



Elmic s. l. C/ Pau Miralda,21 P.I.Bufalvent 08243 Manresa (Barcelona) Spain +34 938 362 542 info@obradors.eu www.obradors.eu

Company

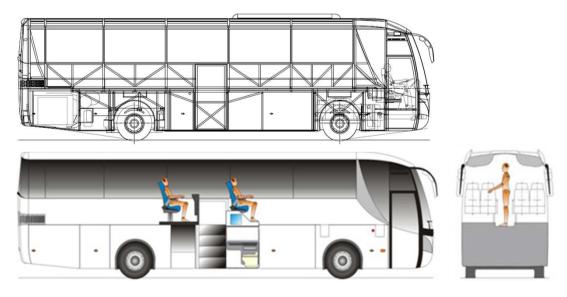


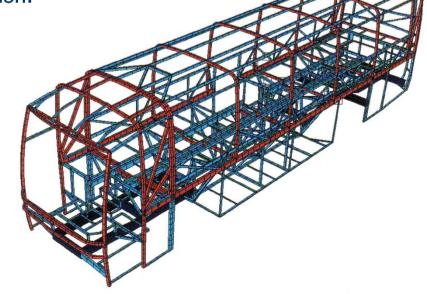
Factory, located in Manresa (Barcelona), specializing in the manufacture of coaches in short series, special body construction and its marketing.



As a result of our R & D department expertise and the company experience in manufacturing, we can offer complete projects of technology transfer, including the development, manufacture

of a prototype, its approval and further advice on mass production.







Transference of Obradors' ranges

Available the **s'agaró** range of touring coaches with rear engines from 10 to 15 metres length, mid-size coaches Junior with front engine and the rest of the bodywork's range.

Possibility to lend the *Obradors* brand, a brand with over 75 years of presence in coaches market and positioned in the upper seament.

R+D Outsourcing

We can offer our experience in both design and development to establish an external R+D service with no structural changes for your company, focusing on the development of new products and to improve existing products. ASAQUE 5.8-15 : *DYMAMIC, HAFTOL Give TIME: 0.13919, DISPLACEMENT_9 - NAG RIN: 0.008-00 MAX: 5.93E-01 PRET

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- Total or partial redesign.
- Structural dynamic and crash deformations calculations.
- Reduction of internal and external noises.
- Application of new materials and technologies.
- Improvements in the HVAC (heating, ventilating and air conditioning).
- Approvals according ECE-UN Regulations and European Directives
- Technical assistance in manufacturing processes.

Transference of technology

Development of complete turnkey projects, according to customer's specifications, including design, engineering, moulds and construction tools, prototypes building, approvals and technical assistance in the subsequent series production.

Outsourcing of production

Manufacture in our factory of special units and small series for your company.



Marketing

We offer **full or partial outsourcing of your marketing services**.

We have professionals with extensive experience in strategic and operative marketing. We can offer support in all customer service areas, including:

- Brand positioning and corporate image.
- Market analysis and range definition.
- Organization of fairs, events with customers and promotions.
- Advertising campaigns in magazines in the field.
- Editing of catalogues, presentations and technical documentation.
- Active presence in Internet.

Commercial

We can provide a **commercial organization** in our area of influence,
well established in the market and,
therefore, able to introduce your products
or increase your sales significantly.

After Sales

We also have sufficient facilities to allow the provision of after sales service in our area of influence.





Coaches

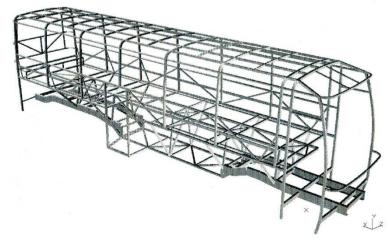


Mobile offices



Technology transfer projects



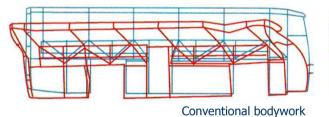


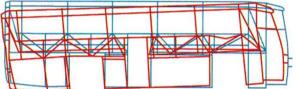






s'agaró platinum is a new project, fully industrialized, which is optimized rentability and functionality, as a result of the careful rationalization of technical solutions. The pureness of its own design lines always transmit a nowadays look. It incorporates many technical innovations, among which stands out its structure, designed according to the concept **DROP (Dynamic Roll Over Protection)**, which provides more resistance of the superstructure at high speed roll-over.

































The **s'agaró** coach is the result of long experience in development and construction of coaches.

The last project built in a series of over 100 units is the *DCR*, a grand tourism coach of 3.60 m in height and 12 or 14 m in length, which reached a high level of production optimization.

The bodies were built with chassis MERCEDES BENZ, MAN, IVECO, SCANIA, VOLVO and VDL (DAF).











Derived from the *DCR* was developed and manufactured its simplified version *BSC* 3.30 m in height, designed for liner services, school and other short transfers.













S'agaró's first generation began to manufacture in 1979, in versions 3.30 and 3.50 m height. In 1984 began to build **s'agaró plus** and added the version of 3.70 m. In 1989 was redesigned again and added double-deck versions. With **s'agaró wind** began, in 1994, the second generation, which also produced a simplified version **prisma-radial** from 22 seats to articulated.















Mobile Offices



Bodies designed according to customer needs:

Vehicles can be delivered semi or fully finished in any length and height. Applications for medical services, offices, classrooms, mobile libraries, exhibitions, ...

Mixed alternative transport of passengers and service area. Alternative 100% office.

Available with front engine, up to 10 m in length, and rear engine, 10 to 15 m in length, built on a chassis of two or three axes. Expandable up to 4.5 m wide by sliding walls and moving floors.







Mobile offices















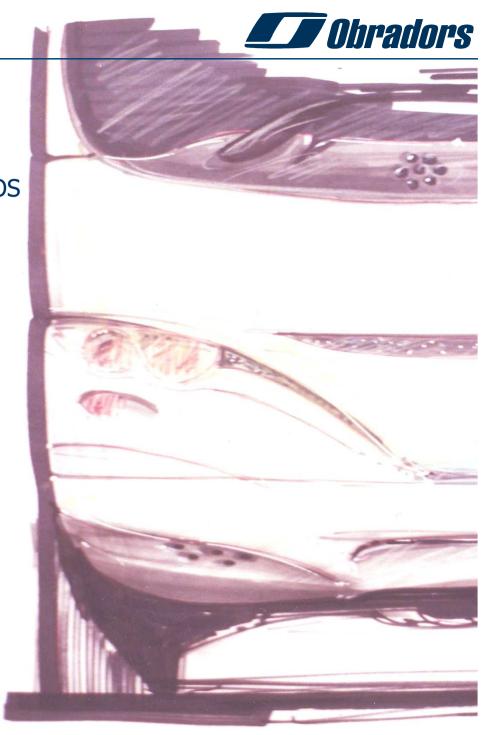




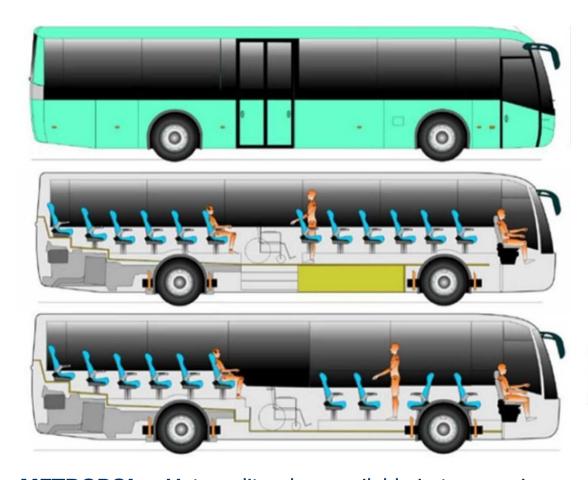


Technology transfer projects

- Preliminary projects
- Microbus SPICA for CAR-BUS.NET
- Prisoners' transport coach for UNIBUS Y SERVICIOS
- Coach S-2000 / LION'S COACH for MAN A.Ş.
- Midi bus EX 33 for EURO COACH BUILDERS
- Bus PERIURBAIN for RENAULT V.I.
- Coach FR1 Obradors for RENAULT V.I.
- MONTJUÏC cable-car on rails for WAAGNER-BIRÓ
- AIRPORT BUS for IBERIA AIRLINES & ROS-ROCA
- Microbus MINIPLUS for MERCEDES BENZ
- Bus 6420 for PEGASO







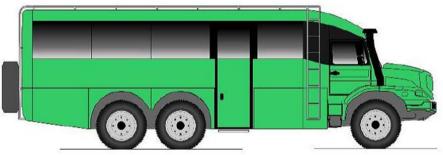


Standard, designed for intercity service with maximum seated passengers and luggage under the floor.

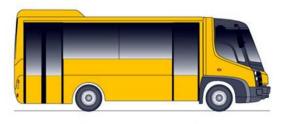
Low-Entry, designed with the central space between the two doors without stairs to help accessibility for urban services.



JUNIOR.- Front engine Midibus, under 10 m length.



ENDURO.- Off road coach.

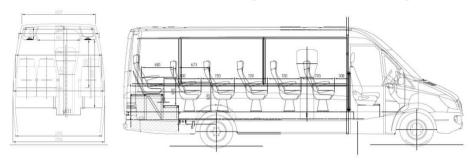


ECO.- Electric microbus.

Microbus SPICA for CAR-BUS.NET (Spain)



Microbus built on the chassis of Mercedes Benz Sprinter. In intercity and urban versions. Chosen **Microbus of the year 2009 in Spain**.











Prisoners' transport coach for UNIBUS Y SERVICIOS (Spain)



Coaches specially developed for prisoners' transport; in two versions of 9 or 14 cells and two zones for 6 guards plus driver.

Dimensions: 12.00 m x 3.45 m (14 double cells)

9.65 m x 3.25 m (9 double cells)

Front Area: 3 seats for guards + driver

Security central area: Cells + WC

Rear area: 3 seats for guards









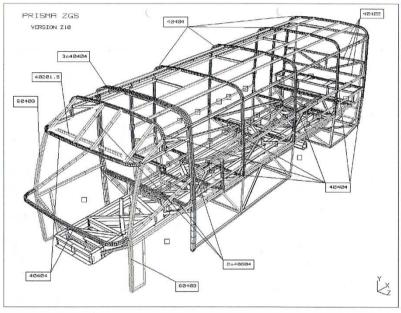


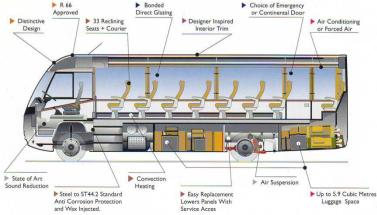


Midi bus EX 33 for EURO COACH BUILDERS (Ireland)



Transfer of technology to build in the Republic of Ireland, for the British markets, a front-engine coach of 9 m and 33 seats, built on Mercedes Benz 01120L chassis.







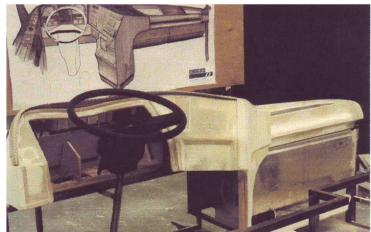


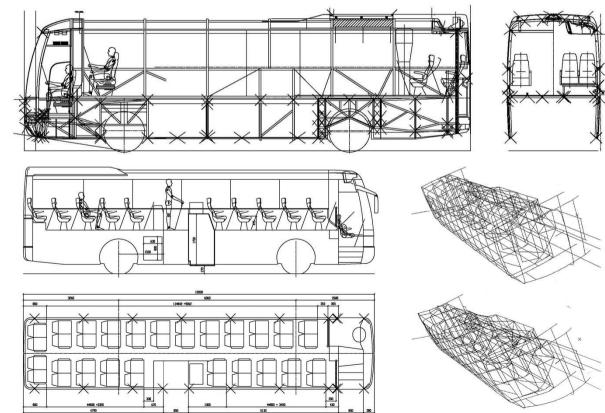
Coach S-2000 / LION'S COACH for MAN A.Ş. (Turkey)



Developed according to MAN A.Ş. specifications, both in its overall dimensions of 12 m length and 3.60 m high, as luggage compartment's high and coach interior (gangway, luggage racks and air ducts). We performed the design and engineering, including calculations of the necessary amendments to be made in the original substructure and also the strength to roll-over of the new superstructure under R-66. Was fully built a prototype coach in our factory, with the models and molds, and in parallel we formed staff in the factory in Turkey. Approvals were processed by ECE-UN Regulations 36 and 66. Once approved by the customer, our technicians moved to the factory in Turkey to assist in building a second prototype and a pre-set of 8 units.







Coach S-2000 / LION'S COACH for MAN A.Ş. (Turkey)













Bus PERIURBAIN for RENAULT V.I. (France)



Development and construction of a peripheral line bus on the chassis RENAULT PR112.

Available in two versions:

Urban of 95 seats (37 sitting and 58 standing) Intercity of 76 seats (51 sitting and 25 standing).









Coach FR1 Obradors for RENAULT V.I. (France)





Customizing own bodywork, as specifications of RENAULT V.I., to exclusively sales in its network. Was adapted to the frame FR1 SX with a total height of 3.80 m, with the interior floor sloping and was designed, specifically for this release, a new front and rear with RENAULT lights. Two special units were built for the hospitality of the Formula 1 teams Williams and Renault Sport.











MONTJUÏC cable-car on rails for WAAGNER-BIRÓ (Austria)

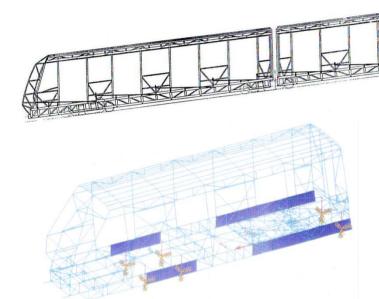


Development and construction of the body of the cable car on rails, which connects the city of Barcelona and the Montjuïc Olympic Area. The need to have the maximum headroom possible and the impossibility of extending the existing tunnel didn't let space for a conventional chassis, what led to develop a self-supporting body that united the four boogies of each convoy.



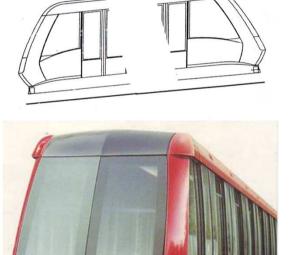












AIRPORT BUS for IBERIA AIRLINES & ROS-ROCA (Spain)



Development and construction of 74 special bodies for the transport of people on the airport runway: semi-trailers of 14 m length and 3.20 m wide, with pneumatic suspension and completely low floor. A self-propelled prototype was build in the same body of 15 m long.

Development and construction of 6 bodies, built on trucks converted by ROS ROCA, for access to aircraft of low-mobility people in wheelchairs.















Microbus MINIPLUS for MERCEDES BENZ ESPAÑA (Spain)



Development and construction of 150 grand touring body on the chassis Mercedes-Benz MB 180.











Bus 6420 for PEGASO (Spain)



PEGASO bought MAN the manufacturing license of an urban bus to adapt its engine.

They commissioned Obradors the design of the bodywork, with the limitation of not being able to modify the structure. Styling was performed and built a prototype, with the molds and tooling for mass production.





