



TAM 260



A NEW DIMENSION IN

With the TAM 260, the concept of combining advanced European styling with top-of-the-line, U.S.-manufactured components is now at a new dimension. This tour coach has been precisely crafted to accommodate the most demanding passenger's requirements for luxury, while meeting an operator's needs for efficiency and cost-effectiveness.

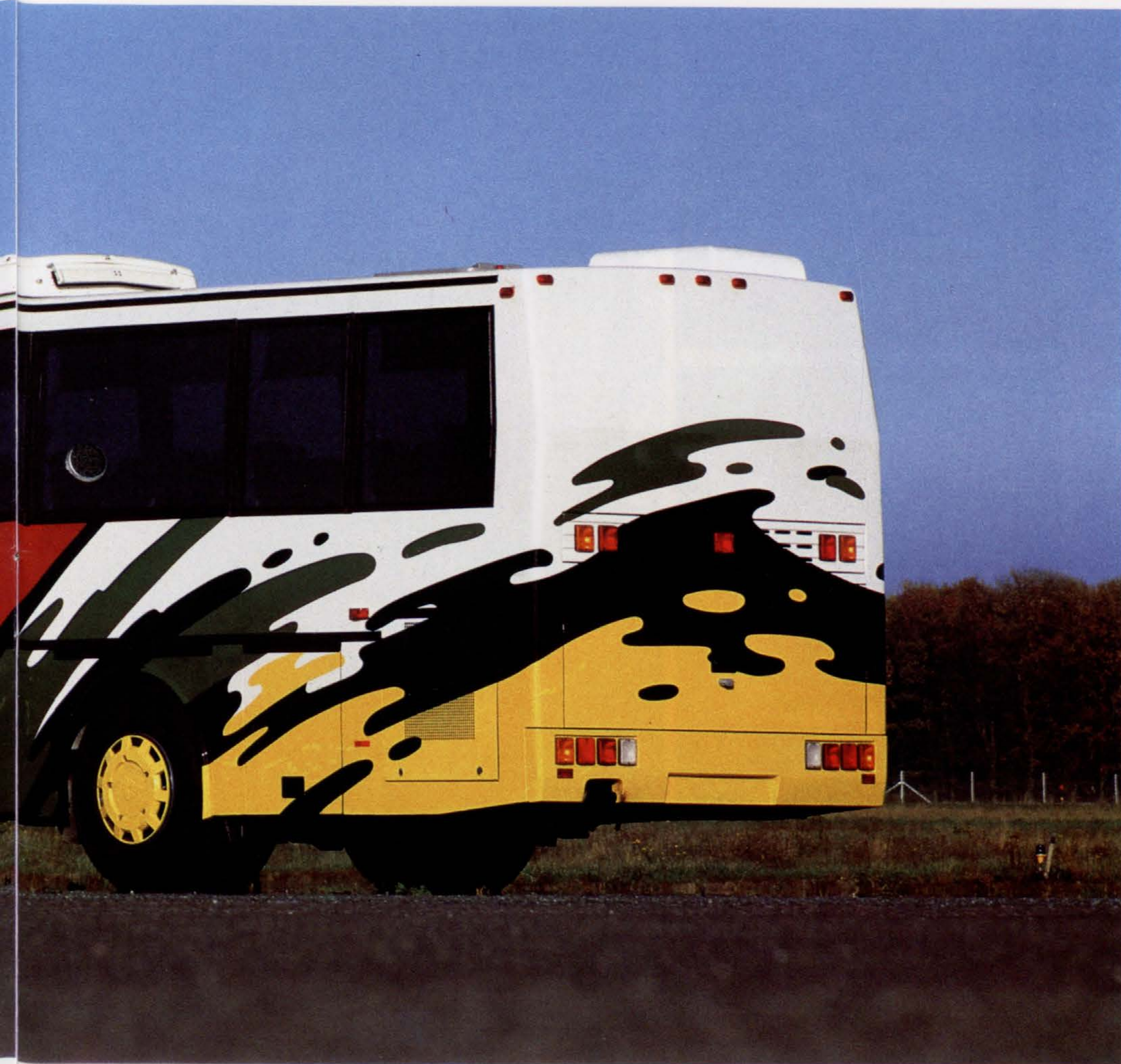
The 260 is designed and built by TAM BUS, a premier European manufacturer with 47 years' experience producing coaches and buses which are operating in over 40 countries around the world. The 260 is a monocoque, tubular steel structure supported by a pneumatic suspension system with six, outboard-mounted air



IN A LUXURY COACH

bags, and incorporating a fuel-efficient Cummins 8.3 L engine, an electronically controlled ZF five-speed automatic transmission with integrated hydraulic retarder, and Rockwell brakes and rear axle. Luxury reclining seats, a fully-automatic climate control system and an ergonomically designed driver's compartment ensure a comfortable, pleasant ride for both the passengers and the driver.

This surprisingly affordable luxury tour coach is the obvious choice for the operator who wants the finest for his customers, while keeping costs under control.



PASSENGER COMFORT

The TAM 260's interior is designed for passenger comfort, safety and convenience. Oversized windows allow for a panoramic view, while tinted glass and curtains protect passengers from exposure to the sun and offer a sense of privacy. Carpeting, available in a variety of colors and design, covers all interior surfaces of the coach. Non-slip rubber covers the floor and removable carpeting is available for the steps, entry and aisle.

Seats are anatomically designed with adjustable back and arm rests and can be upholstered in a variety of fabrics and fabric colors. If desired, magazine nets, tray tables



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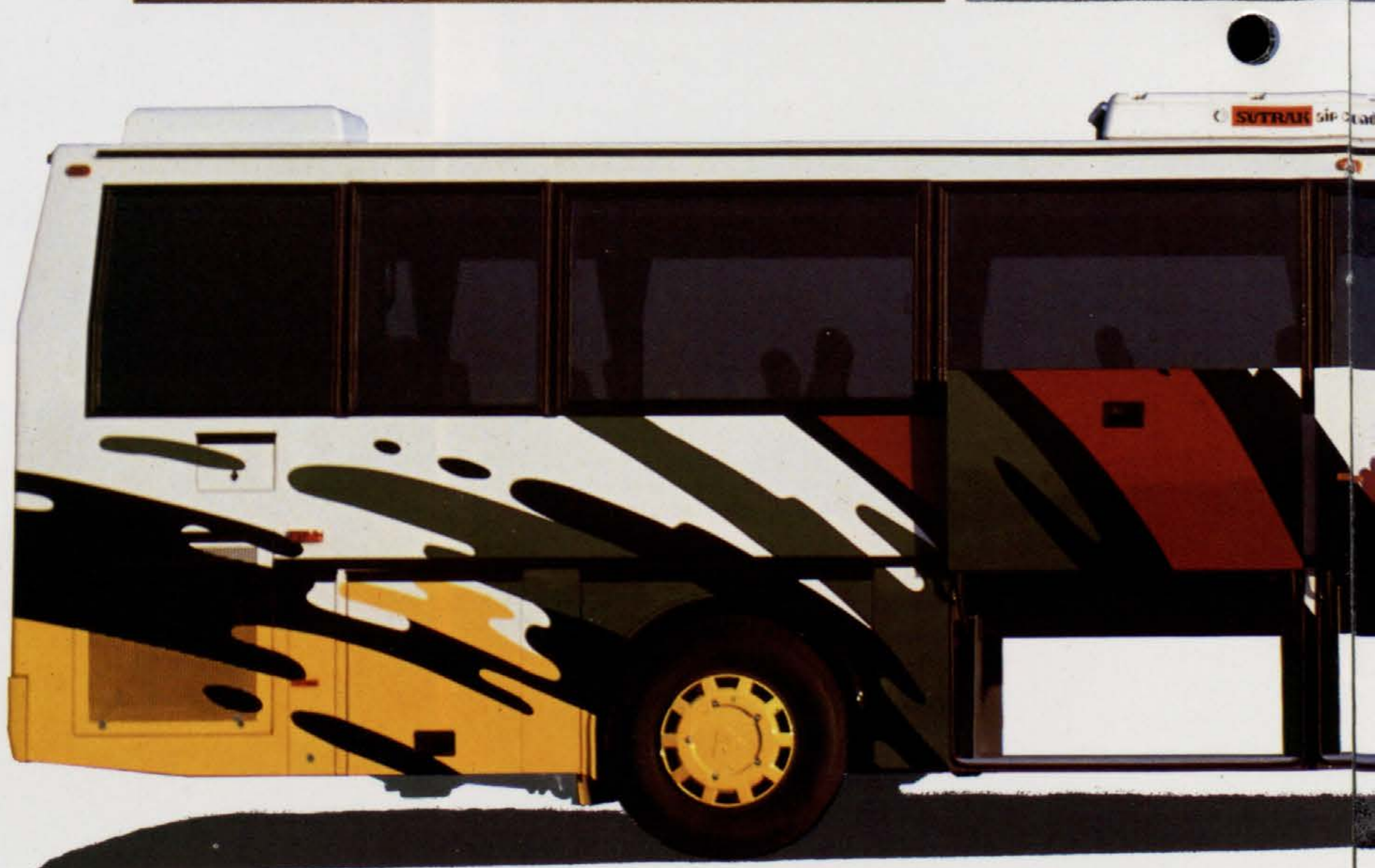
bles, ashtrays and foot rests can be included for additional passenger comfort and convenience. Overhead luggage racks are convenient for storing carry-on items, and overhead panels include speakers, adjustable reading lights and outlets for air conditioning, heat or fresh air.

For longer trips, add a restroom, a refrigerator and one or more club tables with opposite facing seats. And finally, an audio and video system will further enhance the feeling of luxury and comfort.



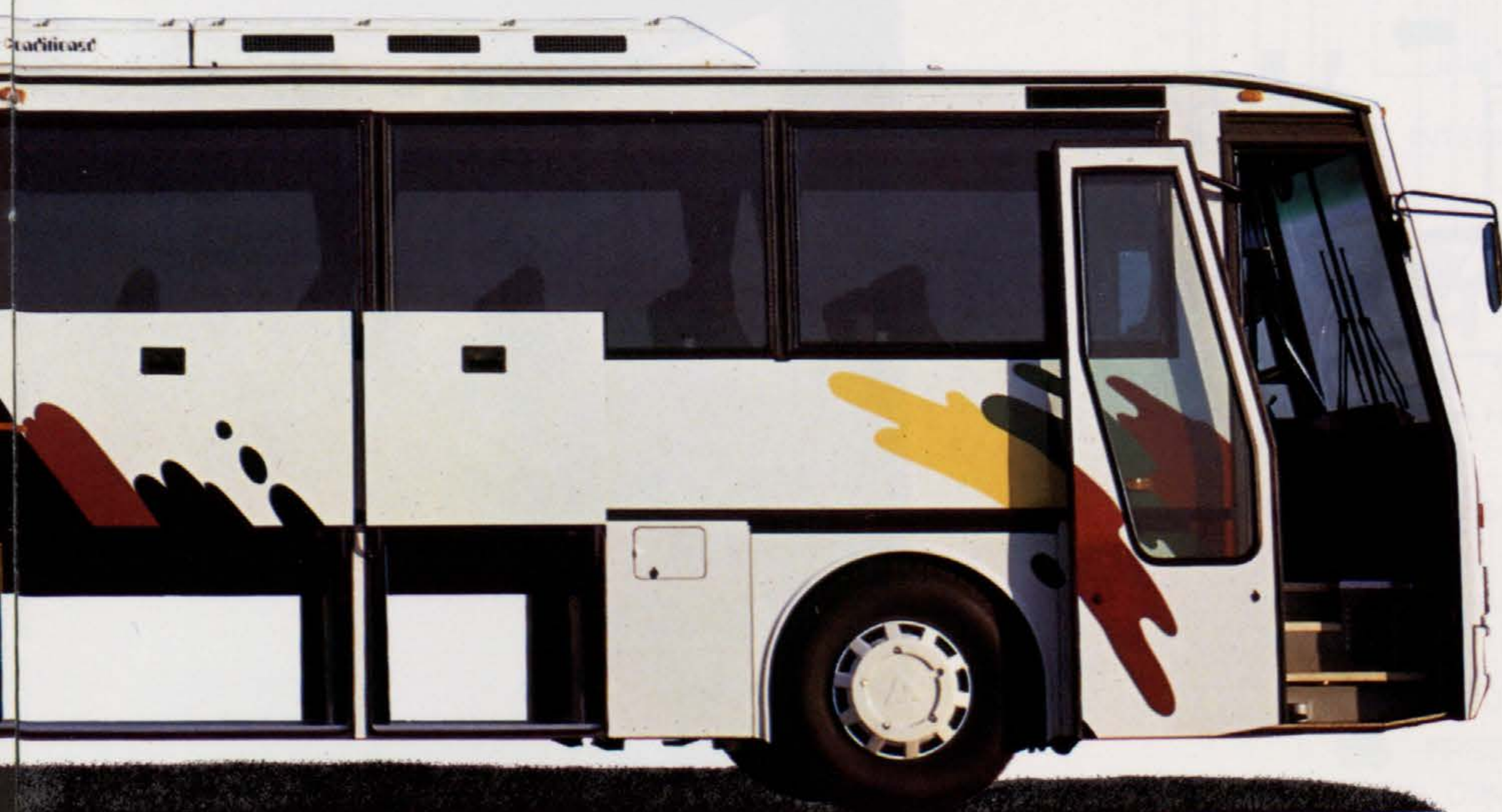
EASY ACCESS FOR LUGGAGE

Storage and retrieval of luggage is easy in the TAM 260. The lighted pass-through under-floor luggage compartments have a capacity of 260 cubic feet. Access to these compartments is facilitated by the aluminium,



GGAGE AND STORAGE

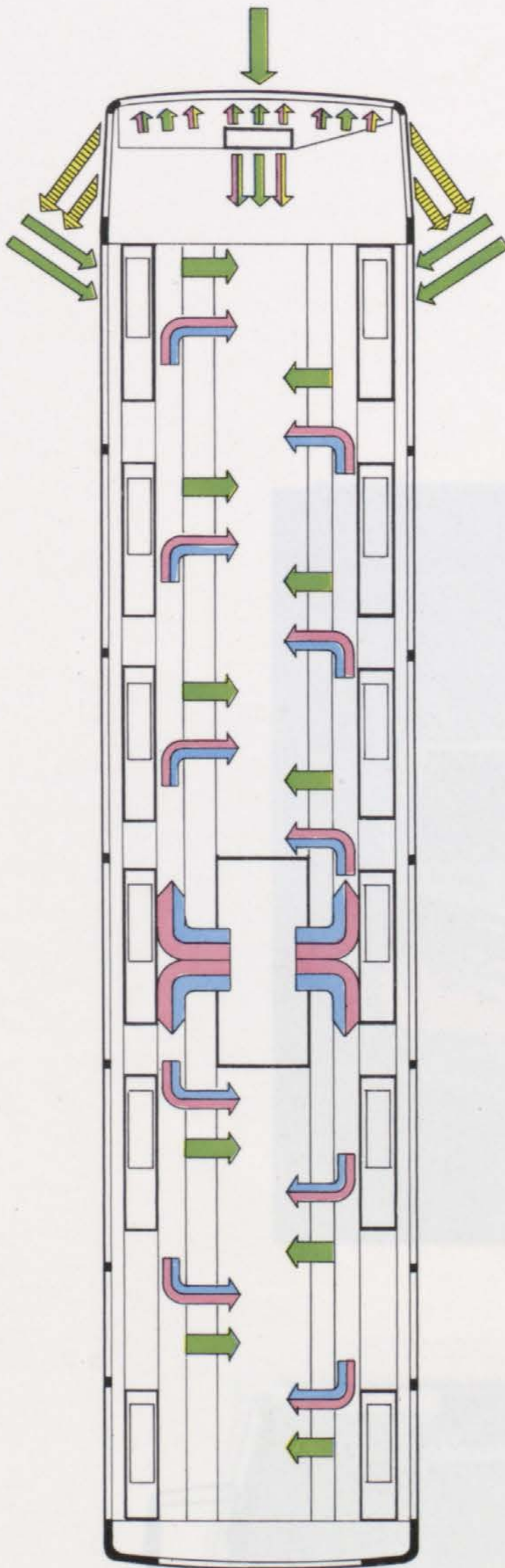
pantographic doors. Additional storage space is provided in two separate compartments and at the rear of the passenger compartment.



INTERIOR EN

The interior of TAM 260 is a separate world, no matter what the outside weather might be. Passenger comfort is ensured by the most advanced, automatic, electronic climate control system currently available. Simply by setting the desired interior temperature, the interior environment will be maintained as long as the coach is running. Nothing more is required of the driver.

Air conditioning and heat are distributed throughout the coach through ducts mounted along the luggage racks and along the tops of the windows, as well as through the individually adjustable overhead nozzles at each



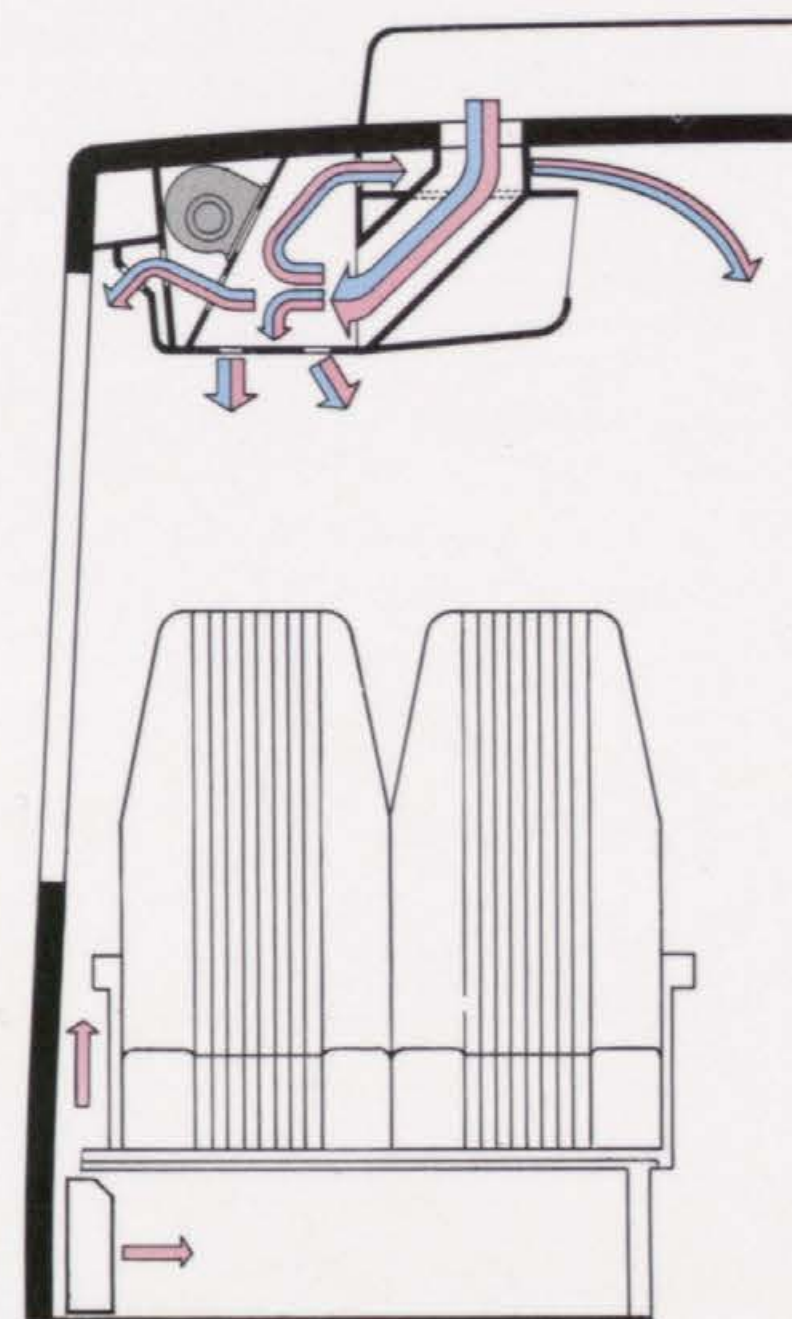
-  FRESH AIR
-  WARMED/COOLED FRESH AIR
-  WARMED FRESH AIR
-  EXHAUST AIR
-  WARMED INTERIOR AIR



ENVIRONMENT

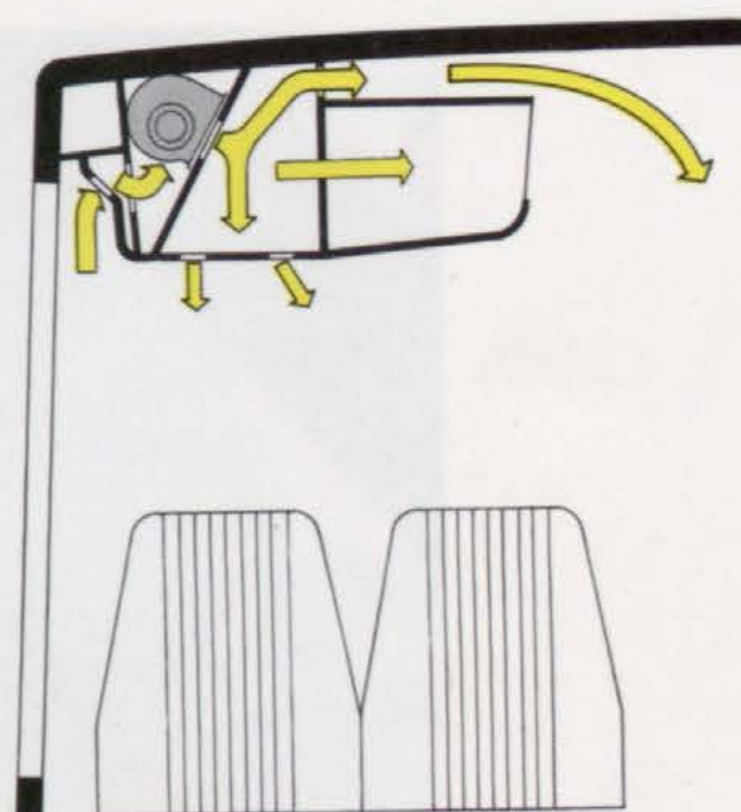
seat, while floor level heating is provided by heat exchangers mounted along the base of the side walls. A roof-mounted Sutrak AC 35 Tropic unit provides the air conditioning. Standard, engine-supplied heat is supplemented by a Webasto heater and the Sutrak unit. Fresh air is distributed by blowers through the overhead channels, and, if needed, through two roof hatches.

Defrosting of the windshield and additional heat for the driver or entryway are provided by an under-dash heat exchanger.

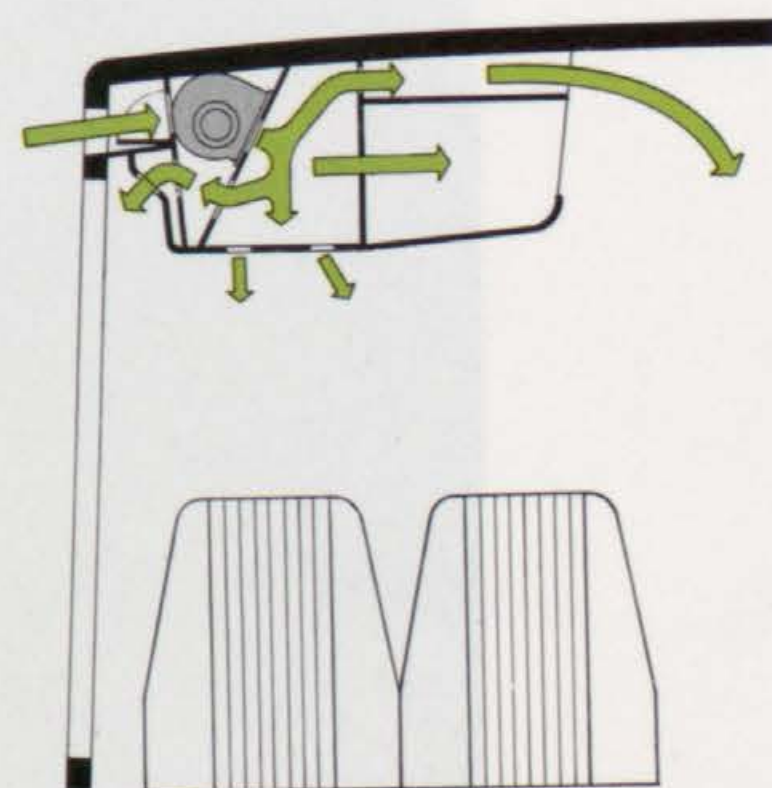


WARMED/COOLED FRESH AIR

WARMED INTERIOR AIR



INTERIOR AIR



FRESH AIR

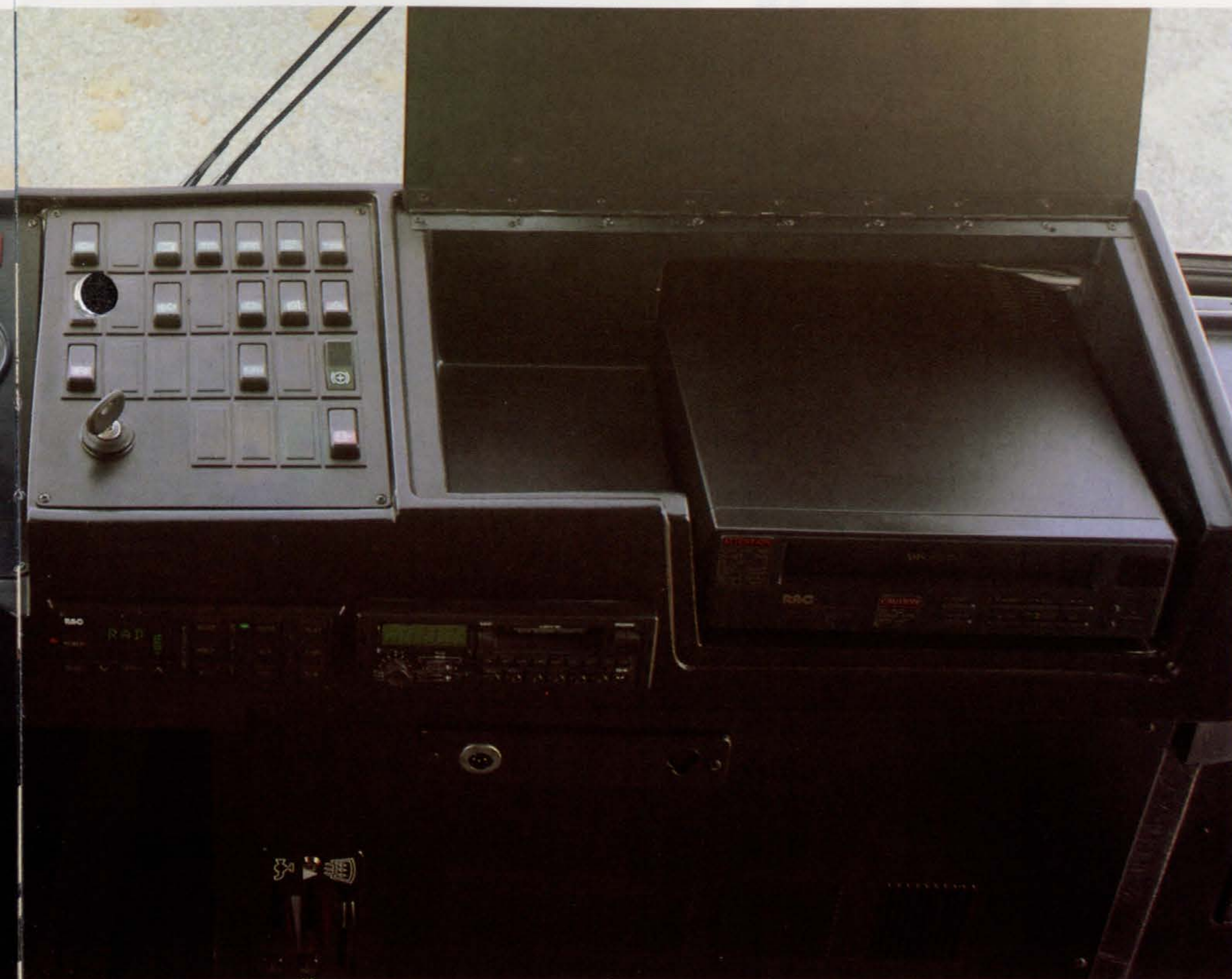
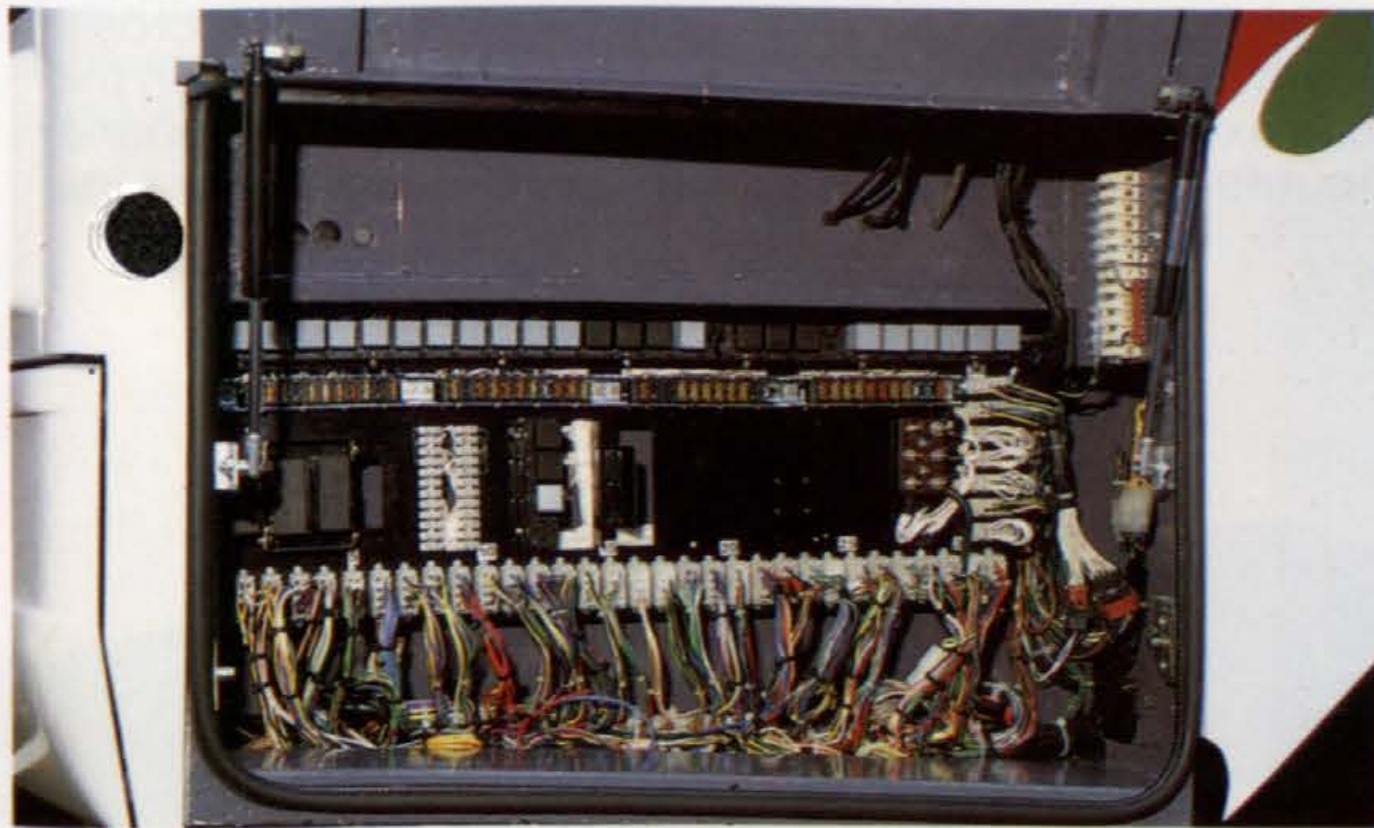
THE DRIVER'S

The driver's compartment has been ergonomically designed to provide the utmost in comfort and ease of operation. The driver sits in an air-suspended, fully adjustable seat. The instrument panel is large, clear and reflection-free, with controls, gauges and switches sensibly



ENVIRONMENT

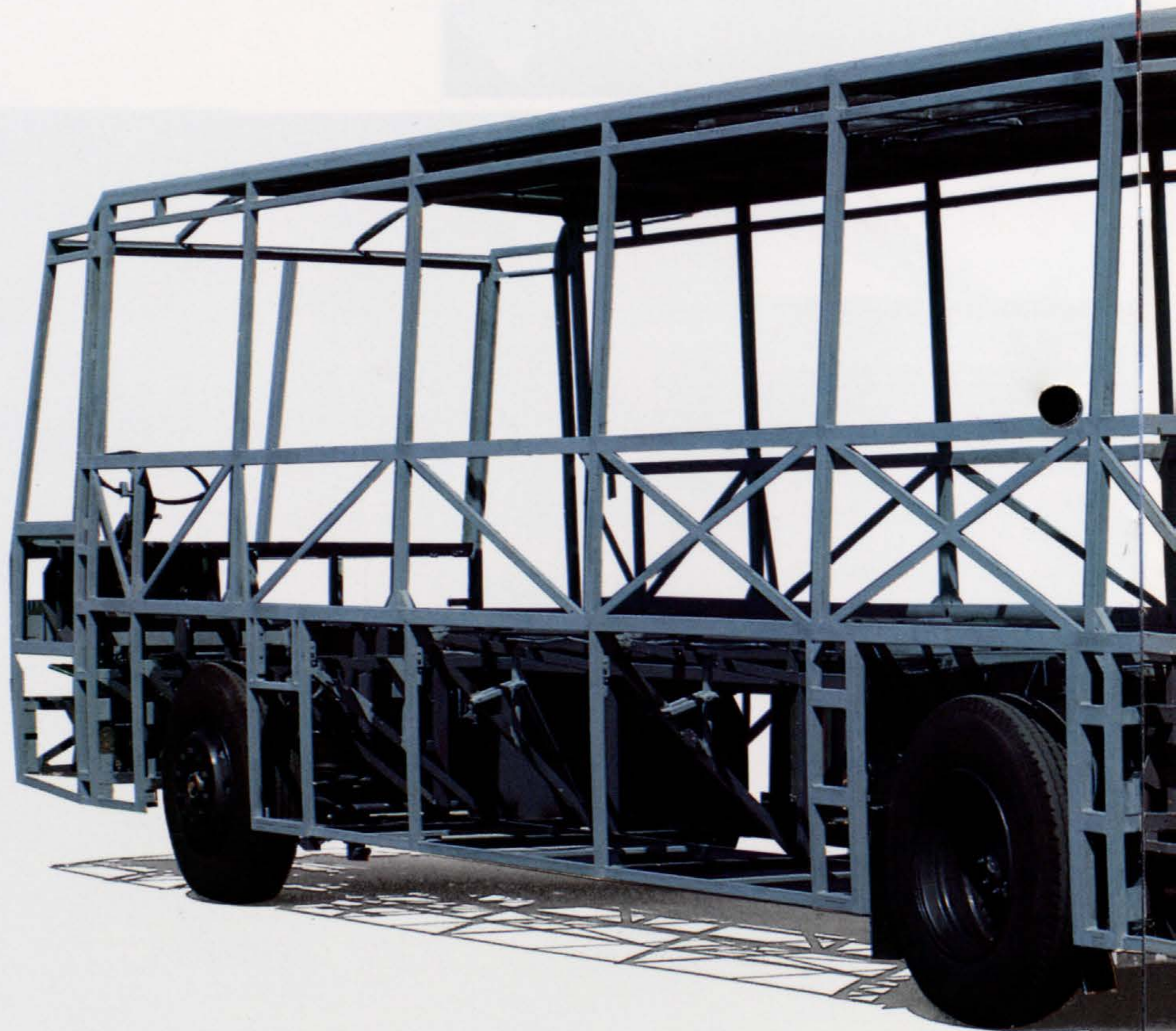
arranged, reducing driver fatigue and freeing the driver to focus on the road and traffic ahead. Operational safety is enhanced by the large, two-part windshield and heated, exterior rear view mirrors.



A STRUCTURE DESIGNED FOR COM

The TAM 260 is a fully integrated monocoque assembly, incorporating 0.40 inch galvanized steel body panels, welded to high tensile strength steel tubular framework. Anti-corrosion material is applied to all internal and external tubing surfaces and to internal body panels, which are also coated with sound deadening material and insulated with plastic foam, creating a seamless, dry wall structure.

The Wide Ride pneumatic suspension system includes two air bags, three longitudinal trailing arms, one cross-radius link and four heavy-duty shock absorbers on the front axle. The rear suspension includes four outboard-mounted air bags, two longitudinal trailing arms, two ra-



COMFORT , SAFETY AND DURABILITY

dius links and four heavy-duty shock absorbers. This suspension system is the basis for the excellent stability, comfort, handling and safety inherent in the TAM 260.

A high degree of maneuverability is ensured by the ZF Servocom hydraulic power steering, which in conjunction with the front axle, gives the coach an amazing turning radius of only 34.50 feet.

Brakes are Rockwell full air, Q-type, S-cam drums with Bendix pressure regulating valves and automatic slack adjusters. For severe operating conditions, ABS can be added for additional safety.

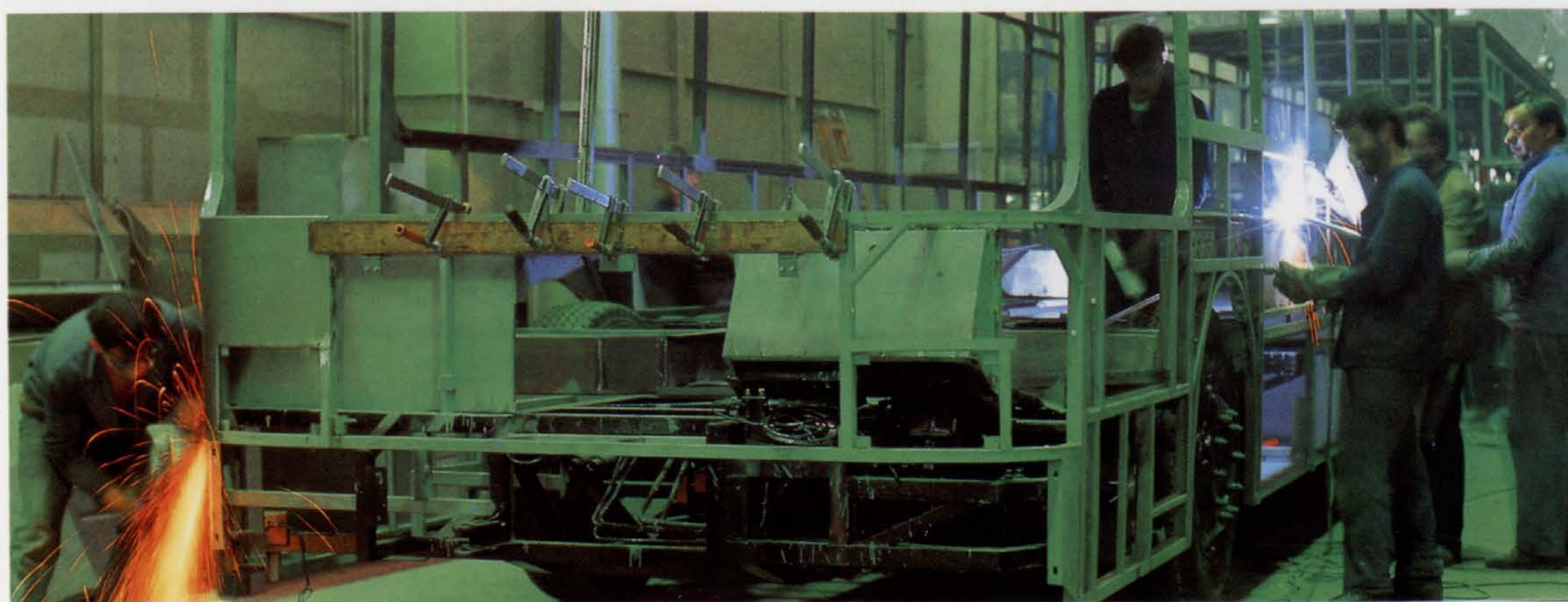


THE POWER TRAIN

The TAM 260 is powered by a fuel-efficient Cummins 6CTAA 8.3 L engine, with maximum power of 275 Hp at 2,000 RPM and a maximum torque of 800 foot-pounds at 1,300 RPM. This is a four-stroke, water cooled, direct injection diesel engine, turbocharged and after cooled.

The transmission is a ZF 5Hp-500, electronically controlled five-speed automatic, with an integrated hydraulic retarder.







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