Scania reinforces its market position:

• Prestigious new V8 truck
• Increased use of in-house injection system

Scania adds the prestigious bonneted T-model to its range-topping V8 models. The use of the Scania HPI fuel injection system is now extended, opening up for larger volumes in the next few years.

For the most demanding customers and the most prestigious transport tasks, Scania now introduces new bonneted versions of its V8 model. The new V8 engine, which was launched last year, remains the most powerful engine on the market complying with the Euro 3 exhaust regulations, a standard that is mandatory from 1 October this year. The 16-litre V8 engine is available in two versions with 480 or 580 hp (353 or 427 kW).

In January this year, Scania launched its own fuel injection system, Scania HPI, as well as an in-house developed engine management system that will gradually be introduced across the engine range. These new systems were fitted to Scania’s unique new 12-litre 470 hp turbocompound engine that recycles energy from the exhaust gases to increase efficiency, an engine that has since proved very successful in press tests and popular with customers.

Scania HPI

The new injection system was developed by Scania together with Cummins and is manufactured by a jointly-owned production company. This makes it an interesting in-house alternative to other systems on the market. The main advantage of the system is its robust design. Combined with Scania’s own engine management system, this allows greater flexibility and response to new market demands.

The use of these new systems is now increased. Sales of the 470 hp turbocompound engine have surpassed expectations. A new 440-hp (324 kW) version of Scania’s unique turbocompound engine features lower NOx-emissions than conventional Euro 3 engines. This engine needs only 4 ECO-points for transits through Austria, which enables the transit fees through this country to be cut by 20 percent or more. Euro 3 engines normally qualify for 5 ECO-points, or more with older engines (Euro 2 and earlier).

The volume of turbocompound engines will exceed 2,000 units this year and is expected to more than double in 2002.
Scania T-model
The bonneted Scania T-model has a very spacious cab interior, with a flat floor and full cross-cab access. The sleeper version is also available with a raised roof (Topline) that provides unparalleled interior volume. Many drivers appreciate the feeling of added safety behind the bonnet.

With the muscular styling, the exterior design oozes presence and prestige, in particular with the high-roof sleeper cab.

The vehicle is fully based on Scania’s modular product system. It is available in a large number of configurations with two, three or four axles for all types of long-haulage, construction and heavy-haulage work.

‘The real truck’
Historically, the traditional way of building commercial vehicles was with a protruding bonnet that housed the engine. This is still the convention in the US, where the vast majority of long-haulage trucks are bonneted.

In Europe, due to length restrictions and the ensuing need to maximise cargo space, forward-control cabs gradually replaced bonneted ones in the 1950s and 1960s.

Bonneted trucks have long dominated Scania’s sales in Latin America, but market preferences are now gradually changing and forward control is gaining ground.

One application that favours bonneted trucks is the road-trains operating in inner Australia. These trucks are running immense distances with gross weights of 100 tonnes or more. Besides generous power, safety and cab space are therefore top priorities.

There is now renewed interest in bonneted trucks in Europe. The length restrictions still apply, but some types of transport do not utilise the full length for the cargo, e.g. tankers and bulk transporters. Hauliers can therefore ‘afford’ to sacrifice some length in favour of the benefits and the impact of a bonneted truck.

In this prestigious segment, as well as for other applications where maximum strength and power are top requirements, Scania now has a new contender – the bonneted T164.

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Technical releases, pictures, etc. can be found on the Scania web site at 14 September news.

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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. With 26,900 employees and production facilities in Europe and Latin America, Scania is one of the most profitable companies in its sector. In 2000, turnover totalled SEK 53,800 million and the result after financial items was SEK 4,500 million. Scania products are marketed in about 100 countries worldwide and some 95 percent of Scania’s vehicles are sold outside Sweden.

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