			
SR 292 (02/1989→)	880	<b>200 546 B</b>	325-530	I/I	<b>200 867 B</b>	416-688	I/I
SR 292 (02/1989→) SR 292H (02/1989→) SR 332H (02/1989→) SR 362 (02/1989→) SR 362 (02/1989→)	880 882 882 882 882	<b>890546 B</b>	325-530	I/I	<b>200 867 B</b>	416-688	I/I
SU 220 SU 240		<b>200 546 B</b>	325-530	I/I	<b>100 550 B</b>	339-548	I/I
SU 224							
SU 220 SU 240		<b>200 546B</b>	325-530	I/I	<b>100 550 B</b>	339-548	I/I
SU 224 SU 240 F (02/1977→) SU 240 SKD (02/1977→) SU 280 (1972→07/1982)		<b>200 546 B</b>	325-530	I/I	<b>100 550 B</b>	339-548	I/I
SU 280(08/1982→1990) SU 240 (1987→)		<b>200 546 B</b>	325-530	I/I	<b>100 550 B</b>	416-688	I/I
SU 242 (1987→)		<b>200 546 B</b>	325-530	I/I	<b>200 549 B</b>	416-688	I/I
UEL 242 (1995→) UEL 272 (1995→) UEL 292 (1995→)	893 893 893	<b>200 995 B</b>	335-545	I/I	<b>100 996 B</b>	309-490	I/I
<b>MENARINI</b>							
110 L 201 201/2 201L 202		<b>200 711B</b>	380-589	O/O	<b>200 712B</b>	330-485	O/O
1141 1241		<b>200 702B</b>	367-561	O/O	<b>200 702B</b>	367-561	O/O
<b>MERCEDES-BENZ</b>							
O 302/O 303		<b>100 970B x 4♦</b> <b>100 990BHD x 4</b> <b>50 190 3</b>	359-604 359-604 560-870	I/I I/I -/O	<b>100 970 x 4♦</b> <b>100 990BHD x 4♦</b>	359-604 359-604	I/I I/I

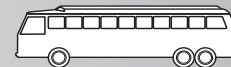


MODEL		 front	C - O		 rear	C - O	
<b>MERCEDES-BENZ</b>							
O 304(T373-385)		<b>100 905 B</b>	359-591	I/I			
O 305 O 307		<b>100 518B x4</b> <b>100 825 BHD</b> <b>50 190 3</b>	355-580 560-870	I/I I/I	<b>100 518B</b> <b>100 825 BHD</b>	355-580	I/I I/I
O 309 O 319		<b>100 522</b>	385-633	O/O	<b>100 522</b>	385-633	O/O
O 309 D	602.481/462/ 466/467 471/472/476/ 477/487	<b>70 743</b>	368-608	O/O			
O 310 D	602.461/462/ 466/467 471/472/478/ 477/487	<b>70 743</b>	368-608	O/O			
O 330	600.442/613. 455/845				<b>100 990 BHD</b>	359-604	I/I
O 345/ O 345 G		<b>100 555 B</b>	353-573	I/I	<b>100 556 B</b>	325-530	I/I
O 350	613.355/385/ 455/485	<b>200 820 B</b>	432-665	O/O	<b>100 542 B</b>	378-618	I/I
O 403/O 404		<b>200 820 B</b>	432-665	O/O	<b>100 542 B</b>	378-618	I/I
O 405  O 405 O 405 ST O 405 UE	367.000 612.000/010 011/020 357.000/004/01 612.116/120/ 126 812.000/010/ 011/020	<b>100 518B x4</b> <b>100 825BHD x4</b>	355-580	I/I I/I	<b>100 518 B x4</b> <b>100 825 BHD x4</b>	355-580	I/I
O 405 G O 405 G	357.201/212 612.323	<b>100 518B x4</b> <b>100 825BHD x4</b>	355-580	I/I I/I	<b>100 518B x4</b> <b>100 825 BHD x4</b>	355-580	I/I
O 405 G O 405 G O 405 GT	357.200/210 612.312/322 357.251	<b>100 518B x4</b> <b>100825 BHDx4</b>	355-580	I/I I/I	<b>100 825B x4</b>		I/I
O 405 N	357.400- 402/404 357.406/410/ 412/415	<b>200 911B</b>	335-545	I/I			
O 405 N (→Chass.N°079427)  O 405 N1  O 405 N2(→ChassN°079427) O 405 N-G(→ChassN°079427) O 405 NUE(→Chass.N°079427) O 405 NUE(→Chass.N°079427) O 405 NUEG(→Chass.N°079427)	612.400- 402/410 812.411-413 420/422 357.420-422/24 357.430/432/34 357.440/442/44 357.438/450 454/455/480 357.461/484 485/470/474 357.480/484 357.466/476 612.416/426 357.486	<b>200 911 B</b>	335-545	I/I	<b>100 544 B x4</b>	324-514	I/I

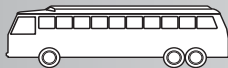




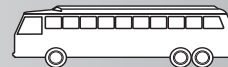
MODEL		front	C - O		rear	C - O	
<b>MERCEDES-BENZ</b>							
O 405 N (Chass.N≥079428→) O 405 N2 (Chass.N≥079428→) O 405 NG (Chass.N≥079428→) O 405 NUE(Chass.N≥079428→) O 405 NUE(Chass.N≥079428→) O 405 NUEG(Chass.N≥079428→)	612400-402/410 812411-413 420/422 357/436/450/ 454/455/460 357/461/464/ 465/470/474 357.480/484 357.466/478 612.418/426 357.488	<b>100 554B x4</b>	348-550	I/I	<b>100 544B x4</b>	324-514	I/I
O 405 GN (Chass.N≥079427→) O 405 GN (Chass.N≥079427→) O 405 GN (Chass.N≥079428→)	357.530/532/540/5 42 612.512/514/522- 525 357.530/532/540/5 42	<b>200 911 B</b>	335-545	I/I	<b>100 544 B x4</b>	324-514	I/I
O 405 GN (Chass.N≥079428→) O 405 GN-G (Chass.N≥079428→)	612.512/514/522/ 525 357.580	<b>100 554B x4</b>	348-550	I/I	<b>100 544 B x4</b>	324-514	I/I
O 405 GN2 (Chass.N≥079428→)	357.550/552/560 582	<b>100 554B x4</b>	348-550	I/I	<b>100 544B x4</b>	324-514	I/I
O 405 GN-G (→Chass.N≥079427) O 405 GN2 (→Chass.N≥079427)	357.580 357.550/552/560 582	<b>200 911 B x4</b>	335-545	I/I	<b>100 825B</b>		I/I
O 407 UE O 408		<b>100 518B x4</b> <b>100 825B HD x4</b>	355-580	I/I	<b>100 825B</b>		I/I
O 609 D O 611 D O 614 D	672.072/073 672.372/373 672.375	<b>100 755</b>	383-630	O/O			
O 814(→Chass.N≥K181929) O 814(Chass.N≥K181930→)	674.072/073 674.072/073	<b>100 754</b>	426-682	O/O	<b>100 758</b>	435-717	O/O
O 814 L(→Chass.N≥K181929) O 814 L(Chass.N ≥K181930→)	674.272/273 674.272/273	<b>100 754</b>	426-682	O/O			
O 817	676.069	<b>100 733</b>	432-710	O/O	<b>100 758</b>	435-717	O/O
O 817 L	676.263	<b>100 754</b>	426-682	O/O			
O 817 L	676.264	<b>100 754</b>	426-682	O/O	<b>100 758</b>	435-717	O/O
O 1114 L O 1117 L O 1120/1120L		<b>100 733</b>	432-710	O/O			
OF 1313 OF 1317 OF 1413 OF 1417 OF 1617 OF 1621		<b>100 731</b>	490-811	O/O			
OF 1113 B					<b>100 801</b>	485-812	O/O
OH 1622 L OH 1625 L OH 1628 L					<b>100 518B x4</b> <b>100 825B HD x4</b>	355-580	I/I I/I



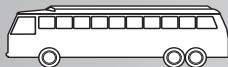
MODEL		 front	C - O		 rear	C - O	
<b>NEOBUS</b>							
AK 25 A. 120M		<b>100 032</b>	280-445	I/I	<b>100 030</b>		I/I
20.120,20.120 G/P,T 21.120 24.120 G/P,T 25.120 M,T 26.120 T-K 29.120 T-K,VT-K	93>	<b>100 032</b>	280-445	I/I	<b>100 030</b>		I/I
24.180 G/P 26.180 G/P	93>	<b>100 032</b>	280-445	I/I	<b>100 033</b>	315-515	I/I
21.120 P/G(403 P/G) 21.120 M (407M) 22.120 P/G (405P/G) 24.120 P/G (405P/G) 24.120 M(407M)	95>	<b>100 001</b>	354-590	I/I	<b>100 001</b>	354-590	I/I
22.180 P/G(405 PZ/GZ)	95>	<b>100 001</b>	354-590	I/I	<b>100 001</b>	354-590	I/I
24.180 P/G(405 PZ/GZ) 29.180 P/G(405 PZ/GZ)	95>	<b>100 001</b>	354-590	I/I	<b>100 001</b>	354-590	I/I
26.120 P/M (406 P/M) 29.120 M(407M) 29.120 T (407VT) 32.120 T(407T) 32.120 VT(407VT) 34.120 T (407T) 34.120 VT(407VT)	95>	<b>100 001</b>	354-590	I/I	<b>100 001</b>	354-590	I/I
<b>NEOPLAN</b>							
N 116 (→05/1976) N 116/3(→05/1976) N 122(→05/1976)		<b>200 100 B</b>	423-664	O/O	<b>200 100 B</b>	423-664	O/O
N 116 (05/1976→)					<b>200 548 B</b>	376-615	I/I
N 116/3(05/1976→)		<b>200 547B 17</b> <b>200 548B 18</b>	368-608 376-615	I/I I/I	<b>200 548 B 17</b> <b>200 547 B</b>	376-615 368-608	I/I I/I
N 116/3CITYBUS(05/1976→) N 118/3CITYBUS(05/1976→)		<b>200 547B 17</b>	368-608	I/I	<b>200 548 B</b> <b>200 548 B 11</b>	376-615 376-615	I/I I/I
N 116 CITYLINER(05/1976→)		<b>200 548B</b>	376-615	I/I	<b>200 548 B</b>	376-615	I/I
N 117 SPACELINER					<b>200 547 B</b> <b>200 548 B 11</b>	368-608 376-615	I/I I/I
N 120 HIGHLIER N 121 SPECELINER N 122(05/1976→) N 122/3SKYLINER					<b>200 547 B</b>	368-608	I/I
N 138 JUMBOCRUISER					<b>200 548B</b>	376-615	I/I
N 208(→05/1976) N 210(→05/1976) N 212(→05/1976) N 214 H(→05/1976) N 216 H(→05/1976)		<b>200 100 B</b>	423-664	O/O	<b>200 100</b>	423-664	O/O



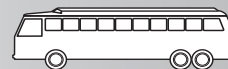
MODEL		 front	C - O		 rear	C - O	
<b>NEOPLAN</b>							
N 208 (05/1976→) N 209 JETLINER N 216 H JETLINER(05/1976→)		200 548 B	376-615	I/I			
N 210 (05/1976→) N 212 (05/1976→)		200 547 B	368-608	I/I			
N 212 JETLINER		200 548 B	376-615	I/I	200 548 B	376-615	I/I
N 213 H		200 548 B	376-615	I/I	200 548 B	376-615	I/I
N 214/N214H(05/1976→) N 214 JETLINER(05/1976→) N 216/N 216H(05/1976→) N 220 LONGLINER		200 548 B	376-615	I/I	200 548 B	376-615	I/I
N 312(→05/1976) N 313(→05/1976) N 314 H(→05/1976) N 316 H(→05/1976)		200 100 B	423-664	O/O	200 100 B	423-664	O/O
N 312(05/1976→) N 313(05/1976→) N 316 KOMBIBUS(05/1976→)		200 548 B	376-615	I/I			
N 312 KOMBIBUS N 313 KOMBIBUS N 314 KOMBIBUS N 314 H (05/1976→) N 316 H(05/1976→)		200 548 B	376-615	I/I	200 548 B	376-615	I/I
N 326/3 KOMBIBUS					200 547 B x4 200 548 B 11	368-608 376-615	I/I I/I
N 412 (→05/1976) N 413 (→05/1976) N 414 (→05/1976) N 416 (→05/1976) N 414 GHANA N 426 (→05/1976)		200 100 B	423-664	O/O	200 100 B	423-664	O/O
N 412(05/1976→) N 413(05/1976→)		200 547 B	368-608	I/I			
N412 LINIENBUS(05/1976→) N413 LINIENBUS(05/1976→) N414 LINIENBUS(05/1976→)		200 548 B	376-615	I/I	200 548 B	376-615	I/I
N416 LINIENBUS(05/1976→) N 414 H(05/1976→) N 416 H(05/1976→)		200 548 B	376-615	I/I	200 548 B	376-615	I/I
N 426 (05/1976→)					200 547 B 200 547 B 11	368-608 368-608	I/I I/I
N 426/3 LINIENBUS(05/1976→)					200 547 B 200 548 B	368-608 376-615	I/I I/I
N 608(→05/1976) N 612(→05/1976) N 640(→05/1976)		200 100	423-664	O/O	200 100	423-663	O/O



MODEL		 front	C - O		 rear	C - O	
<b>NEOPLAN</b>							
N 608 (05/1976→) N 612 (05/1976→) N 640 (05/1976→)		200 547 B	368-608	I/I	200 547 B	368-608	I/I
N 906 N 907 N 912		200 547 B	368-608	I/I	200 548 B	376-615	I/I
N 940		200 547 B	368-608	I/I	200 547 B	368-608	I/I
N 4014/N 4021	Articolato				200 539 x4	300-470	I/I
ND 6		200 100 B	423-664	I/I	200 100	423-664	I/I
NH 8 (08/1967→) NH 9 (08/1967→) NH 10(08/1967→) NH 12 (08/1967→) NH 22/3(08/1967→) NH 26/3(08/1967→)		200 100 B	423-664	O/O	200 100	423-664	O/O
NH 12 NH 14 NH 16		200 100 B	423-664	O/O	200100 B	423-664	O/O
<b>PEGASO</b>							
6420 (1984→)		200 546 B	325-530	I/I	200 549 B	416-688	I/I
<b>RENAULT</b>							
ARES(1998→1999) ILIADE(→1999) FR 1E/G/GT/GTS/GTX/T		200 119B HD	390-490	I/O	200 120B HD	408-675	I/O
ER 100 TROLLEY(1975→) FR 100(1975→) PR 100(1975→) PR 100 PA (1975→) PR 100 B-CITYBUS(1975→)					100 534 B	391-655	I/O
FR 1(→1999)		200 119B II	390-490	I/O	200 120B HD	408-675	I/O
FR 312(1986→1989)	ENGINE DAMPER				100 562B	180-240	O/O
PR 100 MI		100 533 B	250-380	I/I	100 053 B	392-650	I/O
PR 100/2(1989→)					100 536 B	392-650	I/O
PR 180 Articolato	2°assale-2ndaxle				100 536 B	392-650	I/O
PR 180					10 0537 B	396-645	I/O
R 312		100 551 B	360-564	I/O	100 532 B	355-560	I/O
S 45/S45 GT S 53/S53M/S53R	Exsport Metropole Exsport Metropole				100 863 B	464-755	O/O
S 105 SC 2					100 863 B	464-755	O/O
SC 10		200 850 B	350-565	I/O	200 850 B	350-565	I/O
<b>SCANIA</b>							
94→124 K94/124(Chass.N≥1829820→)		200 158B A	418-648	I/O	200 714 B	364-605	I/I
BR 86/BR 116(Chass N°1800986→)		200 778 B	355-590	I/I	100 991B 200 773B	362-605 365-812	I/I I/I
BR 112(Chass N°1801671→)		200 778B A	355-590	I/I	100 991B A	362-605	I/I
FH 112 H		100 735	415-690	I/O			
CN 113 ALB K 113 CLA /CRA/TLA		200 992B	400-605	O/O	100 991 B A x4	362-605	I/I



MODEL		 front	C - O		 rear	C - O	
<b>SCANIA</b>							
CR 112 N 112		<b>200 778B A</b>	355-590	I/I	<b>100 991B A x4</b>	362-605	I/I
K 82,92 K 93 CLB/CRB K 113 CLB L 94 K 113 CLA/CRA/CRB/TLB L 113 CLB L 113 CLL N 113 ALB N 113 CLB-CLL	Taratura rinf.- Heavy duty	<b>200 159B A</b>			<b>200 773 B</b> <b>100998 B A</b>	365-612 362-608	I/I I/I
K 112		<b>200 978B A</b>	354-586	I/I	<b>200 935B A x4</b>	365-610	I/I
K 112 (4x2)		<b>200 778 B A</b>	355-590	I/I	<b>100 991 B</b>	362-605	I/I
K112 TL (6x2) K 113 TL (6x2)		<b>200 778 B</b>	355-590	I/I	<b>100 991 B</b> <b>100 553B 11</b>	362-605 466-782	I/I I/O
K 112 TL (6x2) K 113 TL (6x2)		<b>200 997B</b>	354-586	I/I	<b>100991B</b> <b>100 553B 11</b>	362-605 466-782	I/I I/O
<b>SETRA-KASSBOHRER</b>							
Vedi EVO BUS Sea EVO BUS		<b>111 138</b>	370-555	O/O	<b>111 139</b>	354-592	I/I
<b>VAN HOOL</b>							
AG 300 (18Mt)	2asse – 2 <sup>nd</sup> axle	<b>100 914 B</b>	360-605	I/I	<b>100 914 B</b> <b>200 915 B</b>	360-605 335-550	I/I I/I
AU 138 CITY BUS T 815 – USA T 818 T 816		<b>100 565 B</b>	538-557	I/I			
TL 13/14 T 815/ AC/C VHT 815		<b>100 566 B</b>	337-545	I/I	<b>100 566 B</b>	337-545	I/I
<b>VOLVO</b>							
B/BB57		<b>200 924B T</b>	412-645	O/O			
B7/B7 L					<b>200 853 B</b>	317-507	I/I
B 10 L		<b>200 931B</b>	303-487	I/I	<b>200 932 B</b> <b>200 853 B</b>	313-507 317-507	I/I I/I
B 10 M(→1987)		<b>200 929B</b>	407-645	O/O	<b>200 926 BA</b>	415-655	O/O
B 10 M(1988→)		<b>100 918B A</b>	402-630	O/O	<b>100 919 BA</b>	412-654	O/O
B 10 R		<b>200 949 B</b>	397-655	I/O	<b>200 709 B</b>	423-678	I/O
B 12		<b>100 621B</b>	440-714	O/O	<b>100 919BA</b>	412-654	O/O
B 58 (→Chass N° 12970)		<b>200 929 BT</b>	407-645	O/O			
C 10		<b>100 918 BA</b>	402-630	O/O	<b>200 926 BA</b>	415-655	O/O



MODEL		 front	C - O		 rear	C - O	
<b>TAM BUS (SLO)</b>							
60 A5 B.75 A5 B 60 A6 B.75 A6 B		<b>100 040</b>	320-500	O/O	<b>100 041</b>	320-500	I/I
AS 3500 E/EM AS 3500 D	72> 74>	<b>100 024</b> <b>100 031</b>	300-495	I/I O/O	<b>100 025</b> <b>100 031</b>	410-695	O/O O/O
110 A8 .130 A8	74>	<b>100 025</b>	410-655	O/O	<b>100 025</b>	410-655	O/O
125 A11 150 A11.170 A11.190 A11	74> 72>	<b>100 031</b> <b>100 024</b>	300-495	O/O I/I	<b>100 031</b> <b>100 025</b>	410-655	O/O O/O
190 A110	86>	<b>100 084</b>	326-526	I/I	<b>100 025</b>	410-655	O/O
260 A 116	81>	<b>100 032</b>	280-445	I/I	<b>100 033</b>	315-515	I/I
260 A119.331 A119 VT	89>	<b>100 106</b>	430-690	I/I	<b>100 106</b>	430-690	I/I
260 A120 T	89>	<b>100 021</b>	367-610	I/I	<b>100 021</b>	367-610	I/I
<b>TAZ(HR)</b>							
D 2418 D 9016-G,D 9016-GL	72>	<b>200 032</b>	395-630	O/O			O/O
D 1420, D1420 G, D 1426 D 1427	79>				<b>200 022</b>		O/O
S 15 S 15.1, S 15.11	79>				<b>200 022</b>		I/I
DUBRAVA 10, 10S 10 P, 10T	80>	<b>200 032</b>	395-630	O/O			
D 1420, D 1420 G, D 1426, D 1427	81>	<b>100 002</b>	352-50	I/I	<b>100 006</b>	352-590	I/I
A 15.0,A 15.1, S 15.2, S 15.11	81>	<b>100 002</b>	352-590	I/I	<b>100 006</b>	352-590	I/I
DUBRAVA 1526,2226, D 2118, D2617, D 2618, D4420	82>	<b>200 007</b>	420-690	O/O			
DUBRAVA 2626	85>				<b>200 005</b>	425-685	O/O