



SCANIA

PRESS info

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Scania at IAA:

Focusing on sustainability and services that benefit the customer

- **Scania Citywide with Scania's hybrid system**
- **New innovations that provide significant fuel savings**
- **New 13-litre engine with 450 hp and SCR-only**
- **Freewheeling retarder that saves fuel**
- **Further developed Scania Eco-roll and new gear changing strategies**
- **Increased working temperature and low-viscosity oil save fuel**
- **New services increase uptime and customers' revenue potential**

At IAA, Scania will be presenting news in the form of products and services that contribute directly to improving bus and truck customers' profitability. Besides additional Euro 6 engines, Scania will also be introducing a range of new items aimed at reducing either the customers' operating costs or their environmental footprint – goals that often go hand in hand. Scania's latest innovations can provide significant reductions in fuel consumption in long-haulage vehicles. And when it comes to buses, Scania Citywide will present its own hybrid technology.

With one of the broadest ranges of Euro 6 engines on the market, over the past year Scania has celebrated triumphs in independent tests of fuel consumption. Scania's 13-litre engine has proven itself to be unbeatably thrifty, especially in its configurations with SCR-only as the aftertreatment method. Recently Scania introduced yet another variant – a version with 450 hp that will also reduce fuel consumption.

"Today, all kinds of customers are chasing profitability by reducing operating costs, regardless if their business is about transporting goods or passengers," says Henrik Henriksson, Executive Vice President at Scania. "We should consider Scania's continuous search after costly drops of diesel, custom-made solutions and increased uptime in light of this. At IAA, we are introducing a range of innovations that will further strengthen our customers' balance sheets."

Scania has a firmly established reputation in the bus market for being a manufacturer that is always able to live up to both society's and customers' demands for environmental solutions. This means that the buses are both fuel-conscious and can run on any commercially available fuel, thanks to an extensive engine range. Scania is now taking one step further and is expanding its offer with hybridisation. At the IAA exhibition, a Scania Citywide with a hybrid powertrain will be on display.



Scania Streamline was launched in 2013 and has been a huge success on the market. Personified by innovative technology, Scania's continuous objective is to offer sustainable solutions in the form of the market's most fuel-efficient trucks and buses.

Advanced technology

Scania is also introducing a more advanced technology solution that aims to reduce costs and increase uptime. Scania's retarder can now be ordered in a version that cuts down on fuel consumption by mechanically disengaging when not active. Besides saving on fuel, the freewheeling retarder also provides higher braking power, 4,100 Nm instead of 3,500 Nm, as well as an increased braking effect at lower engine rpm with the help of higher gear ratios. A new option will also be introduced where the retarder can only be engaged by the brake pedal. In keeping with the principle that auxiliary systems that don't need to work constantly shouldn't lead to losses, Scania is also introducing a disengaging brake compressor that further contributes to saving fuel.

Scania will also be introducing a further-developed version of Eco-roll, the advanced system in which Scania Opticruise acts together with Scania Active Prediction to save fuel. The vehicle itself is able to calculate when it is most advantageous to roll down slopes in neutral gear and with an idle engine. The system is now even more intelligent, being able to activate Eco-roll more often and choose gears even more optimally. Depending on how hilly the road is, Eco-roll now contributes further savings for 13-litre Euro 6 engines.

Scania has also addressed the issues of reducing internal friction in some engines. By increasing working temperature and using a specially developed, fuel-saving, low-viscosity oil with unique lubricating qualities, Scania engineers have reported a significant further savings potential when the effects of increased temperature and the fuel-saving oil are put together. A limitation is that the fuel saving oil can only be used in long-haulage trucks with 13-litre Euro 6 engines in light operations.

Customised solutions

"When it comes to long-term sustainability, the heavy vehicle industry, including buses, has just taken a critical step forward in our part of the world thanks to Euro 6," says Christopher Podgorski, Senior Vice President Trucks at Scania. "The next step should be tackling CO₂ and will be much more demanding. Our primary target is to help our customers improve their profitability, with the help of advanced technologies and intelligent solutions. The manufacturer who best understands the customer's world, and who contributes to strengthening the customer's total financial position, is the one that wins. Scania has the products, services and insights that are necessary for this role."



Ecolution by Scania is based on close cooperation between Scania, and bus and truck customers. Together, they set a common goal for fuel consumption. Scania then contributes with the know-how and analyses for vehicle optimisation from an operational perspective, and with driver training.

Besides product-related news on buses and trucks, Scania will also present a number of new or further developed services at IAA. Many of them have in common that they ultimately aim to enhance customer performance by increasing uptime, which impacts revenues.

The following trucks will be on display at the Scania stand at IAA:

Scania P 320 6x2*4 – a flexible truck for demanding distribution traffic.

- Biodiesel engine
- Scania Opticruise with performance modes
- Scania Driver Support – better economy and safer transport

Cab type: P-series, day cab

Engine: Scania 9-litre, inline 5

320 hp, 1,600 Nm, Euro 6 with SCR technology

Scania Opticruise, automated gear changing system,

8-speed range gearbox

Wheel base: 5,500 mm

Front axle: 7,500 kg, air suspension

Rear axle: 11,500 kg + 7,500 kg, air suspension

Other: can be driven on any choice of fuel mix, 100 percent biodiesel provides up to 66 percent reduction in CO₂ emissions.

Scania G 340 4x2 – tractor with powerful gas engine

- Strong and silent gas engine
- Long range
- Up to 95% CO₂ reduction with biogas

Cab type: G-series, Highline sleeper cab

Engine: Scania 9-litre, inline 5

340 hp, 1,600 Nm, Euro 6 with EGR technology

6-gear automated gearbox, integrated retarder

Wheel base: 3,700 mm

Front axle: 7,100 kg, parabolic suspension

Rear axle: 11,500 kg, 2-spring air suspension

Other: Otto engine with stoichiometric combustion. Can run on biogas, LNG or CNG.

Scania R 730 4x2 – Blue Stream – exclusive tractor, limited edition with extra everything

- Unique interior and exterior
- Maximum productivity
- The driver's choice, the market's only Euro 6 V8

Cab type: R-series, Topline sleeper cab

Engine: Scania 16-litre V8

730 hp, 3,500 Nm, Euro 6 with EGR and SCR technology

Scania Opticruise, automated gear changing system, 12+2-speed range-splitter gearbox with overdrive, fully automated Scania Opticruise and Scania Retarder

Wheel base: 3,700 mm

Front axle: 8,000 kg, air suspension

Rear axle: 13,000 kg, 2-spring air suspension

Scania Streamline R 490 6x2*4 – truck with biodiesel engine

- Equipped with Scania accessories
- Can run on 100% biodiesel
- Scania Opticruise with Scania Active Prediction

Cab type: R-series, Highline sleeper cab

Engine: Scania 13-litre, inline 6

490 hp, 2,550 Nm, Euro 6 with EGR and SCR technology

12+2-speed range-splitter gearbox, fully automated

Scania Opticruise gear changing system and Scania Retarder

Wheel base: 4,900 mm

Front axle: 8,000 kg, air suspension

Rear axle: 11,500 kg + 7,500 kg, air suspension

Other: Can run on any fuel mix with up to 100 percent biodiesel, which can reduce CO₂ emissions by up to 66 percent

Scania Streamline R 450 4x2 – tractor with extra low chassis and SCR-only aftertreatment

- Fuel-optimised Streamline tractor
- Extra large diesel tanks
- AdBlue tank hidden inside the frame.

Cab type: R-series, Topline sleeper cab

Engine: Scania 13-litre, inline 6

450 hp, 2,350 Nm, Euro 6 with SCR-only technology

12+2-speed range-splitter gearbox with overdrive, fully automated Scania Opticruise and Scania Retarder

Wheel base: 3,700 mm

Front axle: 7,500 kg, air suspensions

Rear axle: 11,500 kg, 2-spring air suspension

Scania Streamline G 410 4x2 – fuel-optimised tractor

- Fuel-optimised with complementary air deflector system
- Exceptionally low consumption in, for example, 40-tonne long-haulage
- Awarded "Green Truck of the Year"

Cab type: G-series, Highline sleeper cab
Engine: Scania 13-litre, inline 6
410 hp, 2,150 Nm, Euro 6 with SCR technology
12-speed range-splitter gearbox, fully automatic
Scania Opticruise and Scania Retarder
Wheel base: 3,700 mm
Front axle: 7,500 kg, parabolic suspension
Rear axle: 11,500 kg, 4-spring air suspension

Scania G 450 8x4 – truck for demanding off-road operations

- Robust and reliable, supporting high uptime.
- Scania Retarder R4100, tailored for off-road and construction
- Drivability at the highest level

Cab type: G-series, day cab with off-road package
Engine: Scania 13-litre, inline 6
450 hp, 2,350 Nm, Euro 6 with SCR technology
12+2-speed range-splitter gearbox with overdrive, Scania Opticruise with clutch pedal and Scania Retarder
Wheel base: 4,300 mm
Front axle: 7,500 kg + 7,500 kg, parabolic suspension
Rear axle: 10,500 kg + 10,500 kg, parabolic suspension
Other: Scania Opticruise with performance modes for off-road driving

Scania Streamline R 520 6x4 – a truck with both power and feeling

- The market's only V8 with Euro 6
- A lot of power combined with low operating cost
- Extremely robust and reliable engine

Cab type: R-series, sleeper with V8 styling
Engine: Scania 16-litre V8
520 hp, 2,700 Nm, Euro 6 with EGR and SCR technology
12+2-speed range-splitter gearbox with overdrive,
fully automated Scania Opticruise and Scania Retarder
Wheel base: 4,700 mm
Front axle: 8,500 kg, parabolic suspension
Rear axle: 10,500 kg + 10,500 kg, air suspension
Other: excellent manoeuvrability with crawler gears, manual clutch pedal and maximum power already from 1,000 r/min

The following buses will be on display at the Scania stand at IAA:**Scania Citywide**

33 seated passengers

Door configuration: 2-2-1

Length: 12 m

Engine: Scania 9-litre, inline 5, 250 hp Euro 6 with EGR and SCR technology

Wheel configuration: 4x2

Other: hybrid powertrain

Scania OmniExpress

53 seated passengers

Door configuration: 1-0-1

Length: 14.2 m

Engine: Scania 13-litre, inline 6, 450 hp Euro 6 with SCR technology

Wheel configuration: 6x2*4

Other: up to 100 percent compatibility with biodiesel

Scania Touring

49 seated passengers

Door configuration: 1-1-0

Length: 12 m

Engine: Scania 13-litre, inline 6, 410 hp Euro 6 with SCR technology

Wheel configuration: 4x2

Other: kitchen, rear-view camera, CCTV, Bosch radio and Actia CD/DVD/MP3 player

More material and pictures are available in the Scania press room at

www.scania.com

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