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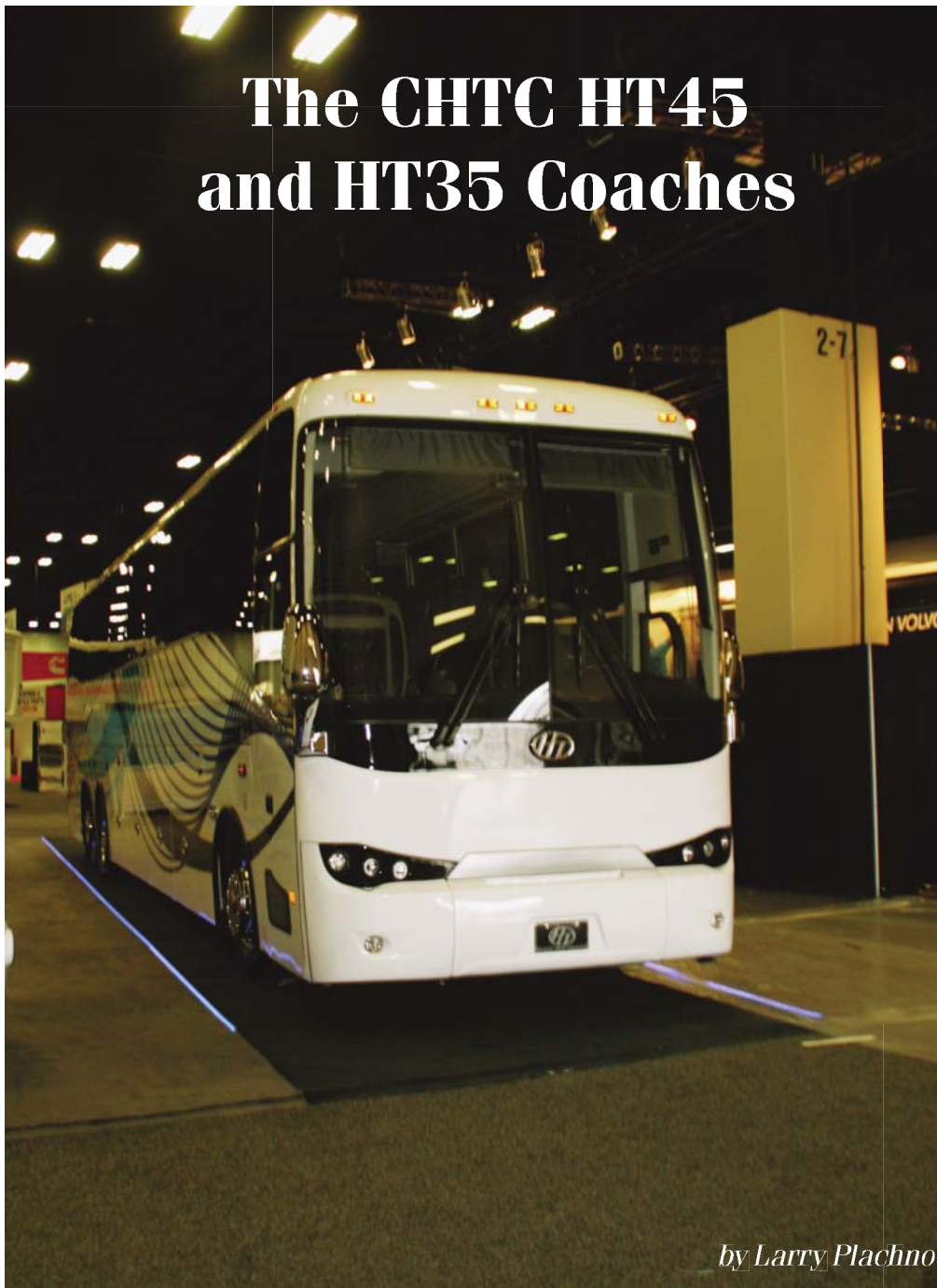
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The CHTC HT45 and HT35 Coaches



by Larry Plachno

The CHTC coaches were designed specifically for the American market and can boast 55 percent American content. Both models incorporate popular domestic components and parts including a Cummins engine, an Allison transmission and ZF air suspension. Shown here is the 45-foot HT45 model that was photographed at the United Motorcoach Association's Motorcoach Expo in San Antonio in early 2018. NBT.

The new HT45 and HT35 coaches have been attracting a great deal of attention at recent trade shows. In addition to their high quality American components, these coaches offer a plethora of bells and whistles at very attractive price points. Hence, we are not surprised that some of our readers have asked us to provide additional information on the company and their buses.

CHTC-USA is the American arm of China Hi-Tech Group Corporation (CHTC). Founded in 1998, CHTC is funded and supported by the state and has multiple worl-

wide operations. The company employs more than 50,000 people in total and operates 22 subsidiaries in 20 countries. The CHTC Bus Group is a major subsidiary.

The background on the buses goes back to more than 30 years of bus manufacturing in Jiangxi, China. This well-established company concentrated on building custom buses for export rather than for the Chinese domestic market. To accomplish this, the company built buses meeting local regulations and requirements for Australia, New Zealand, the United States, Europe, Central and South America. Their engineers became experts at

building buses to withstand the rigor of commercial driving in harsh climate and rugged road conditions all year round. Many of the buses were built on dedicated production lines and the manufacturing facility unconventionally welcomed supervision from customers. This manufacturing facility is located in the Economic Development Zone of Nanchang with the Gan River to the south and the Changbei International Airport on the north. The operation covers approximately 37 acres with 323,000 square feet under roof. In addition to diesel power, the company builds buses with hybrid, CNG and fuel cell power. Products have passed Australian ADR certification, US DOT certification and EU ECE certification with approximately 5,000 vehicles being built annually.

The office for the U.S. subsidiary of the CHTC Bus Group is based in Chino, California. In addition to a recently expanded showroom and service center in San Francisco, plans for 2018 include moving into a larger facility in Chino and opening more sales and service centers throughout the country. There will be five full service centers in the U.S. by the end of 2018 in San Francisco, Los Angeles, Dallas/Fort Worth and New York. Each of these locations will have sales, service and parts support as well as in-house finance departments. Fifty more authorized service centers will be added throughout the popular route across the country to better serve customer requests.

During CHTC's first year in the States they focused on analyzing operators' feedback and the evaluation of the CHTC buses. The result led to a second generation of CHTC coaches. This evolutionary generation of CHTC buses was recently shown at the United Motorcoach Association's Motorcoach Expo in San Antonio in early 2018. CHTC buses have 55 percent U.S.-made components thanks to their Cummins engines, Allison transmissions, ZF suspensions, WABCO vehicle control systems, Alcoa wheels and Michelin tires. Parts from Canada and Germany also make up air conditioning and braking components too.

CHTC's HT45 and HT35 models are designed specifically for the American market. Special attention was given to the appearance and amenities on these latest models. Features include leather seating in tan or black, a spacious lavatory and interior, wood accents, larger video monitors, quality speakers, Wi-Fi and multi-media offerings. Standard equipment includes a DVR, surveillance multi-cameras, and a black box. Both models use integral design for safety and longevity. Major frame structure is made from Australian Supagal steel to minimize corrosion during the life of the vehicle.

When it comes to power, the HT45 is equipped with the popular and reliable Cummins ISX engine while the transmis-

sion provided is the ubiquitous Allison B500R with a built-in retarder. A Spheros auxiliary heater is included as standard equipment. Independent front suspension is also standard with ZF air suspension and 2-4-2 air ride air bags on the three axles. All wheel disk brakes are by Knorr-Bremse and the air conditioning-HVAC system comes from MCC. Expectedly, the electrical system is 24/12 volts. The fuel tank can be filled from either side and has a capacity of 210 gallons.

In addition to the cockpit area being enlarged, the driver now has the comfort of a fully pneumatic ISRI adjustable driver seat. A tilt and telescopic steering wheel is provided with optional incorporated radio controls. The aforementioned steerable tag axle and power steering are standard equipment. There are controls for full coach raising and lowering as well as a kneeling system. A lengthy standard equipment list includes cruise control, back up camera, electric windshield blind, heated mirrors with integrated turn signals, PA system with wireless microphone, DVD player with one 17-inch monitor and six 10-inch monitors. Additional halogen cornering and docking lights are optional. Other standard exterior lights, including taillights, marker lights, clearance lights and turn signals, are all LEDs.

The HT45 model is built to the most popular American Coach dimensions. It is 45 feet long, 102 inches wide and has an external height of 12 feet and four inches. The HT45 has a wheelbase of 286 inches with both a dual tire drive axle and a tag axle at the rear. There is 430 cubic feet of underfloor luggage space without a lift or 400 cubic feet



CHTC's 35-foot HT35 model has much the same features as the bigger coach but is suited for smaller groups. It will seat 40 passengers with a lavatory but provides most of the same passenger amenities as the larger coach. This example was photographed at the recent UMA Motorcoach Expo in San Antonio. NBT.

with the optional wheelchair lift. The interior is designed for 56 passengers with a lavatory. Passenger side window blinds, USB outlets, Wi-Fi and airline-type enclosed parcel racks are all provided as standard equipment. Optional interior upgrades include aircraft type seatback trays, genuine leather seating and carpeted floors with lighting.

CHTC's HT35 model is very similar but is designed for smaller groups. It has a

length of 35 feet and comes with two axles and an overall height of 11 feet and 5 inches. Seated capacity is 40 passengers with a lavatory. It is powered by the Cummins ISL 9 engine with 345 horsepower. However, it still is provided with the Allison B500R transmission with the built-in retarder. Underfloor luggage space on the HT35 is 212 cubic feet with an additional 44.5 cubic feet in the overhead parcel racks. The fuel tank on the HT35 has a capacity of 155 gallons and also allows filling from both side of the bus.

Both CHTC models come with an attractive interior incorporating many features. Standard equipment includes a spacious lavatory, wood accents, larger video monitors, enclosed parcel racks and upscale seating. CHTC is currently expanding the number of its support and service locations. CHTC.



The staff at CHTC are currently offering some attractive down payment and financing options that make the HT45 and HT35 coaches financially attractive and economical. For more information, just phone the CHTC office in Chino, California at (909) 325-8588 or e-mail CHTC via Sales@CHTCUSA.com. □



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9698 W. Judson Road • Polo, Illinois 61064

Ph: (815) 946-2341

Fx: (815) 946-2347

www.busmag.com