

# Good to know

BUSWORLD DAILY NEWSPAPER WEDNESDAY 21 OCTOBER 2009



busworld®

KORTRIJK 16-21.10.2009

## Continued efforts to go into optimum safety

Bus and coach are the safest means of transport means of transport in the EU

Over the past few decades, travel coaches and buses have become significantly more eco-friendly and safer. New technologies have been introduced and bus builders are continuing to work at a means of transport that offers optimum safety. One area of focus for the near future is unquestionably enhanced fire safety, the Busworld seminar on ecological and safe bus and coach transport revealed.

Richard Averbeck, Vice-President for Product Engineering at Daimler Buses briefly expounded the consecutive steps that have led to safe bus transport, from the introduction of the first 0303 travel coach that had ABS back in 1981 all the way up to the present-day Travego Safety Coach. Recently introduced technologies include the combination of an 'active brake assist' and a 'front collision guard', which serves to reduce the speed ahead of a potential collision as well as confine the impact of an actual collision, as just some of the recent innovations on offer.

### NUMBER OF VICTIMS REDUCED BY A QUARTER IN A DECADE

Yves Mannaerts, FBAA director and vice-chairman of the IRU Passenger Transport Committee, produced European statistics to show how bus and coach travel ranks among the safest means of transports, with just 0.6% of all road deaths. Barely one in four road traffic accidents occurs



The panel of the "Safety and ecology" seminar.

in an urban environment, whereas three quarters are recorded outside of the conurbations. "Honing in on the number of fatalities actually recorded on buses and coaches, this figure is even less", said Yves Mannaerts.

"Out of the 703 deaths recorded in bus accidents, just 108 occurred on board our vehicles. 262 victims are actually private car occupants and 175 deaths are pedestrians".

Looking back on the road traffic accident statistics over the past ten years, Yves Mannaerts said that the bus and coach sector has managed to cut back the number of fatalities by 27% thanks to the introduction of a wide number of new technologies and schemes intended to promote a defensive driving style.

### FURTHER DEVELOPMENT OF FIRE DETECTION

At the symposium, BAP Medical's managing director Dominique Viane

was keen to see a greater focus of attention on fire safety and the use of fire-retardant products in the construction of buses and travel coaches. He deplored the fact that the European Union failed to pattern itself after the schemes put in place in the United Kingdom. Putting in efficient fire detection systems is



Daimler Buses' Richard Averbeck.

also paramount in the engine compartment, the toilet and in the proximity of electrical circuits or junction boxes. The sooner a fire is detected, the faster the passengers can be evacuated and brought to safety. In this respect, he suggested collaboration with the bus and coach industry to tackle this particular issue.

### SWITCH TO HYBRID VEHICLES

In the area of ecological applications, Richard Averbeck referred to the gradual switch-over from diesel-powered vehicles to bluetec hybrid vehicles and fuel cell buses in public transport. As hybrid vehicles are presently yielding better results in busy inner city traffic than in medium and long range travels, he did not rule out that in due course various applications may be put in place for city buses and scheduled public transport buses for inter-regional or inter-city transport. In due course, we are also likely to see more economically inspired solutions for travel coach sector, although it is true to say that a huge step has already been made towards zero emission with Euro 6.

Nor can eco-friendly bus transport be dissociated from offering solutions aimed at improving mobility, Richard Averbeck felt. In this connection he championed the cause of building so-called Bus Rapid Transit systems or 'metro bus' applications in metropolitan areas.

## See you in 2011!

In just a few hours, the 2009 anniversary edition of Busworld will be done and dusted. It has been a successful salon across the board. A small army of staff have put their best leg forward assisting exhibitors and visitors alike wherever needed. As soon as the horns of all the coaches inside and outside the halls sound the end of this year's edition at 07:00 pm tonight, the Busworld crew will start working on the next edition. Every information and the full programme are available to be consulted at [www.busworld.org](http://www.busworld.org). See you in 2011!

## Last day for Chris

Today is the very last Busworld day for Chris Verbaeys as Setra's purchase manager in Belgium. Chris will be retiring after the New Year to be succeeded by Nico Deklerck. Chris Verbaeys attended every single Busworld edition since 1979: the last decade as purchase manager for Belgium, and before that as a salesman of second-hand vehicles and in charge of sales in The Netherlands for Vanhove, which later went on to become Evobus. Chris is particularly delighted about his final official appearance as an Evobus employee. 'This has been a great edition which drew audiences of exceptional quality'.



## Fogmaker finds partner on the american market

Fogmaker is a particularly efficacious solution for extinguishing fires in the engine compartment of buses. The system rolls out a blanket of fog across the fire in a manner of speaking, thereby extinguishing the fire and cutting off the oxygen supply by saturating the surrounding air with water vapour. In addition, the water contains a foaming agent which lays down a blanket over the oil residue, rendering re-ignition impossible. The demand for this type of systems is enjoying a significant rise in Europe, prompted by the arrival of Euro 5 engines which operate at a higher temperature. Moreover the engine compartments are becoming better insulated, which only causes

temperatures to run up even further. All of this has sent the demand for a fire extinguishing system among end users sky-rocketing. A trend that is increasingly reflected in tenders. As the market leader in this segment, Swedish company Fogmaker is reaping the full benefits of this trend, says manager Andreas Svensson. He claims a rise in turnover of around 100 percent in recent years, largely as the result of orders coming in from Ireland, where the entire vehicle park of the combined Irish bus operators – a total of around 2200 buses – has since been equipped with the Swedish system. In addition, the system has been built into the 500 buses VDL is currently pro-



ducing for Dubai. Fogmaker is also expecting a high demand from the North-American market, where to date only chemical extinguishing systems have been used. Keen to change this situation in the short term, at Busworld Fogmaker signed an agreement with American company Global Seating, which is set to produce the Fogmaker for the US and Canadian market.

## Clearing the stands

As of 07:00 pm, the stands may be cleared, at least for all things that can be carried by hand.

The certificates entitling you to reimbursement of the security deposit (art. 16 of the General Terms and Conditions) will be handed round as of 06:45 pm so as not to encourage exhibitors to prematurely start clearing the stands.

The stand surface used by the exhibitors is to be left in fully cleared and cleaned condition at the end of the salon, without leaving any traces of sticky tape, paint, chewing gum, oil stains or any other litter. Also, all litter is to be removed by the exhibi-

tors themselves at the end of the salon. The exhibitors will be billed for the amount of container space used. Please do not deposit once-only disposable stands, walls or other goods in the containers. These are to be taken out by the exhibitors themselves.

Any costs incurred as a result of exhibitors' failure to leave the stand in a clean condition will be deducted from the security deposit.

By the end of November, Busworld will send out credit notes in restitution of the security deposits. Salon exhibitors will be requested to provide us with their bank account details by fax or by e-mail.

## Vossloh Kiepe reflects on electrical future



A leading manufacturer of electrical components for trolley buses and hybrid buses is German manufacturer Vossloh Kiepe based in Düsseldorf. Amongst other bus building companies, the German enterprise works with VDL Phileas and Van Hool.

Together with VDL, efforts are currently going into developing a fuel cell/hybrid engine for a number of experimental BRT vehicles on the basis of the Phileas, which are set to be supplied to transporters in the eastern part of The Netherlands and in the German state of North Rhine-Westphalia.

The fuel cells are sourced from Dutch company Nedstack based in Arnhem. For Van Hool, Vossloh Kiepe devised the electrical traction for a generation of trolley buses which were supplied to a wide number of Italian public transport companies. Together with VDL, Vossloh Kiepe is also working on a second project for this bus builder, notably a hybrid bus on a Citea chassis which is set to be

Vossloh Kiepe is working hard on a new technology for charging accumulators through induction.

delivered to the local Enschede (NL) public transport agency. Much more interesting than these developments however is a new technology which Vossloh Kiepe is currently working on with a great deal of energy, i.e. charging accumulators of electrically-powered buses by way of induction. The accumulators will be charged by using road-mounted loops, for instance when driving in the free bus lane. Alternatively, when driving on roads carrying mixed road traffic, the induction technology to be rolled out can handle the job of charging the batteries at bus stops. Vossloh Kiepe is holding out high hopes for this technology, although the company is refusing to be drawn on a concrete date for the implementation of the first experimental systems. In any event, there is great interest for this new technology in Germany.

## Hungarian ambassador visits CSM Urbanus

The Hungarian ambassador in Belgium Zoltan Hernyes, yesterday called in to visit the stand of his compatriots CSM Urbanus.

The owner of company Belen Majoros provided the ambassador with a word of explanation on the midi city bus showcased by CSM Urbanus in hall 8, and developed by Csaba Metal which is based in the Hungarian town of Szeghalom. With 7.5 metres in length and capacity for 25 seated and 30 standing passengers, the bus looks the business. It is driven by a rear-



mounted Cummins, Mercedes-Benz or MAN diesel engine, with a manual or robotised ZF transmission or fully automatic Allison gearbox. The front wheel suspension is indepen-

dent, whilst the rear has a rigid axle. Needless to say both axles are pneumatically suspended. In addition, the bus fully complies with applicable EU standards.

## Rexroth has an alternative for the alternative

Diesel-electrical hybrid powertrains, whether serial or parallel, are generally described as alternative powertrains. At its R07 stand, Bosch Rexroth is keen to show that this diesel-electrical option is not the only solution around to build an alternative powertrain. Here the company can be seen presenting a hybrid system on the basis of hydraulics, which is capable of generating a comparable cut in fuel consumption as a diesel-electrical hybrid.

In addition to city buses, the system can also be implemented in certain types of coaches, explains Rexroth.

The biggest benefit Rexroth's hydraulic hybrid has to offer is the considerably reduced price compared to an electrical hybrid, making for a significantly truncated pay-back time. The system is already being implemented in refuse collection vehicles where it is turning in an excellent performance, although Rexroth is quick to point out that the system can be easily adapted to suit buses and coaches. The core of the system consists of a hydraulic engine, combined with a pressure accumulator. To boot, the system can be made to include a brake energy recovery facility.



## MCC takes over Hammars Elektroniksystem AB

A salon of Busworld's ilk also serves as the perfect platform to announce important organisational news. Swedish bus climate system manufacturer MCC announced it has reached terms for the takeover of Hammars Elektroniksystem AB, Europe's principal manufacturer of electronic systems for climate control in buses. In fact, MCC (UWE-Verken) and Hammars Elektroniksystem AB have been working together for over twenty years. The idea is to finalise this transaction at a later date. After both parties have signed on the dotted line, Hammars Elektroniksystem



AB will be integrated as part of MCC, giving the latter a competitive edge as the move is set to enable MCC to develop and produce all climate system components in-house.

## Home game for Russian industry?

Even a Ukrainian bus builder like LAZ has come to be a steadfast Busworld ally. The company firmly believes that this salon yields the partners it is looking for. LAZ manufactures a broad range of buses and coaches, including a trolley bus. In addition to its own domestic market and the former Soviet states, LAZ is keen to introduce these buses to the world market. LAZ relies on Busworld as a platform to accomplish this very



aim. The same applies to bus builders MAZ from the Byelorussian city

Minsk, another loyal Busworld associate.

## BAE Systems: 2,000 hybrid drives already delivered

One of the largest, as well as one of the least known suppliers of hybrid systems is Anglo-American company BAE Systems, which is part of the eponymous defence corporation. BAE Systems has already delivered around 1,600 diesel-electrical HibriDrive hybrid systems to various North American customers. Amongst other applications, the system is being used in Orion and New

Flyer buses. In Europe too, buses are already on the road equipped with this hybrid system, as a result of the partnership with Alexander Dennis. In Asia, the system is used by Isuzu. The BAE HybriDrive system has already been implemented for the past ten years. BAE claims it has economised around 30 million litres in fuel during this time span whilst simultaneously confining carbon dioxide emissions by 100,000 tons.

## Vehtec is launching new bus heating

Swedish company Vehtec, which specialises in the development and manufacturing of heating systems for buses as just one of various applications, is showcasing a new design at Busworld, known as the Veheat system.

This patented system combines radiation and convection heat, a double action system that is housed in an extremely slim plinth heating system, which requires less space than

customary heating systems as it is just a few centimetres in thickness. In addition, the special construction makes it easier to clean. In broad outlines, the Veheat system consists of ribbed aluminium elements, which have one or two water conduits running through them. Using PVC connectors, these elements are connected and covered with aluminium covers in the places where they link up. The aluminium parts can be eloxated in a colour of choice.



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