



Ponicho

▶ HINO PONCHO

THE SMARTER, MORE ACCESSIBLE, SAFER COMMUNITY TRANSPORT.

The Poncho bus ticks all the boxes that matter when it comes to deciding on a superior community or retirement village transport option. Hino has designed a thoughtful and innovative solution that better caters for the needs of passengers and drivers alike.

Excellent accessibility for both able-bodied and disabled passengers, with an ultra low floor design and kerb kneeling function that allow for easy boarding and alighting.

With Australian DDA-compliance (Disability Discrimination Act) set to become law in 2022, it is reassuring to know that the Poncho is already DDA-compliant from the day you take delivery.

The full air suspension, advanced and user-friendly instrument panel, steering position and visibility, all make for quality ride and drive.

It has also been designed and built with state-of-the-art safety features including ABS, a comprehensive field of vision, door security and emergency exits, that all work together to make this an extremely safe vehicle.

The Poncho is fitted with a fuel efficient, turbo charged 4-cylinder diesel engine for competitive, cost effective running and performance.

▶ SUPERIOR QUALITY

SMART INTERNAL DESIGN

EXCELLENT ACCESSIBILITY

AUSTRALIAN DDA-COMPLIANT

DRIVER FRIENDLY

STATE-OF-THE-ART SAFETY

COMPETITIVE, COST EFFECTIVE PERFORMANCE

EASY MAINTENANCE ACCESS

HINO ADVANTAGE

▶ ACCESSIBILITY



WHEELCHAIR RAMP

The Hino Poncho features an ultra low floor design with an easily accessible wheelchair ramp.

The ultra low floor and wheelchair ramp allows for easy and quick access for disabled and able-bodied passengers alike. This feature also creates more room inside the bus as there are no space-stealing obstructions.



DESIGNATED WHEELCHAIR OR PRAM AREA

This area can either feature folding seats to cater for wheelchair or pram but if not needed, it gives you the flexibility of increased seated passenger capacity. The location of the designated area inside the Poncho also does not impede access to any of the emergency exits.

Excellent accessibility for both able-bodied and disabled passengers, the ultra low floor design and kerb kneeling function allows for easy boarding and alighting, and offers an area at the front of the bus with folding seats which can be adjusted to accommodate a wheel chair, pram, standing or seated passengers.



REAR ENGINE ACCESS

The diesel, turbo charged 4-cylinder engine is positioned in the rear. Not only does this work to maximise accessibility, room and comfort, it also allows for easier maintenance access which improves your overall cost of running.



▶ FEATURES



DRIVER INSTRUMENT PANEL

Drivers rate the Poncho's instrument panel and controls' layout as "user friendly and welcoming". The tachometer and full suite of warning gauges and lights are all positioned within easy sight.

The dash features blank DIN mounting slots (for additional radio equipment) with a number of mounting holes to accommodate accessories.



TILT AND TELESCOPIC STEERING

Driving comfort and position is important and differs for each driver, so it's fitting that the Poncho has a fully adjustable tilt and telescopic steering column (with steering lock device) that offers multiple driving positions.



STORAGE AREA

Conveniently located to the driver's left, this feature ensures passenger luggage can be stored in a safe secure location, rather than at passengers' feet or loose in the bus saloon.



COMFORT

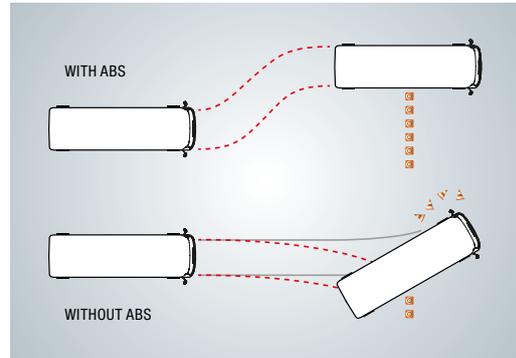
The 5 speed automatic transmission makes the Poncho remarkably easy to drive and also helps maximise fuel efficiency.

The roof mounted saloon air conditioning unit increases both driver and passenger comfort, while being more efficient and easy to maintain.

SAFETY

ANTI-LOCK BRAKING SYSTEM (ABS)

The Anti-lock Braking System (ABS) and Electronic Brake-force Distribution (EBD) controls the brake bias between the front, rear, left and right wheels, depending on the load.



AUSTRALIAN DDA-COMPLIANT (DISABILITY DISCRIMINATION ACT)

By designing in accordance with the requirements of Australian DDA, it assures the safest possible travelling conditions as well as the highest standards of ease for ingress and egress of both disabled and able-bodied passengers. This means you have the assurance of knowing that the Poncho is already DDA-compliant right now, saving you time and money on access and design alteration when it is mandated in 2022.



DOOR SECURITY

The door on the Poncho features sensitive touch technology plus the added security of extra sensors installed near the entrance, so the door will not shut if there is any obstruction. The sensor lights and buzzer on the driver instrument panel immediately alert the driver of any obstruction. The doors also remain closed if not in neutral and once the passenger has alighted or boarded, the vehicle cannot be put back into gear and the throttle will not operate until the door is fully closed.



VISIBILITY

The outer mirrors are adjustable with an independently adjustable convex mirror, providing the driver with a comprehensive view – behind and to the sides, for improved safety and a reduced possibility of property damage.

EMERGENCY EXITS

In case of an emergency or accident, the Poncho offers a choice of three emergency exits, with an exit door on either side of the vehicle, as well as an emergency exit roof hatch.

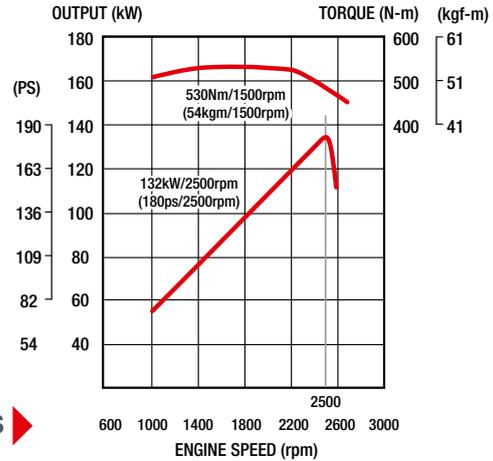


▶ PERFORMANCE

ENGINE

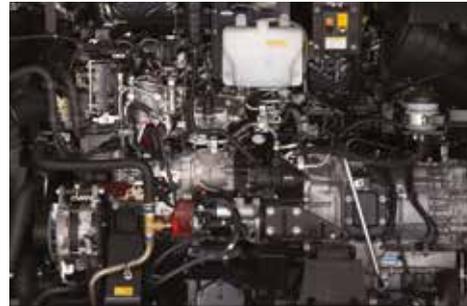
The 4-cylinder direct injection diesel engine is turbo charged and water cooled. It features 180Hp (132kW) and develops 530Nm torque, with an idle stop function to maximise fuel efficiency.

The Poncho also features a tight turning radius of less than eight metres, making it well suited to operating in busy urban areas.



POWER & TORQUE CHART (ISO Net) JO5E TS ▶

The smart, innovative east/west rear engine positioning makes the highly accessible, ultra low flat floor design possible. It also reduces rear overhanging and makes for easy maintenance access and reduced servicing cost.



DPR

For cleaner motoring, Hino has incorporated the Diesel Particulate active Reduction system (DPR) into the Poncho. This system captures diesel particulates (soot) and incinerates them, thus preventing their discharge into the atmosphere. DPR is a proactive exhaust filtration system which automatically self-cleans and traps over 95% of exhaust carbon soot in a ceramic filter, reducing the need for manual regeneration.



WARRANTY

Standard warranty of 3 years/100,000km, whichever comes first.*

*For more information on warranty, refer to the warranty & service book or Hino Poncho spec sheet.

New vehicle warranty period

Bus	Axle configuration	Standard warranty (whichever comes first)	Power train warranty (whichever comes first)	Cab corrosion perforation
PONCHO	4 x 2	3 years or 100,000km	4 years or 100,000km	36 months

Battery warranty – 12 months from date of delivery
^ For conditions, refer to the Hino Parts & Service warranty brochure

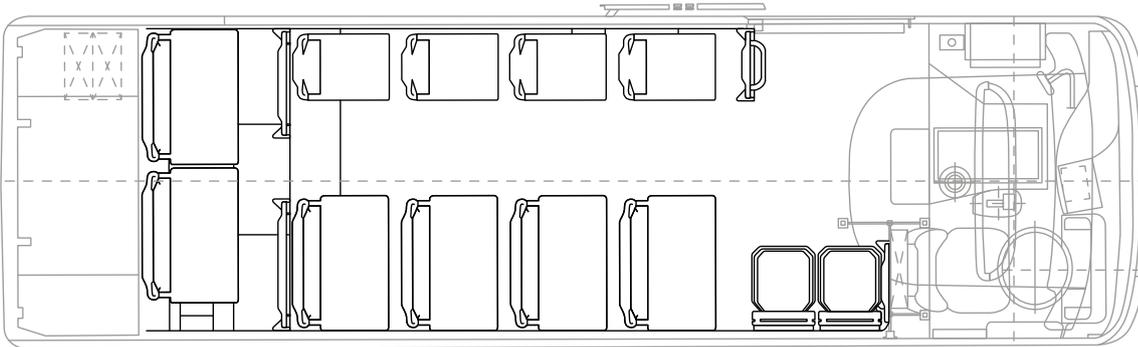
Genuine parts or accessories warranty – 3 years unlimited kilometres when fitted by an authorised Hino dealer ^

► CONFIGURATIONS

SEATING

The Hino Poncho has a seating layout that is designed to carry 18 seated passengers plus standees.

Thanks to its fully DDA compliant ultra low floor design, it has a seating arrangement that can be adjusted to accommodate one wheelchair.



▲
18 seats plus driver with provision for a wheelchair and standees

► HINO **ADVANTAGE**

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For further information please visit hino.com.au or call 1300 014 466

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