



VIEW CS2

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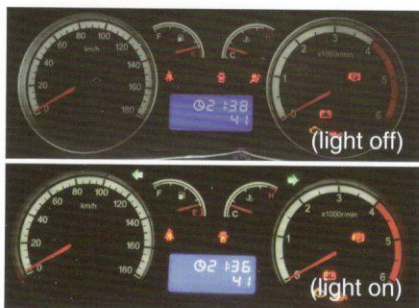
INTERIOR TRIMS-MULTIFUNCTIONALITY



Dashboard

Navigation

Reversing camera



Luminescent dashboard

(with tachometer and dash light brightness control)

Multimedia navigation system

[audio: USB video player, AM/FM radio, 4 horns, navigation/miscellaneous: 6.1" widescreen LCD (touch type)]

Reversing camera

(color display with backup sensor buzzer)



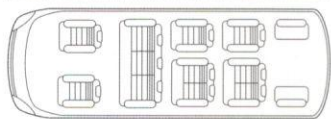


Simplified seat, considering complicated passenger transport requirements

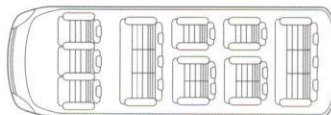


Seat layout and fabrics

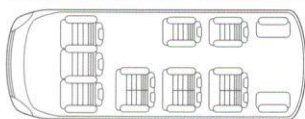
15 2+3+3+3+4



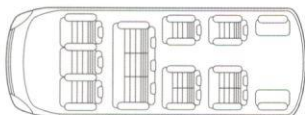
15 2+3+3+3+4



15 2+3+3+3+4



16 2+3+3+3+4



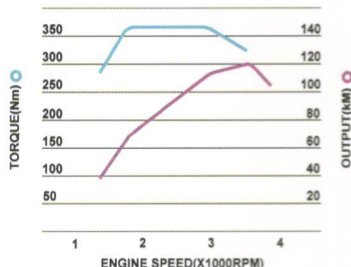
Woven wool



Knitting

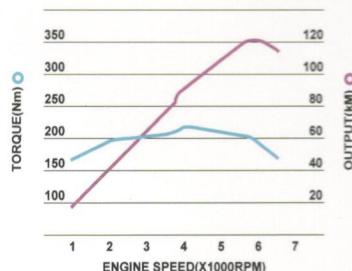
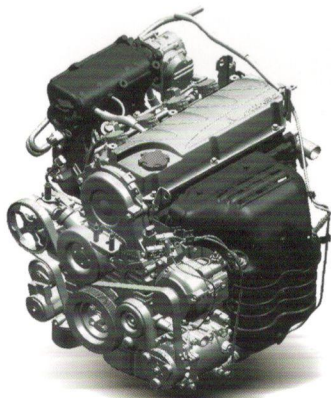
ENGINE-WORLD CLASS

ISF2.8-Strong power core from Cummins ; 96KW-Strong power; Strong power-One of highest power-per-liter light duty diesel engines in the world; The engine has a torque output of 280N.M which is 22.5%-60% higher than those of similar products; Maximum torque output at 1400 r/min; 8.3L-Fuel consumption per 100 km.



Engine model	ISF2.8
Type	In-line, 4-cylinder, electronic control, high pressure common rail
Displacement (L)	2.776
Rated power (speed) [kw(r/min)]	120 (3600)
Max. torque (speed) [N·m(r/min)]	360 (1800-3000)

- Low cost of maintenance Modular design reduces number of parts used by 40% and makes maintenance easier. Its failure rate is far below the level of other similar products.
- Ultra-long oil change period (20,000 km) means a cost of upkeep per kilometer of merely 2 RMB cents which is only 1/3 that of similar models.
- The EGR system reduces nitrogen oxides (NOx) in exhaust gas and will increase fuel consumption rate when it takes part of load.



4G69 Gasoline Engine
Displacement: 2.378L
Rated power: 100Kw/5250r.p.m
Max. torque: 200N.m/2500~3500r.p.m

- In-line 4-cylinder, 16-valve, SOHC, multiport EFI
- Adopting dual balance shaft, hydraulic tappet, rocker arm with needle bearing, integrated main bearing cap and forging crankshaft techniques
- It features high power, compact construction, low vibration, low noise, low fuel consumption, low emission, etc.



he preserved oil heating and coolant heating options allow the starting at -40 °C.

Superior startability : Bosch high pressure common rail system and Cummins electronic control cold start control strategy greatly enhance the starting performance

The main parts are under the central procurement of Cummins global supply chain

Reinforced engine structure: monolithic block and cylinder head allow higher strength and high stability;