



# SCANIA

# *PRESS info*

P11X04EN / Per-Erik Nordström  
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## **Scania OmniExpress 3.20 – Class II coach for scheduled and occasional service**

The Scania OmniExpress 3.20 is a contender in the expanding short and medium distance regular service market in Europe. This two- or three-axle coach can be tailored to virtually any operator's demands, including several lengths from 11 to 14.9 metres with up to 67 passengers and around 30 different interior layouts. Its EEV or Euro 5 engines range from 230 up to 440 hp. As part of Scania's alternative fuel offering, the bus can be specified to run on biodiesel or ethanol, the latter a first in this segment. The optional Ecolution by Scania specification provides substantial CO<sub>2</sub> savings for operators keen to promote their green profile.



The Scania OmniExpress is built in cooperation with Lahden Autokori Oy in Finland, with full parts and service support from the Scania network. The design is light, yet robust with exceptional flexibility when it comes to bodywork and interior layouts. The same modular design is the basis for higher 3.40 and 3.60 m versions and they all share many systems and components. The body, built entirely of stainless steel, is wedge-shaped (7.5 cm) at the front to further improve aerodynamics.

An established specialty of this model range is that the body design and assembly method allows high flexibility in terms of overall length and height. The length can be specified in 10 cm steps from 11 up to 14.9 m. Some 30 standard interior layouts are available in several comfort levels, with further customisation possibilities. With up to 6.36 cu m of luggage space accessible via top-hinged doors, the bus can serve as a coach for short outings during weekends.

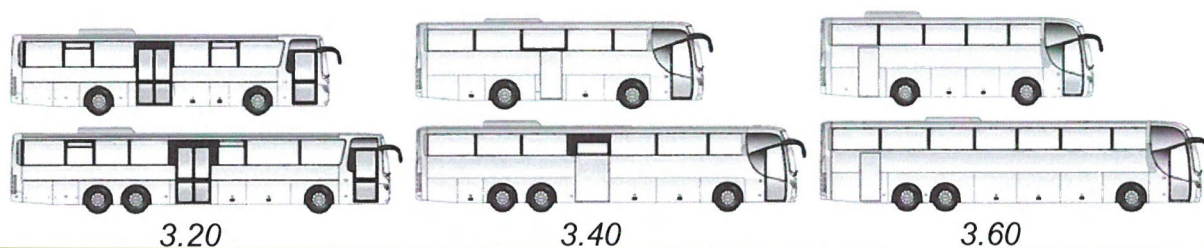
The floor height is 860 mm, in line with specific demands for this type of traffic in such countries as Germany. One or two doors can be specified in configurations 1-1-0 or

1-2-0, the latter with an optional wheelchair lift at the centre door. The aisle is 10 cm wider than in the higher models to promote passenger flow.

The automatic climate control system is designed to cope with all conditions from Arctic cold in northern Finland to summer heat in southern Italy. The size and location of the side windows have been chosen to minimise solar radiation in the summer and cold draughts during winter. The double glazing on the side windows has extra thin glass panes (3 mm) to save weight, but they are placed farther apart than normal (9 mm) to provide maximum insulation.

The driver station is spacious and easily accessible. With Scania Opticruise, the gear selector is placed on the steering column. The optional automatic ZF transmission is controlled via buttons on the dashboard. The driver can thus walk on-board to the swing seat without obstruction. Generous seat and steering wheel adjustment and pendant pedals complete the picture.

Powertrain options include 9- and 13-litre Euro 5 and EEV engines ranging from 230 to 440 hp, combined with Scania Comfort Shift electronic gearchanging, Scania Opticruise automated gearchanging or automatic transmission (ZF), in all cases with integrated retarders. Scania EGR emission technology eliminates the need for additives and extra tanks, while permitting the use of up to 100 percent biodiesel. Another alternative fuel option is the Scania ethanol engine, which is offered for the first time in this type of bus.



*Scania OmniExpress*

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