

28 October 2014

Scania at Persontrafik 2014 in Stockholm

Scania takes sustainability to a new level

- **Scania Van Hool Exqui.City, gas**
– uniquely sustainable with great passenger appeal
- **Scania Citywide, hybrid**
– new hybrid-electric powertrain compatible with biodiesel
- **Scania Higer A30**
– no-nonsense biodiesel versatility

Convenient and efficient passenger transport is key to solving both congestion and pollution problems in modern cities. A vital initial step is to boost the image of public transport, which can be achieved without delay using state-of-the-art bus technology and smart bus systems.

Scania is committed to being the leader in sustainable transport solutions, solutions that make a difference here and now. The broadest range of Euro 6 engines in the market includes units for all commercially available biofuels, for long-distance as well as city operation. Scania maintains that buses are an exceptionally flexible way of moving people and changing minds.

Scania offers a full range of public transport solutions ranging from city and intercity buses to luxury coaches. A comprehensive range of services can be tailored to each individual operation to optimise uptime and flexibility, while minimising operating cost. The Euro 6 offer is broader and more flexible than ever.

Two brand new bus models are displayed indoors (stand C17:41).

The **Scania Van Hool Exqui.City** is a stylish statement of functionality and passenger appeal, with its full low-floor layout and airy and spacious interior. It is powered by Scania's Euro 6 gas engine, which operates on CNG or biogas and is renowned for its outstanding performance, fuel economy and, hence, operating range. Its unique design has all the makings to improve the perception of public transport. It combines the image and efficiency of a tram with the flexibility and cost level of a bus system.



Length overall 18.7 m

Width 2.55 m

Height overall	3.40 m
Door configuration	2-2-2-2
Chassis configuration	Three-axle low-floor with drive on 3rd axle. Full air suspension with full-side kneeling, electronically controlled disc brakes all round, traction control and hill-hold. Scania articulation control
Passenger capacity	Number of seated passengers and standees depending on layout Fully automatic climate control with separate air conditioning for driver. Optional glass partition for driver station
Fuel capacity	1,470 litres CNG/biogas
Powertrain	320 hp/1,500 Nm Scania Euro 6 gas engine mounted transversely, 6-speed ZF Ecolife automatic transmission with integrated retarder

Scania's cooperation with Van Hool dates back several decades, with different models marketed in different markets. The range comprises various coach models up to super high-deckers and now also the Exqui.City BRT concept.

The **Scania Citywide LE, hybrid** provides Scania's latest city bus generation with a new powertrain option – a parallel hybrid propulsion system with exceptional fuel-saving potential in city and suburban operation. The system is largely based on Scania's modularised powertrain components. Two of the engines for the Scania Citywide range can be run on up to 100 percent biodiesel.



Scania Citywide LE low-entry range

Length overall	12.0-18.1 m Class 1 and 2 (with luggage compartments)
Width	2.55 m
Height overall	3.25 m (diesel, biodiesel, ethanol) 3.36 m (hybrid) 3.38-3.49 m (CNG, biogas) depending on choice of tanks and wheel size
Door configurations	Two-axle 2-2-0, 2-2-1, 1-2-1 or 1-2-0 Three-axle 2-2-0, 2-2-1, 1-2-1 or 1-2-0 Articulated 2-2-1-0, 1-2-1-0, 2-2-2-0, 2-2-2-1, 1-1-1-0, 1-2-2-0
Chassis configuration	4x2 low-entry 6x2 rear-steer low-entry 6x2 low-entry articulated, third axle driven Full air suspension with full side kneeling, electronically controlled disc brakes all round, traction control and hill-hold. Scania articulation control
Fuel capacity	Up to 500 litres
Passenger capacity	Up to 61+2 seated (depending on layout) Fully automatic climate control with separate heating and air conditioning for driver
Luggage	Up to 2 cubic metres (if specified)
Powertrain	250/280/320/360 hp/1,100-1,700 Nm 7- or 9-litre Euro 6 diesel engine mounted longitudinally, 320/360 hp compatible with up to 100 percent biodiesel, 280 hp/1,200 Nm bioethanol engine available on special offer Scania 8-speed gearbox (12-speed on hybrid) with Scania Opticruise automated gearchanging (optional retarder) or 6-speed ZF Ecolife automatic

transmission with integrated retarder

Scania Citywide LF low-floor range

Length overall	12.0-18.1 m Class 1
Width	2.55 m
Height overall	2.99 m (diesel, biodiesel, bioethanol) 3.16-3.23 m (CNG, biogas) depending on choice of tanks and wheel size
Door configurations	Two-axle 2-2-0 or 2-2-0 Articulated 2-2-2-2, 2-2-2-0
Chassis configuration	4x2 low-floor 6x2 low-floor articulated, third axle driven Full air suspension with full side kneeling, electronically controlled disc brakes all round, traction control and hill-hold. Scania articulation control
Fuel capacity	Up to 400 litres
Passenger capacity	Up to 140 passengers (depending on layout) Fully automatic climate control with separate heating and air conditioning for driver
Powertrain	250/280/320/360 hp/1,100-1,700 Nm 7- or 9-litre Euro 6 diesel engine mounted transversely, 320 hp engine compatible with up to 100 percent biodiesel, 280 hp/1,200 Nm bioethanol engine available on special offer, 6-speed ZF Ecolife automatic transmission with integrated retarder

On display outdoor (on the parking grounds outside the eastern entry):

The **Scania Higer A30** is a flexible bus range that can be used for both scheduled and occasional service. The design is robust and straightforward and the Euro 6 powertrain provides ample performance and excellent fuel economy.



Length overall	12-13 m
Width	2.50 m
Height overall	3.50 m
Door configuration	1-2-0 or 1-1-0
Chassis configuration	Two-axle vehicle with full air suspension and full-side kneeling, electronically controlled disc brakes all round, traction control and hill-hold
Passenger capacity	Up to 61 seats (depending on layout) Fully automatic climate control.
Luggage capacity	Up to 8 cu m (depending on layout)
Fuel capacity	310 litres
Powertrain	250/280/320/360 hp/1,250-1,700 Nm Scania 9-litre Euro 6 diesel engine mounted longitudinally, 320/360 hp compatible with up to 100 percent biodiesel Scania 8- or 12-speed gearbox with Scania Opticruise automated gearchanging (optional retarder) or 6-speed ZF Ecolife automatic transmission with integrated retarder

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Other models in Scania's line-up of buses and coaches:

Scania OmniExpress (not exhibited) is an extremely flexible range of buses and coaches extending from low-entry city buses to high-decker coaches on two or three axles, all based on a modular body design that permits unique tailoring possibilities. The powertrains include 7-, 9- and 13-litre Euro 6 engines from 250 to 490 hp, including 320/360/450 hp versions compatible with up to 100 percent biodiesel. Scania 8- or 12-speed gearboxes with Scania Opticruise automated gearchanging (optional retarder). ZF Ecolife automatic transmission with integrated retarder is an option.

A unique option for in this market segment is the optional 280 and 320 hp gas engines that are also available with the normal floor height. Scania Active Prediction (GPS-based cruise control), Scania Eco-roll, Scania Driver Support and Emergency Braking are optional on coach models.

Scania Touring is a range of competitive two-and three-axle high-decker coaches powered by Scania's 9- or 13-litre Euro 6 engines with outputs from 360 to 490 hp, including a 450 hp version compatible with up to 100 percent biodiesel. Scania 8- or 12-speed gearboxes with Scania Opticruise automated gearchanging (optional retarder). Scania Active Prediction (GPS-based cruise control), Scania Eco-roll, Scania Driver Support and Emergency Braking are optional. The interior comprises numerous comfort options that can be tailored to suit each operator's needs.

More material and pictures are available in the Scania press room at www.scania.com

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