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irisbus has three main manufacturing plants across europe. a large factory in annonay, south of lyon in central france, builds city buses and luxury coaches. another factory in central west france builds the heuliez city bus range. a factory in barcelona, spain, makes chassis. valle ufita inland from naples builds buses and coaches mostly for the italian market. acquisitions could be the next step for irisbus, although the spanish bus group seemed to be the most likely. although the write-off had a negative impact in 2003, some analysts thought that at least in 2004, irisbus would grow by as much as 45 percent, as more orders were being placed. in 2005, the company was expanding, and orders seemed to be increasing. the company built a new factory to meet the demand for buses and coaches, a very capital-intensive activity. fortunately for irisbus, the cars manufactured in its plant in annonay are not sold in the us, but there is still the risk that the company could be seen as an overcapacity producer for the us market. with its acquisition of heuliez in march 2004, irisbus seemed to enter the french school bus market, although that segment accounted for less than one percent of the total french school bus market. instead of buying a school bus brand, irisbus chose to take over a small french manufacturer of school buses called heuliez. in june 2004, irisbus acquired a 76 percent controlling interest in heuliez, paying 11.7 billion francs (\$3.1 billion) in cash. with a negative impact of 5 billion francs on shareholders, this cash infusion proved timely for irisbus, which was on the brink of bankruptcy in june.

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please note also that carriage of this editorial on busride by a third party on behalf of the author, does not imply any collaboration, endorsement or approval on the part of the author, of the editor, of the publisher, of the creative content, of busride or of any related parties. irisbus have decided to build the following transpennine express low-floor buses for aberdeen city transport. the 'customer request' designation in this tender is a reference to a previous requirement for an option for a bus with low floor to the route - "customer requests are not possible due to the limited availability of suitable vehicle." the buses will be electric. given that anderstown buses operate the majority of their routes to and from glasgow airport in electric buses, and aberdeen city transport operate from a small number of central locations, there is less of a requirement for a higher capacity than the regular buses operate on the route. the running qualities of this bus are, however, a major priority. this tender is expecting to procure a total of 150 buses and coachloads. not only is a low-floor bus being procured, but there is also a minibus and a delivery van. the delivery van (4 x 0.60m) will be sourced from the second-hand market and the minibus will also be sourced from the second-hand market. the coaches will be solely sourced from the second-hand market. there is no guarantee that all buses will be delivered. it is possible that the second-hand buses could go to glasgow to replace the existing low-floor buses, but then the other vehicles would have to be returned to the north east. likewise, the minibus could be returned to the north east, but then the coaches (and other routes of the companies operating the minibus) would have to be vacated. while the opportunity to purchase quality second-hand buses is very beneficial, it may not be possible. 5ec8ef588b

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