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Scania at Busworld 2005

New range of Scania buses and coaches

Scania's new bus and coach range will be in focus at the Busworld exhibition in Belgium. A new range of engines with Scania EGR meet Euro 4 without any need for additives. The new bus and coach range boasts numerous innovative features that enhance fuel economy and uptime, facilitate bodybuilding and further boost driver appeal. Central in this is the new electrical system, which is based on CAN-bus technology.

Scania buses and coaches now follow after last year's massive and highly successful changeover to the new truck range in Europe. Over roughly a one-year period, the whole product range will be replaced with Euro 4-compliant models. From late 2006, a Euro 5 engine will also be available for city bus applications.

Many systems and components are shared with Scania's new truck range, which for the customer means more efficient service support. In addition, shared R&D and production resources give improved quality and faster time-to-market.

Typical for Scania is outstanding operating economy resulting from excellent fuel economy, solid design and dependable service support – characteristics common to all Scania vehicles.

Scania vehicles are also renowned for their driver appeal, a result of first-rate ergonomics, exceptional driveability, responsive handling and a high level of active safety.

Driver station

A lot of effort has been put into the ergonomics of the new Scania driver station. Controls are designed to be intuitive, logically placed and provided with the right feel. They communicate what the vehicle is doing, giving the right signals to the driver to help him or her make the right decisions.

The driver should feel that he or she is driving a Scania – and enjoy doing so.

Powertrain

Scania's new bus and coach range incorporates a completely new range of Euro 4 engines based on EGR technology, without any need for additives. Combined with new and revised gearboxes, the new engines offer excellent fuel economy and reliability with outstanding driveability and driver appeal. A 9-litre Euro 5 engine will be available from late 2006.

All Scania Euro 4 and Euro 5 engines for buses and coaches will use EGR technology to secure environmental performance and minimise the hassle for operators and drivers.

Electrical system

CAN-bus technology is the basis of the new electrical system. A network-based electrical system opens for a wide range of new functions and future options. Based on information exchange between the systems in a vehicle, it simplifies the architecture of the electrical system, while opening new opportunities to easily integrate functions associated with the bodywork.

City and suburban buses – Scania K or N

Scania buses for city and suburban applications are based on the K-series with a longitudinal engine or the N-series with a transverse 9-litre engine.

The low-floor front sections and driver stations are identical. The rigid front axle with I-section axle beam and two-spring air suspension are shared with Scania trucks.

The Scania N-series comprises city buses with a low floor throughout the length of the bus. Scania's transversely-mounted 9-litre engine is available in three outputs: 230, 270 and 310 hp, combined with automatic transmission.

The Scania K-series includes city and suburban buses with a low floor in the front section. The low floor extends to the rear axle on two- and three-axle buses and to the mid-axle on articulated buses. The Scania 9-litre engine is longitudinally mounted inline with the gearbox. Transmission is manual or automatic. Drive and tag axles are shared with Scania trucks.

New strategy for added customer value

In conjunction with the launch of the new bus range, Scania presents a new bus strategy for long-term profitability, focused on product segmentation based on customer needs.

The aim is to offer a selection of products ranging from city buses to coaches that covers the demand in Europe, whilst adding to the customer value with a comprehensive service and aftersales offer.

Scania's strategy is to co-operate closely with a few preferred bodybuilders to develop a complete bus based on Scania's well-reputed chassis technology to offer customers an optimised final product for each specific transport need.

Scania has chosen to build this selected range together with the fully-owned subsidiary Scania Omni, as well as with the Spanish bodybuilder Irizar, with whom Scania has co-operated for more than 10 years.

With Scania Omni and Irizar, Scania now has a very wide product range that covers all segments from city buses to exclusive tourist coaches. The new strategy will be fully implemented during 2006.

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Scania is one of the world's leading manufacturers of trucks and buses for heavy transport applications, and of industrial and marine engines. A growing proportion of the company's operations is comprised of products and services in the financial and service sectors, assuring Scania customers of cost-effective transport solutions and maximum uptime. Employing 30,000 people, Scania operates in about 100 countries. Research and development activities are concentrated in Sweden, while production plants are located in Europe and South America, with facilities for the global exchange of both components and finished vehicles. In 2004, invoiced sales totalled SEK56.7 billion and net income amounted to SEK4.1 billion.

Scania press releases are available on the Internet, www.scania.com

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