



# SCANIA

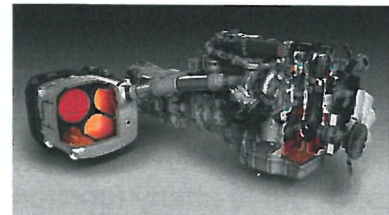
# PRESS info

P12901EN / Per-Erik Nordström  
4 Sep 2012

## Scania promotes solutions for customers at IAA 2012:

- 9- and 13-litre Euro 6 engines for trucks and buses
- New high-performance Euro 6 gas engines
- Leading driver support technologies
- Fuel-optimised specifications
- Target consumption, personal driver coaching
- First show for Scania Off-road trucks
- Scania apps facilitate fleet management
- 9 trucks and 2 buses on display

Scania's solutions for customers start with the hardware. Examples of Scania's new versatile engine line-up for Euro 6 are on display at the IAA commercial vehicle exhibition, featuring outputs from 250 up to 480 hp.



The four 9-litre Euro 6 diesel engines feature either EGR/SCR (250 and 280 hp) or only SCR technology (320 and 360 hp). The 13-litre 440 and 480 hp engines are equipped with combined EGR/SCR technology.

Two new Euro 6 gas-powered engines break the ground for new applications with high torque ratings and diesel-like performance.



Scania's inline engines for trucks are also used for Scania buses and coaches – including the alternative fuel options biogas, natural gas and ethanol, and the new Euro 6 range. Installations are either longitudinal or transverse, the latter in the Scania Citywide low-floor city bus.



There is also a Scania OmniExpress 3.20 Euro 6 specified for the German market on the stand. Two coaches are displayed outdoors: a Scania Touring and a Scania OmniExpress 3.60.

Fuel consumption is the main concern for many operators today. Fuel optimisation measures are therefore prominent on the stand, as well as examples of transport solutions in many applications.



Drivers and operators benefit from a wide range of Scania-developed support systems, complemented by the first Scania apps for smartphones and tablet PCs.

The Scania Off-road trucks launched in 2011 are shown for the first time at an international exhibition, represented by a tipper that is part of Scania's rental offer in Germany.



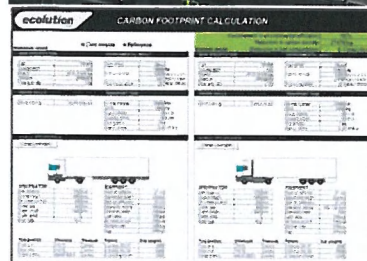
These new off-road trucks are purpose-designed to cope with the toughest conditions encountered in the industry. The new frontal styling stands out from the crowd, but is utterly functional, encompassing robust solutions to protect vulnerable components, thus reducing repair costs and avoiding unprofitable downtime. They have numerous other new features, for example enhanced mobility, gearchanging adapted for construction driving and a new version of the Scania Retarder that is extra powerful at low speed.



Scania is introducing a new audio system with optional navigation, a Bluetooth phone connection, AUX, USB and a memory card socket.



Ecolution by Scania is the optimal solution for maximising fuel economy and reducing CO<sub>2</sub> emissions, with the potential of improving fuel economy by up to 10-15%.



For other material and pictures, please visit the IAA pressroom at [www.scania.com/media](http://www.scania.com/media).

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## SCANIA TRUCKS ON THE STAND

### Scania R 730 4x2 – top-of-the-line tractor

- Exceptional V8 performance
- 730 hp, 3,500 Nm, Euro 5/EEV
- Fully automated gearchanging
- 1,500 litres of fuel
- Prestigious V8 styling
- Lavish in-cab equipment
- Highly efficient powertrain
- Scania Active Prediction

|                  |  |
|------------------|--|
| Truck type       | Scania R 730 4x2 tractor   |
| Cab type         | Scania R-series Topline, CR19T   |
| Engine           | Scania 16.4-litre V8<br>730 hp (537 kW) at 1,900 r/min<br>3,500 Nm at 1,000-1,350 r/min<br>Scania XPI fuel injection |
| Emission control | Euro 5 and EEV compliance<br>Scania SCR technology<br>Up to 100% biodiesel   |
| Transmission     | 12+2-speed overdrive range-splitter gearbox<br>Fully automated Scania Opticruise<br>Scania Retarder                  |
| Rear axle        | 11,500 kg, 4-spring air suspension   |

### Scania R 560 6x4 – short-timber V8 truck with crane

- Adapted for short timber transport
- Powerful and flexible V8 engine
- 560 hp, 2,700 Nm, Euro 5
- Automated gearchanging
- Powerful 4,100 Nm Scania Retarder
- Low chassis weight
- Spacious R-series sleeper cab
- Scania Active Prediction

|                  |  |
|------------------|--|
| Truck type       | Scania R 560 6x4   |
| Cab type         | Scania R-series sleeper cab, CP19N   |
| Engine           | Scania 15.6-litre V8<br>560 hp (412 kW) at 1,900 r/min<br>2,700 Nm at 1,000-1,200 r/min<br>Scania PDE fuel injection |
| Emission control | Euro 5 compliance<br>Scania SCR technology<br>Up to 100% biodiesel   |
| Transmission     | 12+2-speed range-splitter<br>Scania Opticruise with clutch pedal<br>New 4,100 Nm Scania Retarder                     |
| Rear axles       | 21,000 kg bogie, air suspension  |
| Bodywork         | DOLL Fahrzeugbau AG, short-timber bolster design   |

### Scania R 480 6x2 twin-steer – high-performance Euro 6 tractor

- High-performance Euro 6 engine
- 480 hp, 2,500 Nm
- Fully automated gearchanging
- Highly efficient powertrain
- Compact silencer unit
- Generous in-cab equipment
- Scania Active Prediction

|                  |  |
|------------------|--|
| Truck type       | Scania R 480 6x2/4 twin-steer tractor  |
| Cab type         | Scania R-series Topline, CR19T   |
| Engine           | Scania 12.7-litre inline six<br>480 hp (353 kW) at 1,900 r/min<br>2,500 Nm at 1,000-1,300 r/min<br>Scania XPI fuel injection |
| Emission control | Euro 6 compliance<br>Scania EGR and SCR technology   |
| Transmission     | 12+2-speed range-splitter gearbox<br>Fully automated Scania Opticruise<br>Scania Retarder                                    |
| Rear axle        | 7,500+11,500 kg, 4-spring air suspension   |

### Scania G 440 4x2 – versatile Euro 6 tractor

- High-torque Euro 6 engine
- 440 hp, 2,300 Nm
- Fuel-optimised **Ecolution by Scania** specification
- Fully automated gearchanging
- Compact silencer unit
- Versatile G-series high-roof cab
- Scania Active Prediction

|                  |  |
|------------------|--|
| Truck type       | Scania G 440 4x2 tractor   |
| Cab type         | Scania G-series Highline, CG19H  |
| Engine           | Scania 12.7-litre inline six<br>440 hp (324 kW) at 1,900 r/min<br>2,300 Nm at 1,000-1,300 r/min<br>Scania XPI fuel injection |
| Emission control | Euro 6 compliance<br>Scania EGR and SCR technology   |
| Transmission     | 12+2-speed range-splitter gearbox<br>Fully automated Scania Opticruise<br>Scania Retarder                                    |
| Rear axle        | 11,500 kg, 2-spring air suspension   |

### Scania Off-road G 440 8x4 – rental vehicle with Meiller 3-way tipper

- Scania Off-road Rental tipper
- Robust chassis design with high-capacity tow pin at front
- High-torque Euro 5 EGR engine
- 440 hp, 2,300 Nm
- Automated gearchanging
- Low weight, high load capacity
- Light hub-reduction bogie
- Engine-driven power take-off
- Distinctive off-road styling
- Versatile G-series day cab

|                  |  |
|------------------|--|
| Truck type       | Scania G 440 8x4 rigid   |
| Cab type         | Scania G-series day cab, CG16  |
| Engine           | Scania 12.7-litre inline six<br>440 hp (324 kW) at 1,900 r/min<br>2,300 Nm at 1,000-1,300 r/min<br>Scania XPI fuel injection |
| Emission control | Euro 5 compliance<br>Scania EGR technology<br>Up to 100% biodiesel   |
| Transmission     | 12+2-speed range-splitter gearbox<br>Scania Opticruise with clutch pedal<br>Scania Retarder                                  |
| Rear axles       | 21,000 kg bogie, parabolic suspension, hub reduction   |
| Bodywork         | 13 cu m Meiller 3-way tipper   |

### Scania R 440 6x2 rear-steer with swap body

- Long-haulage truck with ultra-slim swap body supplied ex-factory
- Optimised ***Ecolution by Scania*** specification
- High-torque Euro 5 SCR engine
- 440 hp, 2,300 Nm
- Fully automated gearchanging
- Low chassis weight
- Spacious R-series day cab
- New H7 headlights
- Scania Active Prediction

|                  |  |
|------------------|--|
| Truck type       | Scania R 440 6x2*4   |
| Cab type         | Scania R-series day cab, CR16  |
| Engine           | Scania 12.7-litre inline six<br>440 hp (324 kW) at 1,900 r/min<br>2,300 Nm at 1,000-1,300 r/min<br>Scania PDE fuel injection |
| Emission control | EEV compliance<br>Scania SCR technology<br>Up to 100% biodiesel  |
| Transmission     | 12+2-speed range-splitter gearbox<br>Fully automated Scania Opticruise<br>Scania Retarder                                    |
| Rear axles       | 19,000 kg bogie, air suspension  |
| Bodywork         | Supplied ex-factory by Scania  |

### Scania P 340 4x2 tractor – Euro 6 gas engine for regional long-haulage

- Powerful Euro 6 gas engine with exceptional performance
- 340 hp, 1,600 Nm
- Automatic transmission
- Local or regional operation
- Can be specified for train weights up to 40 tonnes
- Dual-fuel tank setup: CNG/biogas and liquefied gas (LNG)
- Long operating range (up to 1,100 km with LNG)
- Compact P-series day cab with easy boarding

|                  |  |
|------------------|--|
| Truck type       | Scania P 340 4x2 tractor   |
| Cab type         | Scania P-series day cab, CP16  |
| Engine           | Scania 9.3-litre inline five<br>340 hp (250 kW) at 1,900 r/min (280 hp optional)<br>1,600 Nm at 1,100-1,400 r/min<br>Multi-point gas injection |
| Emission control | Euro 6 compliance<br>Scania EGR technology, 3-way catalytic cleaning   |
| Transmission     | 6-speed automatic Allison<br>Integrated retarder   |
| Rear axle        | 11,500 kg, 2-spring air suspension   |

### Scania P 320 6x2 rear-steer low-entry waste collector chassis

- Highly manoeuvrable three-axle chassis
- Spacious four-seat P-series low-entry cab for easy entry and exit
- Flexible Euro 5 EGR engine
- 320 hp, 1,600 Nm
- Automatic transmission

|                  |  |
|------------------|--|
| Truck type       | Scania P 320 6x2*4   |
| Cab type         | Scania P-series low-entry cab, CP19E, with high roof   |
| Engine           | Scania 9.3-litre inline five<br>320 hp (235 kW) at 1,900 r/min<br>1,600 Nm at 1,000-1,200 r/min<br>Scania XPI fuel injection |
| Emission control | Euro 5 and EEV compliance<br>Scania EGR technology<br>Up to 100% biodiesel   |
| Transmission     | 6-speed Allison automatic  |
| Rear axles       | 19,000 kg bogie, air suspension  |

### Scania P 280 4x2 Euro 6 – temperature-controlled distribution truck

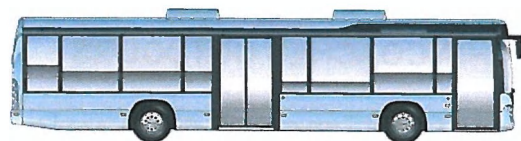
- Temperature-controlled box body
- Smooth and powerful 9-litre Euro 6 engine
- 280 hp, 1,400 Nm
- Fully automated gearchanging
- Compact silencer unit
- Compact P-series day cab with easy boarding

|                  |  |
|------------------|--|
| Truck type       | Scania P 280 4x2   |
| Cab type         | Scania P-series day cab, CP16  |
| Engine           | Scania 9.3-litre inline five<br>280 hp (206 kW) at 1,900 r/min<br>1,400 Nm at 1,000-1,350 r/min<br>Scania XPI fuel injection |
| Emission control | Euro 6 compliance<br>Scania EGR and SCR technology   |
| Transmission     | 8-speed range-change gearbox<br>Fully automated Scania Opticruise  |
| Rear axles       | 11,500 kg, 2-spring air suspension   |
| Bodywork         | Rohr insulated box body with Frigoblock cooling unit, 18 euro pallets or 30 roll pallets                                     |

## SCANIA BUSES AND COACHES ON THE STAND

### Scania Citywide LE – new low-entry bus with maximum seating capacity

- New stylish low-entry city bus
- 2-axle version, length 12.0 m, height 3.2 m
- 39+4 seated passengers
- Door configuration 1-2-0
- Forward-facing seats throughout the bus
- Seat layout, passenger capacity and interior colour schemes according to customer requirements
- Driver station with Scania ergonomics
- Adjustable dashboard according to German VDV standard
- Durable interior, pleasant colour schemes
- Strong, light and corrosion-free aluminium body structure and panels
- Longitudinal 320 hp 1,600 Nm 9.3-litre EEV engine
- Automatic 5- or 6-speed ZF Ecolife transmission with integrated retarder
- Scania Fleet Management for monitoring fleet performance and environmental impact

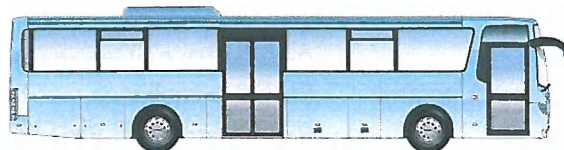


#### Optionally available:

- Biodiesel, bioethanol and CNG/biogas
- 3-axle or articulated
- Euro 6 and 5
- Up to 360 hp and 1700 Nm

## Scania OmniExpress 3.20 Euro 6 – versatile Class II coach

- Mid-decker coach for regular or occasional service
- 2-axle version, length 12.4 m, height 3.20 m
- Floor height 860 mm (German standard)
- 49 seats
- Door configuration 1-2-0
- 4.75 cu m luggage capacity
- Driver station with Scania ergonomics
- Longitudinal 280 hp 1,400 Nm 9.3-litre Euro 6 engine
- 8-speed Scania Opticruise automated gearchanging, Scania Retarder
- Scania Fleet Management for monitoring fleet performance and environmental impact



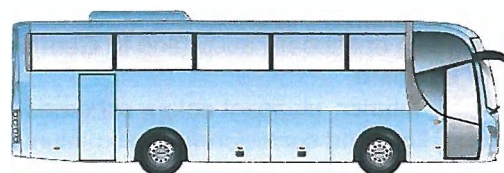
### Optionally available:

- Biodiesel and bioethanol
- 2- or 3-axle in 12 lengths from 11 to 14.9 m
- Up to 71 passengers in longest 3-axle
- Heights 3.4 and 3.6 m
- EEV and Euro 5
- 5-cylinder 9-litre up to 360 hp
- 6-cylinder 13-litre up to 480 hp
- Automatic 6-speed ZF Ecolife transmission with integrated retarder

## SCANIA COACHES OUTDOORS

### Scania OmniExpress 3.60 – versatile 2-axle coach (displayed immediately outside the Scania stand)

- High-decker coach
- 2-axle version, length 11.0 m, height 3.6 m
- 41+1+1 seats
- Laterally adjustable seats
- Door configuration 1-0-1
- 7.1 cu m luggage capacity
- Driver station featuring Scania ergonomics
- Longitudinal 400 hp 2,100 Nm 13-litre Euro 5 engine
- 8-speed Scania Opticruise automated gearchanging, Scania Retarder
- Scania Fleet Management for monitoring fleet performance and environmental impact

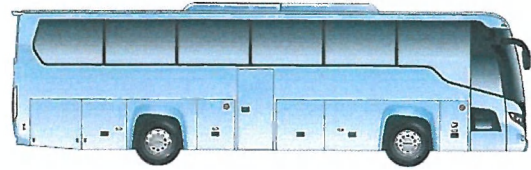


### Optionally available

- Biodiesel
- 3-axle with hydraulically steered tag axle
- 12 lengths from 11 to 14.9 m
- Up to 71 passengers in longest 3-axle
- Heights 3.2 and 3.4 m
- EEV and Euro 6
- 5-cylinder 9-litre up to 360 hp
- 6-cylinder 13-litre up to 480 hp
- 12-speed Scania Opticruise automated gearchanging, Scania Retarder
- Automatic 6-speed ZF Ecolife transmission with integrated retarder

**Scania Touring HD – 2-axle coach with pioneering styling**  
(displayed immediately outside the Scania stand)

- High-decker coach
- 2-axle version, length 12.1 m, height 3.8 m
- 49 seats
- Door configuration 1-1-0
- 5.6 cu m luggage capacity
- Driver station featuring Scania ergonomics
- Red edition interior with dark grey leather seats
- Longitudinal 440 hp 2,300 Nm 13-litre Euro 5 engine
- 8-speed Scania Opticruise automated gearchanging, Scania Retarder



Optionally available:

- Biodiesel and bioethanol
- 13.7 m 3-axle, hydraulically steered tag axle
- Euro 3, Euro 4, EEV and Euro 6
- 5-cylinder 9-litre up to 360 hp
- 6-cylinder 13-litre up to 480 hp
- 12-speed Scania Opticruise automated gearchanging, Scania Retarder
- Numerous interior options



P12902EN / Per-Erik Nordström  
4 Sep 2012

## Euro 6 engines for trucks and buses – diesel, biodiesel, natural gas, biogas, ethanol

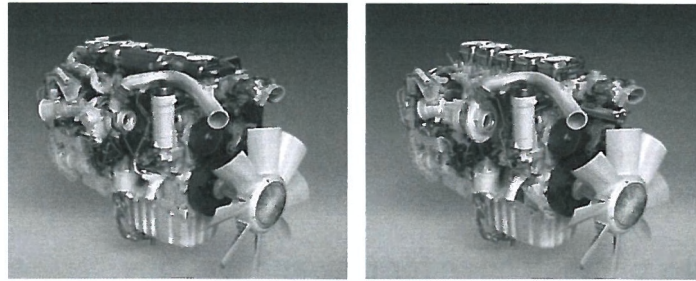
Scania unveils its versatile Euro 6 engine line-up at the IAA commercial vehicle exhibition 20-27 September 2012 in Hannover, Germany. On display are four new 9-litre Euro 6 engines, two with SCR and two with EGR+SCR, as well as the two 13-litre engines introduced in 2011. Scania is also introducing two Euro 6 gas engines featuring new technology. Other Euro 6 engines will be introduced closer to the date when the new standard goes into effect.

A selection of Scania's Euro 6 inline engines is on display at the IAA, ranging from the five-cylinder 250 hp to the six-cylinder 480 hp. The basis for all of Scania's Euro 6 engines is the latest modularised 9-, 13- and 16-litre engine platform, providing benefits for customers in terms of easier servicing and parts supply. The complete engine line-up will be available by the time Euro 6 becomes mandatory on 31 December 2013:

|               | <i>9-litre 5-cylinder<br/>truck and bus engines</i> | <i>13-litre 6-cylinder<br/>truck and bus engines</i> | <i>16-litre V8<br/>truck engines</i> |
|---------------|---|--|--------------------------------------|
| <b>Euro 6</b> | <b>250 280 320 360 hp</b>                           | <b>370 410 440 480 hp</b>                            | <b>520 580 730 hp</b>                |
| EEV (EGR)     | 230 280 320 360 hp                                  | –  | –                                    |
| EEV (SCR)     | –   | 400 440 hp   | 500 730 hp                           |
| Euro 5 (EGR)  | 230 280 320 hp                                      | 360 400 440 480 hp                                   | –                                    |
| Euro 5 (SCR)  | 250 310 hp  | 360 400 440 480 hp                                   | 500 560 620 730 hp                   |
| Euro 4 (SCR)  | 250 310 hp  | 360 400 440 480 hp                                   | 500 560 620 hp                       |
| Euro 3        | 250 310 hp  | 360 410 460 hp                                       | 500 580 hp                           |

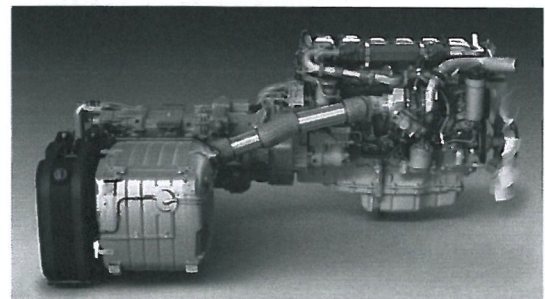
### New Euro 6 diesel technology – SCR and EGR+SCR combined

SCR aftertreatment alone is used for two of the new 9-litre diesel engines, the 320 and 360 hp, whereas the new 250 and 280 hp engines have a combined EGR and SCR system, similar to that used on the 13-litre 440 and 480 hp units. Customers thus have a choice of SCR or EGR+SCR technology on the 9-litre range.



In line with Scania practice, the Euro 6 engines feature exceptionally high torque at low revs, which gives them excellent driveability and permits convenient cruising at low revs for maximum fuel economy. The 13-litre 440 and 480 hp engines with EGR and SCR were launched in early 2011. Customers as well as journalists running these engines have found that their fuel economy and performance are at least as good as for Scania's Euro 5 engines.

The same compact silencer unit is used for all inline engines, containing an oxidat, a particulate filter, twin SCR catalysts and twin urea slip catalysts. The entire package is just as compact as silencers for earlier emission standards, leaving space for up to 1,500 litres of fuel on a tractor unit.



The compact installation provides major benefits for the chassis layout. Complex bodywork, as exemplified by the sewer cleaner in the picture, can be fitted without engineering changes from Euro 5.



## Joint engine development

Scania develops engines for all types of operation in a common process using the same basic engines. Engine development for trucks and buses goes hand in hand with that for off-road applications, where new stricter emission limits similar to Euro 6 are due in 2014.

Scania meets these stringent limits – Stage IV in the EU, Tier 4 final in the US – by using common-rail fuel injection, variable turbo geometry and SCR exhaust aftertreatment. No particulate filter is needed.

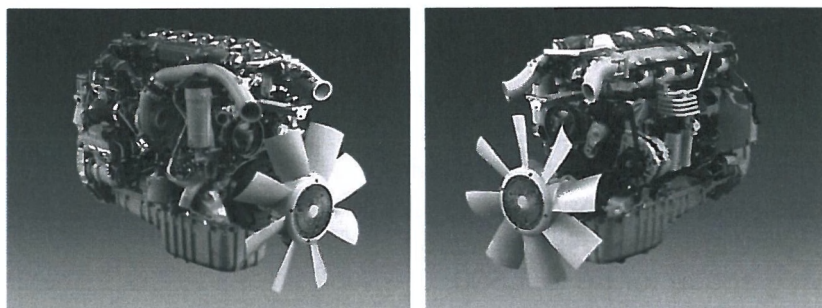
## Renewable strength

For Euro 6, Scania also offers the most comprehensive range of renewable fuel engines on the market. All Scania Euro 3/4/5 and EEV engines are compatible with biodiesel – up to 100%, Euro 6 engines are pending at a later date. Gas- and ethanol-powered engines will form part of the Euro 6 range as well.

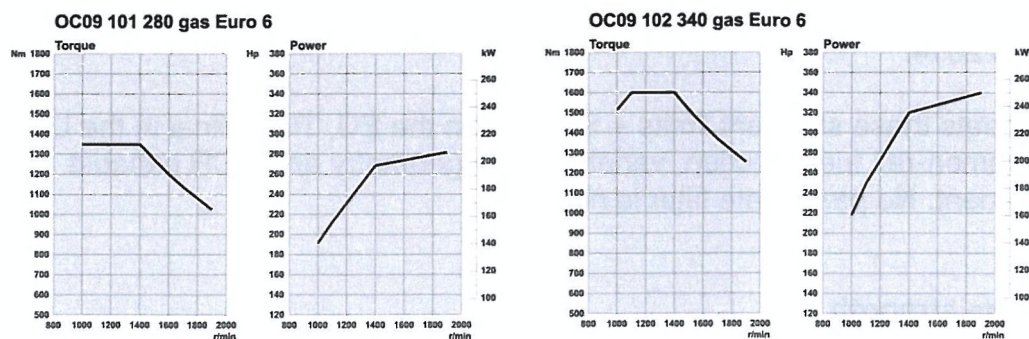
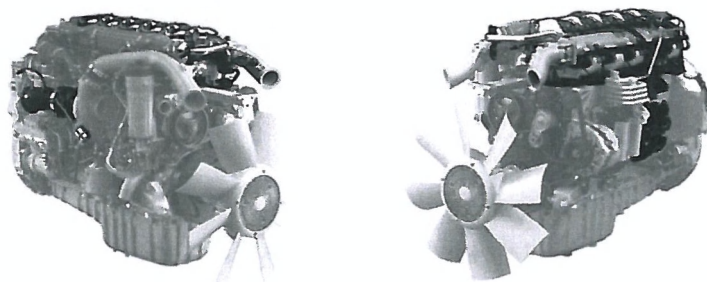
|            | <i>Fuel</i>                        | <i>9-litre inline 5-cylinder</i> |
|------------|------------------------------------|----------------------------------|
| Euro 6     | Biogas, natural gas, liquefied gas | 280 340 hp                       |
| Euro 6     | Bioethanol                         | 280 hp                           |
| Euro 5/EEV | Biogas, natural gas, liquefied gas | 270 305 hp                       |
| Euro 5/EEV | Bioethanol                         | 270 hp                           |

### Powerful Euro 6 gas engines open for new applications

Scania is introducing two new 9-litre Euro 6 gas engines which deliver exceptional performance for trucks as well as buses. Maximum torque ratings are remarkably high for an Otto combustion engine, which facilitates new applications beyond urban operation.



With diesel-like driveability, the new gas engines can also be used for applications such as regional distribution or long-haulage. The operating range of a tractor unit can be almost doubled with the optional liquid gas tank setup – from 600 up to around 1,100 km – which can be delivered ex-factory on trucks.



#### Euro 6

- 280 hp at 1,900 r/min and 1,350 Nm between 1,000 and 1,400 r/min
- 340 hp at 1,900 r/min and 1,600 Nm between 1,100 and 1,400 r/min
- Principle: Spark plugs, stoichiometric Otto combustion, waste-gate turbocharger, 5-20% cooled EGR, multi-point port fuel injection and three-way catalyst

- Fuel: Compressed or liquefied natural gas or biogas

The spark plugs are mounted in water-cooled sleeves to further enhance service life. Spark plug replacement intervals approaching 50,000 km are likely in most applications.

Silent running is another gas engine hallmark, which may enable customers to make low-noise night deliveries in sensitive areas. Gas vehicles may also benefit from lower taxation or local environmental incentives.

#### Euro 5/EEV

- 270 hp at 1,900 r/min and 1,100 Nm between 1,000 and 1,400 r/min
- 305 hp at 1,900 r/min and 1,250 Nm between 1,000 and 1,400 r/min
- Principle: Spark plugs, lean-burn Otto combustion, waste-gate turbocharger, single-point fuel injection and lambda sensor, oxidising catalyst
- Fuel: Compressed or liquefied natural gas or biogas

Scania gas engines are available with automatic transmission – Allison for trucks, ZF for buses – with or without integrated retarder.

### **Stronger gearbox and new rear axle gears for trucks**

Scania's 12-speed range-change gearbox has been developed to handle torque ratings up to 2,350 Nm. A useful 35 kg is saved compared to the unit with twin crawler gears. The 12-speed is particularly suitable for weight-sensitive and less demanding long-haulage, as well as other applications where 12 speeds are the preferred choice.

A faster ratio, 2.92, is added for the single reduction tandem bogie (RB662+R660), complementing the four other ratios 3.07, 3.42, 3.80, 4.22 and 4.88, providing more economical cruising revs for 6x4 and 8x4 vehicles.

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For other material and pictures, please visit the IAA pressroom at [www.scania.com/media](http://www.scania.com/media).

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# SCANIA

## ***PRESS Info***

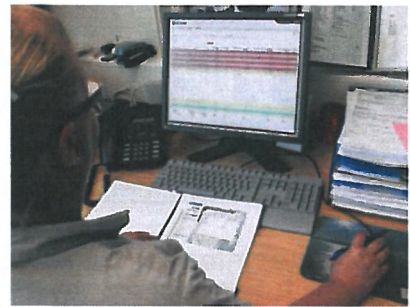
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4 Sep 2012

### **New Scania solutions connect drivers and operators with their vehicles**

- **Scania apps for fleet monitoring**
- **Target fuel consumption**
- **Leading driver support technology**
- **Personal driver coaching**
- **Fuel and CO<sub>2</sub> optimised specifications**

Scania is launching a range of new services designed to support drivers and operators alike. The Scania Communicator is fitted as standard on most Scania vehicles sold in Europe today. This 'black box' provides a flexible platform ensuring maximum support for drivers and operators, now as well as in the future. It facilitates various new functions, including real-time connection with the vehicle via the Scania Fleet Management Portal.

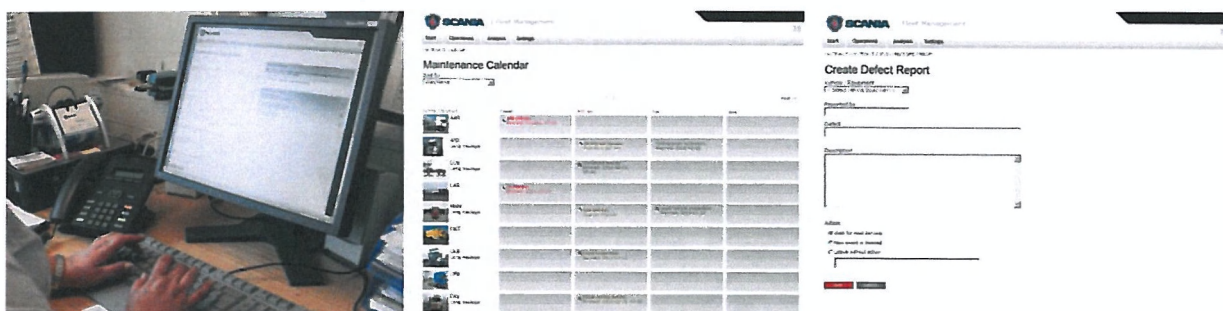
#### **Scania Fleet Management**



The operator has a choice of three solutions – the Monitoring, Analysis and Control package – each with different functionality when it comes to data and performance analysis.

|                  | <b>Monitoring package</b>                                    | <b>Analysis package</b>   | <b>Control package</b>   |
|------------------|--|---|--|
| <b>Reporting</b> | Email report   | Fleet management portal   | Fleet management portal<br>Smartphone/tablet app (see below)   |
| <b>Scope</b>     | Overview with performance indication, trends and deviations. | Tools for analysing performance and reasons for deviations.   | Tools for detailed control of fleet, routes, tracing, etc. in real time.   |
| <b>Services</b>  | Monitoring report  | Monitoring report<br>Traffic light report<br>Performance trends<br>Environmental report<br>Exception report<br>Maintenance planning | Monitoring report<br>Traffic light report<br>Performance trends<br>Environmental report<br>Exception report<br>Maintenance planning<br>Fleet position<br>Driving time<br>Vehicle tracking<br>Geofencing<br>Vehicle alarm |

## Maintenance planning tool

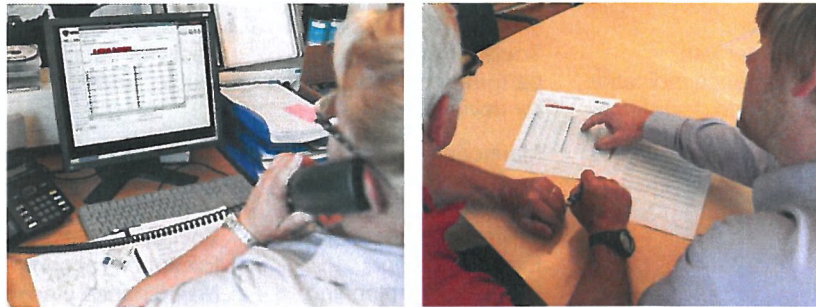


To facilitate maintenance planning and communications with the workshop, the Maintenance planning tool in the Analysis and Control packages has been improved with the following new functions:

- Weekly maintenance report with a summary of events and defects
- Vehicle view with a maintenance calendar and reported events per vehicle
- Email function to send repair needs to the customer's Scania workshop.

Emailing data on the need for any special attention to the workshop before a vehicle goes there for maintenance will allow the workshop to make preparations, helping minimise the time required. Preparations may involve sourcing special parts or booking technicians with special skills.

## Downloading and analysing tachograph data



A service for downloading and storing tachograph data can be combined with all three fleet management packages. Two packages are offered – ‘Basic downloading’ and ‘Remote downloading’ – and both packages include an infringement analysis function.

The system is accessed via an easy-to-use office portal and some functions may also be accessed via the new fleet management app (see below).

## Smartphone and tablet apps



*Scania Fleet Management app*

### Real-time fleet monitoring

The Scania Fleet Management app provides real-time monitoring of the vehicle fleet via smartphone or tablet PC, mirroring the essential functions of the Control package:

- Location of each vehicle in the fleet in text and on a zoomable map, satellite map or hybrid map.
- Vehicles can be displayed in groups like on the portal, e.g. according to application, route, location, etc.
- Clicking a vehicle on the map opens more details:
  - Odometer reading, current road speed, fuel level, street address.
  - Driver ID based on the tachograph card number.
  - Driver’s phone number for direct calling.
  - Current activity.
  - Accumulated driving time this period.
  - Accumulated driving time this day (24 h).



*Scania Dealer Locator app*

### Finding the nearest Scania workshop

For the benefit of drivers in distress, the Scania Dealer Locator app automatically finds the closest Scania dealer. You can call any Scania workshop or Scania Assistance point directly from the app and obtain a route description on a map. Smartphone and tablet versions are available.

### **Scania offers new levels of driver support**



### Smart cruising with GPS

Scania Active Prediction is a unique advanced cruise control system that cleverly helps the driver optimise the speed of a vehicle with the help of GPS positioning and topographical data stored in the Scania Communicator.

Much like a highly skilled driver who knows his regular route by heart, the system automatically adjusts the speed of the vehicle when approaching uphill or downhill sections. Fuel savings of 2-3% are possible without any special effort on the part of the driver or any significant loss of time.

Less experienced drivers are likely to benefit the most. They may also acquire an economical driving style in the process. Highly skilled drivers will benefit less on well-known routes, but on unknown routes, in the dark or under adverse weather conditions, Active Prediction is likely to help them save fuel.



### Real-time driver support

When launched in 2009, the Scania Driver Support system pioneered real-time feedback during driving. It is designed to encourage drivers to maintain the skills acquired during their driver training. Scania Driver Support monitors and provides feedback in four categories of driver behaviour:

- **Hill driving:** Use of accelerator pedal and vehicle's momentum in varying topography.
- **Anticipation:** Intervals between acceleration and braking.
- **Brake use:** Use of the auxiliary braking system (Scania Retarder and exhaust brake).
- **Choice of gears:** How well the driver matches gears and engine revs to save fuel.

Several features have been patented by Scania. The system can be tested using a driving simulator at the stand.

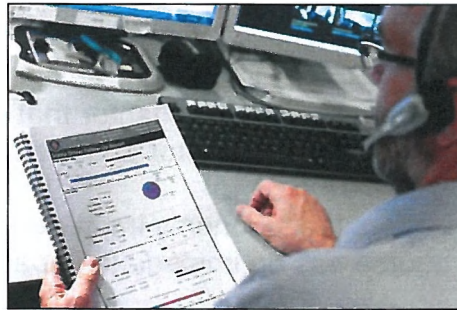


### Professional driver training

Scania Driver Training is provided in 40 countries worldwide. The training focuses on factors like economic driving, road safety, load securing, emergency action in case of an accident, first aid measures, etc., while also meeting the requirements of EU legislation for periodic training.

Drivers can be trained by Scania staff locally, or at the customer's site. The training can be tailored to the specific skills needed for each operation, thereby increasing safety, extending service life, avoiding damage and saving fuel. To maintain driver skill levels, recurrent driver training and driver coaching can be planned according to customer needs.

The customer can opt for continuous monitoring of vehicle and driver data to identify and rectify problems or declining performance at an early stage, as well as fleet performance analysis. This is all part of Scania's fleet management offering (see above).



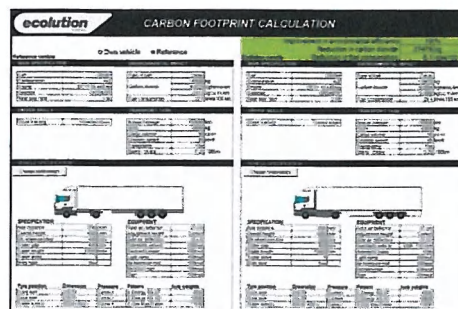
### Personal driver coaching

The customer can also choose to have vehicle and driver data monitored continuously by Scania to identify problems or declining performance at an early stage.

In addition, Scania can offer to assign a personal coach for each driver. This coaching service – Scania Driver Follow-up – involves regular follow-up talks at agreed intervals between the driver and a Scania expert concerning driving style and potential improvements. This personal coaching service represents a new dimension in driver care.

### **Maximising fuel economy – minimising greenhouse gases**

Ecolution by Scania is the optimal solution for operators seeking maximum fuel efficiency and low CO<sub>2</sub> emissions. Part of the trick is to optimise the vehicle for fuel efficiency in every conceivable way, without impairing performance.



### Target fuel consumption

Based on performance analysis and previous experience, a target for fuel consumption is agreed between the operator and Scania.

Ecolution by Scania also has an uncompromising focus on the driver. Scania Driver Training is the basis for achieving the best driving techniques and Scania Driver Support provides on-board help in order to maintain these skills over time.

### Personal driver coaching

Scania can also offer to assign a personal coach for each driver. This coaching service – Scania Driver Follow-up – involves regular follow-up talks at agreed intervals between the driver and a Scania expert concerning the driving style and potential improvements. This personal coaching represents a new dimension in driver care.

### Special maintenance

The final element of Ecolution by Scania is a tailored maintenance package, Maintenance+, which pays special attention to every factor that may have an adverse effect on fuel consumption, including air deflector positioning and axle alignment.

Overall, Ecolution by Scania offers fuel economy improvements of up to 10-15% in real-life operation, which of course has an immediate impact on the customer's bottom line.

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For other material and pictures, please visit the IAA pressroom at [www.scania.com/media](http://www.scania.com/media).

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# SCANIA

# PRESS info

P12904EN / Per-Erik Nordström  
4 Sep 2012

## Scania buses and coaches – range overview

Scania Citywide is a new comprehensive family of stylish low-floor and low-entry urban buses that incorporate the styling theme pioneered by the Scania Touring. The versatile Scania OmniExpress coach, available in 3 heights and 12 lengths, can be specified to suit regular as well as occasional service. The Scania Touring high-decker coach is available with two or three axles. The Scania Higer A30 is a new multi-purpose coach in the intercity range. Scania's strategy is to provide customers with tailored solutions that include complete buses, parts support and services according to individual needs.

Scania has renewed its bus and coach range with coherent styling that makes the vehicles stand out in any environment. The Scania range of complete buses and coaches benefits from full parts and service support via the global Scania sales and service network.



*Scania Citywide LF*



*Scania Citywide LF*



*Scania Citywide LE*

The latest addition is the city and suburban range, Scania Citywide. The low-floor (LF) version comprises two-axle and articulated buses with transverse engines. The low-entry (LE) version comprises two- and three-axle and articulated buses with longitudinal engines. The Scania Citywide buses are powered by 9-litre engines with up to 360 hp.



*Scania Higer A30*



*Scania OmniExpress  
3.20*



*Scania OmniExpress  
3.60*



*Scania Touring HD*

The versatile Scania OmniExpress coach is also new, available in three heights and a multitude of lengths, as well as with two and three axles. It can be specified for both intercity and coach operation. The Scania OmniExpress has 9- or 13-litre engines with up to 360 and 480 hp respectively.

The competitive Scania Touring long-distance coach is available as a 12-metre two-axle high-decker or a 13.7-metre three-axle, both with a choice of trim options. The Scania Touring is powered by a 13-litre engines with up to 480 hp.

The multi-purpose Scania Higer A30 can be used for various types of regular service, e.g. as school or shuttle bus, or for occasional weekend charter. The robust, straightforward design suits applications where the priorities are operating economy and reliability.

### **Tailored support**

Scania's extensive sales and service network, consisting of more than 1,000 sales and service points in Europe and some 1,600 worldwide, provides Scania customers with comprehensive support tailored precisely to their needs. Customers can opt for solutions where Scania assumes complete responsibility for keeping the vehicle fleet in shape and on the road, including running operators' workshops and servicing other makes, for example.

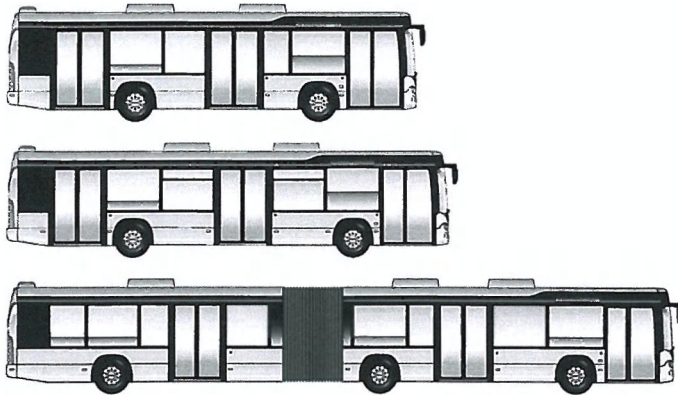
Scania Driver Training can be tailored to individual needs – both in relation to basic driving skills and training that meets the compulsory training required by European Union authorities. Personal driver coaching and follow-up can be provided on request.

Solutions can also be tailored to enable operators to minimise CO<sub>2</sub> emissions from operations. The *Ecolution by Scania* concept involves minimising CO<sub>2</sub> emissions while also lowering fuel consumption for any particular type of transport. *Ecolution by Scania* pays close attention to specifying as efficient a vehicle as possible, preferably operating on one of the renewable fuels that Scania supports: biodiesel, bioethanol and biogas. Another part of the concept is to ensure that the vehicle remains in top shape through careful maintenance, as well as driver coaching to achieve optimum driving performance.

Using Scania Fleet Management, vehicles and drivers can be monitored on a web portal, which provides several reporting options, including a full environmental report on emissions and CO<sub>2</sub>.

## Scania Citywide LF

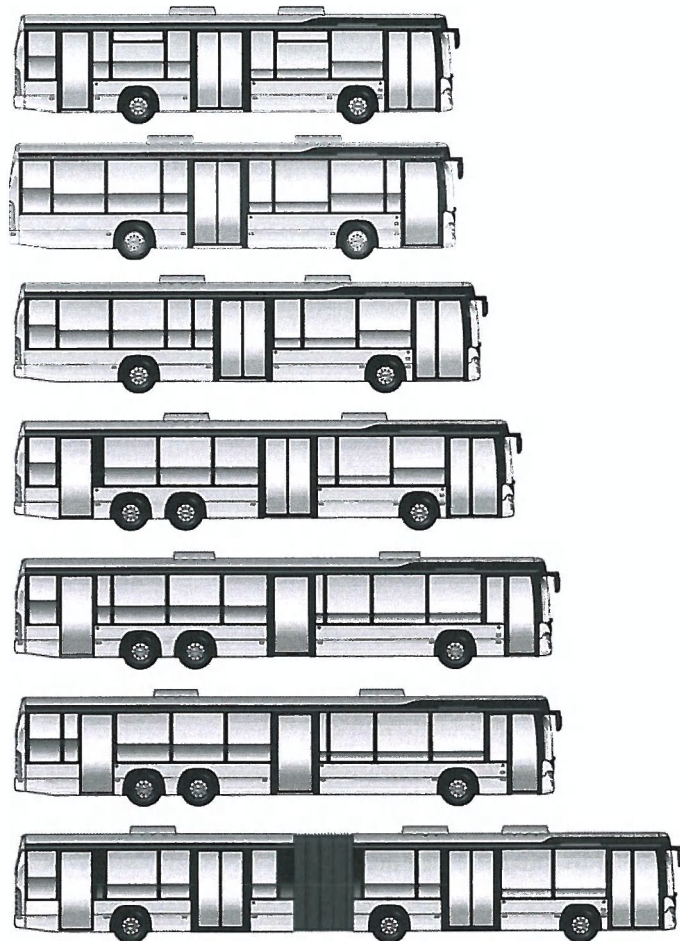
– new stylish and comfortable low-floor city bus



- Brand new stylish low-floor city bus
- Fresh and coherent styling that lends itself to any type of paint scheme
- New, innovative driver station with typical Scania ergonomics
- Adjustable dashboard available (complies with the German VDV standard)
- Durable interior with pleasant and relaxing colour schemes
- Biofuel options: biodiesel, bioethanol, biogas
- Available in 2-axle and articulated low-floor execution
- Seat layout and passenger capacity according to customer requirements
- Strong, light and corrosion-free aluminium body structure and panels
- Transverse 5-cylinder 9-litre engine
  - Diesel/biodiesel: 230/280 hp (EEV), 250/280 (Euro 6)
  - Bioethanol: 270 hp (EEV), 280 hp (Euro 6)
  - Natural gas/biogas: 270 hp (EEV) 280 hp (Euro 6)
- Fully automatic 5- or 6-speed ZF transmission with integrated retarder

## Scania Citywide LE

– new low-entry bus with maximum seating capacity



- Brand new stylish low-entrance city and suburban bus
- Forward-facing seats throughout the bus
- Seat layout and passenger capacity according to customer requirements (up to 55 on longest 3-axle rigid version including adaptations for disabled passengers)
- Driver station featuring Scania ergonomics
- Adjustable dashboard available (according to German VDV standard)
- Durable interior with pleasant colour schemes
- Biofuel options: biodiesel, bioethanol, biogas
- Available as 2-axle, 3-axle with hydraulically steered tag axle or articulated
- Strong, light and corrosion-free aluminium body structure and panels
- Longitudinal 5-cylinder 9-litre engine
  - Diesel: 230/280/320 hp (EEV), 250/280/320/360 hp (Euro 6)
  - Biodiesel: 230/280/320/360 hp EEV, 250/280 hp (Euro 6)
  - Bioethanol: 270 hp (EEV), 280 hp (Euro 6)
  - Natural gas/biogas: 270/305 hp (EEV) 280/340 hp (Euro 6)
- Fully automatic 6-speed ZF Ecolife transmission with optional integrated retarder
- Fully automated 8-speed Scania Opticruise, Scania Retarder optional

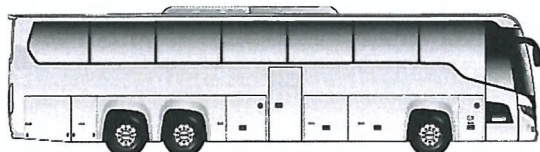
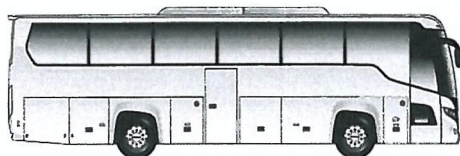
## Scania OmniExpress – highly adaptable coach range



- Flexible coach range for regular or occasional service
- Three heights: 3.20, 3.40 and 3.60 m
- 12 lengths can be specified from 11 to 14.9 m
- Floor height from 860 mm according to German standards
- Passenger capacity up to 71 on longest 3-axle version
- Driver station featuring Scania ergonomics
- Biofuel options: biodiesel, bioethanol (unique in this class)
- Available as two- or three-axle with hydraulically steered tag axle
- Longitudinal 5-cylinder 9-litre engine
  - Diesel: 230/280/320/360 hp (EEV), 250/280/320/360 (Euro 6)
  - Biodiesel: 230/280/320/360 hp (EEV), 250/280 hp (Euro 6)
  - Bioethanol: 270 hp (EEV), 280 hp (Euro 6)
- Longitudinal 6-cylinder 13-litre engine
  - Diesel: 400/440/480 hp (Euro 5 and Euro 6)
  - Biodiesel: 400/440/480 hp (Euro 5), 440/480 hp (Euro 6)
- Transmission options
  - Fully automated 8- or 12-speed Scania Opticruise with Scania Retarder
  - Scania 8-speed manual gearbox with Comfort Shift and Scania Retarder
  - Fully automatic ZF Ecolife automatic transmission with integrated retarder

## Scania Touring HD

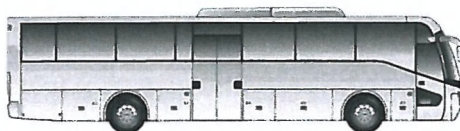
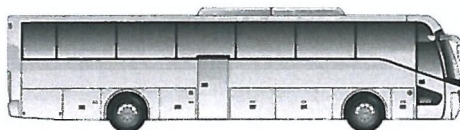
– competitive two- or three-axle coach with pioneering styling



- High-decker coach
- Choice of trim and equipment options
- Driver station featuring Scania ergonomics
- Comfort or Classic interior in a number of colour schemes
- Available as 12 m 2-axle or 13.7 m 3-axle with hydraulically steered tag axle
- Longitudinal 6-cylinder 13-litre engine
  - Diesel: 400/440/480 hp (Euro 5 and Euro 6)
  - Biodiesel: 400/440/480 hp (Euro 5), 440/480 hp (Euro 6)
- Transmission options
  - Fully automated 8- or 12-speed Scania Opticruise with Scania Retarder
  - Scania 8-speed manual gearbox with Comfort Shift and Scania Retarder

## Scania Higer A30

– multitasking coach and interurban alternative



- Multi-purpose coach for regular service and occasional weekend charter
- Two-axle coach 12.0-13.0 m
- Passenger capacity up to 59 seats on a 13.0 m coach
- Door configuration 1-1-0 or 1-2-0
- Different wheelchair adaptations, adapted for reduced mobility according to EU directive.
- Optional destination signs
- Optional reclining seats
- Luggage space up to 8.0 cu m.
- Longitudinal 5-cylinder 9-litre engine
  - Diesel: 280/320/360 hp (EEV), 250/280/320/360 (Euro 6)
  - Biodiesel: 280/320/360 hp (EEV), 250/280 hp (Euro 6)
- Transmission options
  - Fully automated 8-speed Scania Opticruise with Scania Retarder
  - Scania 8-speed manual gearbox with Comfort Shift and Scania Retarder
  - Fully automatic ZF Ecolife automatic transmission with integrated retarder

## Powertrain options

Scania buses and coaches are powered by Scania's 9- or 13-litre engines. The choice of power units includes options covering all renewable fuels that are commercially available today – biodiesel, bioethanol and biogas – solutions that enable operators to minimise CO<sub>2</sub> emissions here and now.

Engines are available for Euro 6, EEV, Euro 5, Euro 4 and Euro 3 emission standards, depending on market needs. They are all based on a common platform, which facilitates servicing and parts supply. Both EGR and SCR technologies are used, depending on market conditions, fuel quality, etc. All engines deliver full torque from low revs (around 1,000 r/min), which allows relaxed driving and enables all buses to be geared for maximum fuel efficiency, e.g. with cruising revs around 1,100-1,200 r/min for coach operation at 100 km/h.

Transmission options include Scania's manual, electronic and automated gearchanging (Scania Opticruise). In addition to coaches and intercity buses, Scania Opticruise is now also available for some suburban applications, as well as for all emission levels, giving an edge in efficiency, since power transmission is purely mechanical. Automatic transmissions from ZF are also available.

For other press material and pictures, please visit the IAA 2012 pressroom at [www.scania.com/media](http://www.scania.com/media).

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P12910EN / Per-Erik Nordström  
4 Sep 2012

## Scania truck and bus engines

|              | Diesel and biodiesel                            |  |                                  | Other fuels                                     |
|--------------|---|--|----------------------------------|---|
|              | <i>9-litre 5-cylinder truck and bus engines</i> | <i>13-litre 6-cylinder truck and bus engines</i> | <i>16-litre V8 truck engines</i> | <i>9-litre 5-cylinder truck and bus engines</i> |
| Euro 6       | 250 280 320 360 hp                              | 370 410 440 480 hp                               | 520 580 730 hp                   | 280 hp ethanol 280 340 hp gas/biogas            |
| EEV          | 230 280 320 360 hp                              | 400 440 hp                                       | 500 730 hp                       | 270 hp ethanol 270 305 hp gas/biogas            |
| Euro 5 (EGR) | 230 280 320 hp                                  | 360 400 440 480 hp                               | –                                | –   |
| Euro 5 (SCR) | 250 310 hp                                      | 360 400 440 480 hp                               | 500 560 620 730 hp               | –   |
| Euro 4 (SCR) | 250 310 hp                                      | 360 400 440 480 hp                               | 500 560 620 hp                   | –   |
| Euro 3       | 250 310 hp                                      | 360 410 460 hp                                   | 500 580 hp                       | –   |

Euro 6 engines will be introduced gradually up to the legal demand, 31 December 2013. Most Euro 6 engines will be compatible with up to 100% biodiesel at a later stage. Data for some engines remain to be issued.

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## TECHNICAL DATA – September 2012

### Scania Euro 6 – inline 5-cylinder engines, 250-360 hp

|                              | <b>250 hp</b>                    | <b>280 hp</b>                    | <b>280 hp gas</b>                             | <b>320 hp</b>                    | <b>340 hp gas</b>                             | <b>360 hp</b>                    |
|------------------------------|----------------------------------|----------------------------------|---|----------------------------------|---|----------------------------------|
| Engine                       | DC09 111 250                     | DC09 113 280                     | OC09 101 280                                  | DC09 108 320                     | OC09 102 340                                  | DC09 112 360                     |
| Fuel                         | Diesel                           | Diesel                           | Biogas or CNG <sup>2</sup>                    | Diesel                           | Biogas or CNG <sup>2</sup>                    | Diesel                           |
| Principle                    | Charge-cooled, diesel combustion | Charge-cooled, diesel combustion | Charge-cooled, stoichiometric Otto combustion | Charge-cooled, diesel combustion | Charge-cooled, stoichiometric Otto combustion | Charge-cooled, diesel combustion |
| Swept volume                 | 9.3 litres                       | 9.3 litres                       | 9.3 litres                                    | 9.3 litres                       | 9.3 litres                                    | 9.3 litres                       |
| Firing order                 | 1-2-4-5-3                        | 1-2-4-5-3                        | 1-2-4-5-3                                     | 1-2-4-5-3                        | 1-2-4-5-3                                     | 1-2-4-5-3                        |
| Cylinders                    | Inline 5                         | Inline 5                         | Inline 5                                      | Inline 5                         | Inline 5                                      | Inline 5                         |
| Cylinder heads               | 5                                | 5                                | 5   | 5                                | 5   | 5                                |
| Valves per cylinder          | 4                                | 4                                | 4   | 4                                | 4   | 4                                |
| Bore x stroke                | 130x140 mm                       | 130x140 mm                       | 130x140 mm                                    | 130x140 mm                       | 130x140 mm                                    | 130x140 mm                       |
| Compression ratio            | 17:1                             | 12.6:1                           | 17:1  | 17:1                             | 12.6:1  | 17:1                             |
| Fuel injection control       | Scania XPI                       | Scania XPI                       | Bosch multi-point injection                   | Scania XPI                       | Bosch multi-point injection                   | Scania XPI                       |
| Emission control             | Scania EGR, VGT, DOC, DPF, SCR   | Scania EGR, VGT, DOC, DPF, SCR   | Wastegate turbo, EGR, three-way catalyst      | Scania VGT, DOC, DPF, SCR        | Wastegate turbo, EGR, three-way catalyst      | Scania VGT, DOC, DPF, SCR        |
| Max. power at r/min          | 184 kW (250 hp)<br>1900          | 206 kW (280 hp)<br>1900          | 206 kW (280 hp)<br>1900                       | 235 kW (320 hp)<br>1900          | 250 kW (340 hp)<br>1900                       | 265 kW (360 hp)<br>1900          |
| Max. torque at r/min         | 1250 Nm<br>1000-1350             | 1400 Nm<br>1000-1350             | 1350 Nm<br>1000-1400                          | 1600 Nm<br>1050-1300             | 1600 Nm<br>1100-1400                          | 1700 Nm<br>1100-1350             |
| Max. engine-braking at r/min | 181 kW<br>2400                   | 181 kW<br>2400                   | –<br>–  | 181 kW<br>2400                   | –<br>–  | 181 kW<br>2400                   |
| Oil capacity <sup>1</sup>    | 31 litres                        | 31 litres                        | 31 litres                                     | 31 litres                        | 31 litres                                     | 31 litres                        |

<sup>1</sup> Oil change volume including filter stated for all engines.

<sup>2</sup> Equipment for liquefied gas available.

## Scania Euro 6 – inline 6-cylinder engines, 440-480 hp

|                                 | <b>440 hp</b>                  | <b>480 hp</b>                  |
|---------------------------------|--------------------------------|--------------------------------|
| Engine                          | DC13 109 440                   | DC13 110 480                   |
| Fuel                            | Diesel                         | Diesel                         |
| Principle                       | Charge-cooled                  | Charge-cooled                  |
| Swept volume                    | 12.7 litres                    | 12.7 litres                    |
| Firing order                    | 1-5-3-6-2-4                    | 1-5-3-6-2-4                    |
| Cylinders                       | Inline 6                       | Inline 6                       |
| Cylinder heads                  | 6                              | 6                              |
| Valves per cylinder             | 4                              | 4                              |
| Bore x stroke                   | 130x160 mm                     | 130x160 mm                     |
| Compression ratio               | 17.3:1                         | 17.3:1                         |
| Fuel injection control          | Scania XPI                     | Scania XPI                     |
| Emission control                | Scania EGR, VGT, DOC, DPF, SCR | Scania EGR, VGT, DOC, DPF, SCR |
| Max. power<br>at r/min          | 324 kW (440 hp)<br>1900        | 353 kW (480 hp)<br>1900        |
| Max. torque<br>at r/min         | 2300 Nm<br>1000-1300           | 2500 Nm<br>1000-1300           |
| Max. engine-braking<br>at r/min | 262 kW<br>2400                 | 262 kW<br>2400                 |
| Oil capacity <sup>1</sup>       | 43 litres                      | 43 litres                      |

<sup>1</sup> Oil change volume including filter stated for all engines.

## Scania EEV – inline 5-cylinder engines, 230-360 hp

|                                 | <b>230 hp<br/>EEV EGR</b>           | <b>270 hp gas<br/>EEV</b>                      | <b>270 hp ethanol<br/>EEV EGR</b>   | <b>280 hp<br/>EEV EGR</b>           | <b>305 hp gas<br/>EEV</b>                      | <b>320 hp<br/>EGR EEV</b>           | <b>360 hp<br/>EGR EEV</b>           |
|---------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|
| Engine                          | DC9 30 230                          | OC9 G04 270                                    | DC9 E02 270                         | DC9 29 280                          | OC9 G05 305                                    | DC9 32 320                          | DC9 24 360                          |
| Fuel                            | Diesel                              | Biogas or CNG <sup>2</sup>                     | Bioethanol                          | Diesel                              | Biogas or CNG <sup>2</sup>                     | Diesel                              | Diesel                              |
| Principle                       | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>lean-burn Otto<br>combustion | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>lean-burn Otto<br>combustion | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>diesel combustion |
| Swept volume                    | 9.3 litres                          | 9.3 litres                                     | 8.9 litres                          | 9.3 litres                          | 9.3 litres                                     | 9.3 litres                          | 9.3 litres                          |
| Firing order                    | 1-2-4-5-3                           | 1-2-4-5-3                                      | 1-2-4-5-3                           | 1-2-4-5-3                           | 1-2-4-5-3                                      | 1-2-4-5-3                           | 1-2-4-5-3                           |
| Cylinders                       | Inline 5                            | Inline 5                                       | Inline 5                            | Inline 5                            | Inline 5                                       | Inline 5                            | Inline 5                            |
| Cylinder heads                  | 5                                   | 5  | 5                                   | 5                                   | 5  | 5                                   | 5                                   |
| Valves per cylinder             | 4                                   | 4  | 4                                   | 4                                   | 4  | 4                                   | 4                                   |
| Bore x stroke                   | 130x140 mm                          | 130x140 mm                                     | 127x140 mm                          | 130x140 mm                          | 130x140 mm                                     | 130x140 mm                          | 130x140 mm                          |
| Compression ratio               | 17:1                                | 12.6:1   | 28:1                                | 17:1                                | 12.6:1   | 17:1                                | 17:1                                |
| Fuel injection control          | Scania XPI                          | Bosch  | Scania PDE                          | Scania XPI                          | Bosch  | Scania XPI                          | Scania XPI                          |
| Emission control                | Scania EGR, VGT,<br>PM filter       | Lambda control,<br>oxicat                      | Scania EGR                          | Scania EGR, VGT,<br>PM filter       | Lambda control,<br>oxicat                      | Scania EGR, VGT,<br>PM filter       | Scania EGR, VGT,<br>PM filter       |
| Max. power<br>at r/min          | 169 kW<br>(230 hp)<br>1900          | 199 kW<br>(270 hp)<br>1900                     | 199 kW<br>(270 hp)<br>1900          | 206 kW<br>(280 hp)<br>1900          | 224 kW<br>(305 hp)<br>1900                     | 235 kW<br>(320 hp)<br>1900          | 265 kW<br>(360 hp)<br>1900          |
| Max. torque<br>at r/min         | 1050 Nm<br>1000-1500                | 1100 Nm<br>1000-1400                           | 1200 Nm<br>1100-1400                | 1400 Nm<br>1000-1350                | 1250 Nm<br>1000-1400                           | 1600 Nm<br>1100-1200                | 1600 Nm<br>1100-1350                |
| Max. engine-braking<br>at r/min | 181 kW<br>2400                      | –<br>–   | 170 kW<br>2400                      | 181 kW<br>2400                      | –<br>–   | 181 kW<br>2400                      | 181 kW<br>2400                      |
| Oil capacity <sup>1</sup>       | 31 litres                           | 31 litres                                      | 35 litres                           | 31 litres                           | 31 litres                                      | 31 litres                           | 31 litres                           |

<sup>1</sup> Oil change volume including filter stated for all engines.

<sup>2</sup> Equipment for liquefied gas available.

## Scania Euro 5 – inline 5-cylinder engines, 230-320 hp

|                                 | <b>230 hp<br/>Euro 5 EGR</b>        | <b>250 hp<br/>Euro 5 SCR</b>        | <b>280 hp<br/>Euro 5 EGR</b>        | <b>310 hp<br/>Euro 5 SCR</b>        | <b>320 hp<br/>Euro 5 EGR</b>        |
|---------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| Engine                          | DC9 39 230                          | DC09 109 250                        | DC9 38 280                          | DC09 110 310                        | DC9 37 320                          |
| Fuel                            | Diesel                              | Diesel                              | Diesel                              | Diesel                              | Diesel                              |
| Principle                       | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>diesel combustion | Charge-cooled,<br>diesel combustion |
| Swept volume                    | 9.3 litres                          | 9.3 litres                          | 9.3 litres                          | 9.3 litres                          | 9.3 litres                          |
| Firing order                    | 1-2-4-5-3                           | 1-2-4-5-3                           | 1-2-4-5-3                           | 1-2-4-5-3                           | 1-2-4-5-3                           |
| Cylinders                       | Inline 5                            | Inline 5                            | Inline 5                            | Inline 5                            | Inline 5                            |
| Cylinder heads                  | 5                                   | 5                                   | 5                                   | 5                                   | 5                                   |
| Valves per cylinder             | 4                                   | 4                                   | 4                                   | 4                                   | 4                                   |
| Bore x stroke                   | 130x140 mm                          | 130x140 mm                          | 130x140 mm                          | 130x140 mm                          | 130x140 mm                          |
| Compression ratio               | 17:1                                | 18:1                                | 17:1                                | 18:1                                | 17:1                                |
| Fuel injection control          | Scania XPI                          | Scania PDE                          | Scania XPI                          | Scania PDE                          | Scania XPI                          |
| Emission control                | Scania EGR, VGT,<br>Oxicat          | Scania SCR                          | Scania EGR, VGT,<br>Oxicat          | Scania SCR                          | Scania EGR, VGT,<br>Oxicat          |
| Max. power<br>at r/min          | 169 kW<br>(230 hp)<br>1900          | 184 kW<br>(250 hp)<br>1800          | 206 kW<br>(280 hp)<br>1900          | 228 kW<br>(310 hp)<br>1900          | 235 kW<br>(320 hp)<br>1900          |
| Max. torque<br>at r/min         | 1050 Nm<br>1000-1500                | 1150 Nm<br>1000-1300                | 1400 Nm<br>1000-1350                | 1550 Nm<br>1100-1350                | 1600 Nm<br>1100-1200                |
| Max. engine-braking<br>at r/min | 181 kW<br>2400                      | 184 kW<br>2400                      | 181 kW<br>2400                      | 184 kW<br>2400                      | 181 kW<br>2400                      |
| Oil capacity <sup>1</sup>       | 31 litres                           | 31 litres                           | 31 litres                           | 31 litres                           | 31 litres                           |

<sup>1</sup> Oil change volume including filter stated for all engines.

## Scania EEV and Euro 5 – inline 6-cylinder engines, 360-400 hp

|                                 | <b>360 hp<br/>Euro 5 EGR</b> | <b>360 hp<br/>Euro 5 SCR</b> | <b>400 hp<br/>Euro 5 EGR</b> | <b>400 hp<br/>Euro 5 SCR</b> | <b>400 hp<br/>EEV SCR</b>  |
|---------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|
| Engine                          | DC13 06 360                  | DC13 114 360                 | DC13 05 400                  | DC13 113 400                 | DC13 120 400               |
| Fuel                            | Diesel                       | Diesel                       | Diesel                       | Diesel                       | Diesel                     |
| Principle                       | Charge-cooled                | Charge-cooled                | Charge-cooled                | Charge-cooled                | Charge-cooled              |
| Swept volume                    | 12.7 litres                  | 12.7 litres                  | 12.7 litres                  | 12.7 litres                  | 12.7 litres                |
| Firing order                    | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-3-6-2-4                |
| Cylinders                       | Inline 6                     | Inline 6                     | Inline 6                     | Inline 6                     | Inline 6                   |
| Cylinder heads                  | 6                            | 6                            | 6                            | 6                            | 6                          |
| Valves per cylinder             | 4                            | 4                            | 4                            | 4                            | 4                          |
| Bore x stroke                   | 130x160 mm                   | 130x160 mm                   | 130x160 mm                   | 130x160 mm                   | 130x160 mm                 |
| Compression ratio               | 17.3:1                       | 18:1                         | 17.3:1                       | 18:1                         | 18:1                       |
| Fuel injection control          | Scania XPI                   | Scania PDE                   | Scania XPI                   | Scania PDE                   | Scania PDE                 |
| Emission control                | Scania EGR, VGT              | Scania SCR                   | Scania EGR, VGT              | Scania SCR                   | Scania SCR                 |
| Max. power<br>at r/min          | 265 kW<br>(360 hp)<br>1900   | 265 kW<br>(360 hp)<br>1900   | 294 kW<br>(400 hp)<br>1900   | 294 kW<br>(400 hp)<br>1900   | 294 kW<br>(400 hp)<br>1900 |
| Max. torque<br>at r/min         | 1850 Nm<br>1000-1300         | 1850 Nm<br>1000-1300         | 2100 Nm<br>1000-1300         | 2100 Nm<br>1000-1300         | 2100 Nm<br>1000-1300       |
| Max. engine-braking<br>at r/min | 235 kW<br>2400               | 261 kW<br>2400               | 235 kW<br>2400               | 261 kW<br>2400               | 261 kW<br>2400             |
| Oil capacity <sup>1</sup>       | 40 litres                    | 36 litres                    | 40 litres                    | 36 litres                    | 36 litres                  |

<sup>1</sup> Oil change volume including filter stated for all engines.

## Scania EEV and Euro 5 – inline 6-cylinder engines, 440-480 hp

|                                 | <b>440 hp<br/>Euro 5 EGR</b> | <b>440 hp<br/>Euro 5 SCR</b> | <b>440 hp<br/>EEV SCR</b>  | <b>480 hp<br/>Euro 5 EGR</b> | <b>480 hp<br/>Euro 5 SCR</b> |
|---------------------------------|------------------------------|------------------------------|----------------------------|------------------------------|------------------------------|
| Engine                          | DC13 10 440                  | DC13 112 440                 | DC13 121 440               | DC13 07 480                  | DC13 111 480                 |
| Fuel                            | Diesel                       | Diesel                       | Diesel                     | Diesel                       | Diesel                       |
| Principle                       | Charge-cooled                | Charge-cooled                | Charge-cooled              | Charge-cooled                | Charge-cooled                |
| Swept volume                    | 12.7 litres                  | 12.7 litres                  | 12.7 litres                | 12.7 litres                  | 12.7 litres                  |
| Firing order                    | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-3-6-2-4                | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  |
| Cylinders                       | Inline 6                     | Inline 6                     | Inline 6                   | Inline 6                     | Inline 6                     |
| Cylinder heads                  | 6                            | 6                            | 6                          | 6                            | 6                            |
| Valves per cylinder             | 4                            | 4                            | 4                          | 4                            | 4                            |
| Bore x stroke                   | 130x160 mm                   | 130x160 mm                   | 130x160 mm                 | 130x160 mm                   | 130x160 mm                   |
| Compression ratio               | 17.3:1                       | 18:1                         | 18:1                       | 17.3:1                       | 18:1                         |
| Fuel injection control          | Scania XPI                   | Scania PDE                   | Scania PDE                 | Scania XPI                   | Scania PDE                   |
| Emission control                | Scania EGR, VGT              | Scania SCR                   | Scania SCR                 | Scania EGR, VGT              | Scania SCR                   |
| Max. power<br>at r/min          | 324 kW<br>(440 hp)<br>1900   | 324 kW<br>(440 hp)<br>1900   | 324 kW<br>(440 hp)<br>1900 | 353 kW<br>(480 hp)<br>1900   | 353 kW<br>(480 hp)<br>1900   |
| Max. torque<br>at r/min         | 2300 Nm<br>1000-1300         | 2300 Nm<br>1000-1300         | 2300 Nm<br>1000-1300       | 2500 Nm<br>1000-1300         | 2400 Nm<br>1000-1350         |
| Max. engine-braking<br>at r/min | 235 kW<br>2400               | 261 kW<br>2400               | 261 kW<br>2400             | 235 kW<br>2400               | 261 kW<br>2400               |
| Oil capacity <sup>1</sup>       | 40 litres                    | 36 litres                    | 36 litres                  | 40 litres                    | 36 litres                    |

<sup>1</sup> Oil change volume including filter stated for all engines.

## Scania EEV and Euro 5 – V8 engines, 500-730 hp

|                                 | <b>500 hp<br/>Euro 5</b>   | <b>500 hp<br/>EEV</b>      | <b>560 hp<br/>Euro 5</b>   | <b>620 hp<br/>Euro 5</b>   | <b>730 hp<br/>Euro 5 EEV</b> |
|---------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|
| Engine                          | DC16 19 500                | DC16 22 500                | DC16 18 560                | DC16 17 620                | DC16 21 730                  |
| Fuel                            | Diesel                     | Diesel                     | Diesel                     | Diesel                     | Diesel                       |
| Principle                       | Charge-cooled              | Charge-cooled              | Charge-cooled              | Charge-cooled              | Charge-cooled                |
| Swept volume                    | 15.6 litres                | 15.6 litres                | 15.6 litres                | 15.6 litres                | 16.4 litres                  |
| Firing order                    | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8              |
| Cylinders                       | 90° V8                     | 90° V8                     | 90° V8                     | 90° V8                     | 90° V8                       |
| Cylinder heads                  | 8                          | 8                          | 8                          | 8                          | 8                            |
| Valves per cylinder             | 4                          | 4                          | 4                          | 4                          | 4                            |
| Bore x stroke                   | 127x154 mm                 | 127x154 mm                 | 127x154 mm                 | 127x154 mm                 | 130x154 mm                   |
| Compression ratio               | 18:1                       | 18:1                       | 17:1                       | 17:1                       | 17.4:1                       |
| Fuel injection control          | Scania PDE                 | Scania PDE                 | Scania PDE                 | Scania PDE                 | Scania XPI                   |
| Emission control                | Scania SCR                 | Scania SCR                 | Scania SCR                 | Scania SCR                 | Scania SCR                   |
| Max. power<br>at r/min          | 368 kW<br>(500 hp)<br>1800 | 368 kW<br>(500 hp)<br>1800 | 412 kW<br>(560 hp)<br>1900 | 456 kW<br>(620 hp)<br>1900 | 537 kW<br>(730 hp)<br>1900   |
| Max. torque<br>at r/min         | 2500 Nm<br>1000-1350       | 2500 Nm<br>1000-1350       | 2700 Nm<br>1000-1400       | 3000 Nm<br>1000-1400       | 3500 Nm<br>1000-1350         |
| Max. engine-braking<br>at r/min | 304 kW<br>2400             | 304 kW<br>2400             | 304 kW<br>2400             | 304 kW<br>2400             | 320 kW<br>2400               |
| Oil capacity <sup>1</sup>       | 32 litres                  | 32 litres                  | 32 litres                  | 32 litres                  | 43 litres                    |

<sup>1</sup> Oil change volume including filter stated for all engines.

## Scania Euro 4 engines

|                                 | <b>250 hp<br/>Euro 4 SCR</b> | <b>310 hp<br/>Euro 4 SCR</b> | <b>360 hp<br/>Euro 4 SCR</b> | <b>400 hp<br/>Euro 4 SCR</b> | <b>440 hp<br/>Euro 4 SCR</b> | <b>480 hp<br/>Euro 4 SCR</b> | <b>500 hp<br/>Euro 4</b>   | <b>560 hp<br/>Euro 4</b>   | <b>620 hp<br/>Euro 4</b>   |
|---------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|----------------------------|----------------------------|
| Engine                          | DC9 102 250                  | DC9 101 310                  | DC13 104 360                 | DC13 103 400                 | DC13 102 440                 | DC13 101 480                 | DC16 06 500                | DC16 05 560                | DC16 08 620                |
| Fuel                            | Diesel                       | Diesel                       | Diesel                       | Diesel                       | Diesel                       | Diesel                       | Diesel                     | Diesel                     | Diesel                     |
| Principle                       | Charge-cooled                | Charge-cooled                | Charge-cooled                | Charge-cooled                | Charge-cooled                | Charge-cooled                | Charge-cooled              | Charge-cooled              | Charge-cooled              |
| Swept volume                    | 9.3 litres                   | 9.3 litres                   | 12.7 litres                  | 12.7 litres                  | 12.7 litres                  | 12.7 litres                  | 15.6 litres                | 15.6 litres                | 15.6 litres                |
| Firing order                    | 1-2-4-5-3                    | 1-2-4-5-3                    | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-3-6-2-4                  | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8            |
| Cylinders                       | Inline 5                     | Inline 5                     | Inline 6                     | Inline 6                     | Inline 6                     | Inline 6                     | 90° V8                     | 90° V8                     | 90° V8                     |
| Cylinder heads                  | 5                            | 5                            | 6                            | 6                            | 6                            | 6                            | 8                          | 8                          | 8                          |
| Valves per cylinder             | 4                            | 4                            | 4                            | 4                            | 4                            | 4                            | 4                          | 4                          | 4                          |
| Bore x stroke                   | 130x140 mm                   | 130x140 mm                   | 130x160 mm                   | 130x160 mm                   | 130x160 mm                   | 130x160 mm                   | 127x154 mm                 | 127x154 mm                 | 127x154 mm                 |
| Compression ratio               | 18:1                         | 18:1                         | 18:1                         | 18:1                         | 18:1                         | 18:1                         | 17:1                       | 17:1                       | 17:1                       |
| Fuel injection control          | Scania PDE                   | Scania PDE                   | Scania PDE                   | Scania PDE                   | Scania PDE                   | Scania PDE                   | Scania PDE                 | Scania PDE                 | Scania PDE                 |
| Emission control                | Scania SCR                   | Scania SCR                   | Scania SCR                   | Scania SCR                   | Scania SCR                   | Scania SCR                   | Scania SCR                 | Scania SCR                 | Scania SCR                 |
| Max. power<br>at r/min          | 184 kW<br>(250 hp)<br>1800   | 228 kW<br>(310 hp)<br>1900   | 265 kW<br>(360 hp)<br>1900   | 294 kW<br>(400 hp)<br>1900   | 324 kW<br>(440 hp)<br>1900   | 353 kW<br>(480 hp)<br>1900   | 368 kW<br>(500 hp)<br>1900 | 412 kW<br>(560 hp)<br>1900 | 456 kW<br>(620 hp)<br>1900 |
| Max. torque<br>at r/min         | 1150 Nm<br>1000-1300         | 1550 Nm<br>1100-1350         | 1850 Nm<br>1000-1300         | 2100 Nm<br>1000-1300         | 2300 Nm<br>1000-1300         | 2400 Nm<br>1000-1350         | 2400 Nm<br>1100-1400       | 2700 Nm<br>1100-1400       | 3000 Nm<br>1100-1400       |
| Max. engine-braking<br>at r/min | 184 kW<br>2400               | 184 kW<br>2400               | 261 kW<br>2400               | 261 kW<br>2400               | 261 kW<br>2400               | 261 kW<br>2400               | 304 kW<br>2400             | 304 kW<br>2400             | 304 kW<br>2400             |
| Oil capacity <sup>1</sup>       | 31 litres                    | 31 litres                    | 36 litres                    | 36 litres                    | 36 litres                    | 36 litres                    | 32 litres                  | 32 litres                  | 32 litres                  |

<sup>1</sup> Oil change volume including filter stated for all engines.

## Scania Euro 3 engines

|                                 | <b>250 hp<br/>Euro 3</b>   | <b>310 hp<br/>Euro 3</b>   | <b>360 hp<br/>Euro 3</b>   | <b>410 hp<br/>Euro 3</b>   | <b>460 hp<br/>Euro 3</b>   | <b>500 hp<br/>Euro 3</b>   | <b>580 hp<br/>Euro 3</b>   |
|---------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Engine                          | DC09 114                   | DC09 115                   | DC13 108 360               | DC13 107 410               | DC13 106 460               | DC16 04 500                | DC16 03 580                |
| Fuel                            | Diesel,<br>biodiesel       | Diesel,<br>biodiesel       | Diesel                     | Diesel                     | Diesel                     | Diesel                     | Diesel                     |
| Principle                       | Charge-cooled              | Charge-cooled              | Charge-cooled              | Charge-cooled              | Charge-cooled              | Charge-cooled              | Charge-cooled              |
| Swept volume                    | 9.3 litres                 | 9.3 litres                 | 12.7 litres                | 12.7 litres                | 12.7 litres                | 15.6 litres                | 15.6 litres                |
| Firing order                    | 1-2-4-5-3                  | 1-2-4-5-3                  | 1-5-3-6-2-4                | 1-5-3-6-2-4                | 1-5-3-6-2-4                | 1-5-4-2-6-3-7-8            | 1-5-4-2-6-3-7-8            |
| Cylinders                       | Inline 5                   | Inline 5                   | Inline 6                   | Inline 6                   | Inline 6                   | 90° V8                     | 90° V8                     |
| Cylinder heads                  | 5                          | 5                          | 6                          | 6                          | 6                          | 8                          | 8                          |
| Valves per cylinder             | 4                          | 4                          | 4                          | 4                          | 4                          | 4                          | 4                          |
| Bore x stroke                   | 130x140 mm                 | 130x140 mm                 | 130x160 mm                 | 130x160 mm                 | 130x160 mm                 | 127x154 mm                 | 127x154 mm                 |
| Compression ratio               | 18:1                       | 18:1                       | 18:1                       | 18:1                       | 18:1                       | 18:1                       | 18:1                       |
| Fuel injection control          | Scania PDE                 | Scania PDE                 | Scania PDE                 | Scania PDE                 | Scania PDE                 | Scania PDE                 | Scania PDE                 |
| Emission control                | –                          | –                          | –                          | –                          | –                          | –                          | –                          |
| Max. power<br>at r/min          | 184 kW<br>(250 hp)<br>1900 | 228 kW<br>(310 hp)<br>1900 | 257 kW<br>(350 hp)<br>1900 | 302 kW<br>(410 hp)<br>1900 | 338 kW<br>(460 hp)<br>1900 | 368 kW<br>(500 hp)<br>1900 | 426 kW<br>(580 hp)<br>1900 |
| Max. torque<br>at r/min         | 1250 Nm<br>1000-1350       | 1550 Nm<br>1000-1350       | 1750 Nm<br>1000-1350       | 2000 Nm<br>1000-1350       | 2250 Nm<br>1000-1350       | 2400 Nm<br>1100-1300       | 2700 Nm<br>1100-1300       |
| Max. engine-braking<br>at r/min | 184 kW<br>2400             | 184 kW<br>2400             | 261 kW<br>2400             | 261 kW<br>2400             | 261 kW<br>2400             | 304 kW<br>2400             | 304 kW<br>2400             |
| Oil capacity <sup>1</sup>       | 31 litres                  | 31 litres                  | 36 litres                  | 36 litres                  | 36 litres                  | 32 litres                  | 32 litres                  |

<sup>1</sup> Oil change volume including filter stated for all engines.