



# busworld newsletter



*Irizar has sold more than 1,000 i6 coaches.*



*A stylish Beulas midicoach.*



*Otokar is celebrating its 50th anniversary.*



*Temsa launched this coach two years ago.*

## WELCOME TO busworld kortrijk

**We are into October and Busworld Kortrijk is rapidly approaching. After all the months of planning and preparation, there will be a few days of storm before the calm, when exhibitors, stand fitters, specialised craftsmen and the teams at Busworld and Kortrijk Xpo prepare for the world's largest bus and coach exhibition.**

The doors at Busworld Kortrijk will open on Friday 18 October, after European Coach and Bus Week, and press days. Mieke Glorieux, Director of Busworld Kortrijk, says that: "All the planning and preparation has been well worth it. We have a record number of exhibitors – 380 – for any Busworld exhibition and we are quietly confident of exceeding the previous record number of visitors, at more than 31,000, between 18 and 23 October.

"We know that some parts of the world are still suffering from the effects of the global financial crisis. We monitor markets closely and we know that some of them are down. On the other hand, there are countries where demand for buses and coaches is high, so we believe that the overall situation is improving.

"People need public transport to go to school, to work, to reach shopping



centres, and for their leisure activities. The rising price of oil means that private motoring is becoming more of a luxury. People have to be selective about using their own cars, especially if they are commuting into urban centres and also have to pay the cost of all-day parking.

"Buses and coaches are by far the most popular and widely used form of public transport in the world. They carry far more passengers than trams and trains. Their infrastructure costs are much lower, even for projects like Bus Rapid Transit systems. They can be installed within months, rather than the years taken to establish tram and metro lines. The capital cost of the vehicles are a fraction of trams and metros. They also offer far greater flexibility, because they are not tied to fixed tracks.

"We were encouraged that our own monitoring of the industry, and discussions with exhibitors, were confirmed at the recent pre-Busworld International Press Event held by Daimler Buses. Hartmut Schick said that his company was more optimistic about the global market, and that was being reflected in sales and profits.

"This will probably be an unprecedented edition of Busworld Kortrijk, with a record number of world premieres. That is largely because Euro 6 emissions legislation becomes mandatory from the start of January next year. Until quite recently, Euro 6 was being seen in a negative light, as a major on-cost on vehicle prices, with more complicated engines, and with weight penalties.

"We are now seeing a much more positive situation. All the main manufacturers have revealed their plans. There is evidence that Euro 6 engines are much more quiet, and that there are significant savings in fuel consumption. Those are likely to offset the higher initial price – only a very small percentage of the capital cost of a new bus or coach – within two or three years of operation.

"There are also more advanced technologies. Hybrid buses have become well established in a number of European countries and they are demonstrating savings in fuel consumption of up to 30-40% compared with standard diesels. Gas is another alternative, if it is more competitive on price, and especially biogas, which is a renewable resource. We will also see in Busworld all-electric buses, which may well be the longer-term future for urban transport.

"All the component and services suppliers, who make up the major percentage of our exhibitors, have also been very busy. They keep refreshing their products and innovating. New technologies are making it easier for passengers to use public transport.

There is the ability to check transport systems and interchange points on mobile phones, to pre-purchase tickets, and to use them as proof of purchase. This saves bus companies the cost of collecting, counting and banking notes and coins.

"Express coaches are becoming increasingly popular in Europe for frequent, reliable, low-cost, inter-city travel. Fares are generally more competitive than rail. On journeys up to 400-500km, city-to-city centre journey times can even be competitive with air, because they cut out travel to and from airports, and the hassle of checking-in and security.

"The best inter-city coach operators are on the ball. They can offer facilities like free wi-fi and USB connectivity, also sockets that enable passengers to power laptops and recharge mobile phones. I am certain that there will be examples in Busworld.

"Telematics is another rapidly expanding science that is benefitting the industry. The best systems can monitor the performance of a bus and coach, using Global Positioning Systems to monitor not only the exact location of a vehicle, but how it is being driven and how it is performing.



"These systems can recognise a driver with a heavy right foot, with over-enthusiastic acceleration and harsh braking.

They can recognise if a problem is occurring on the vehicle. They can warn a driver of anything from the need to shut down the vehicle almost immediately to advising a depot that a particular part requires replacement when it returns in the evening. Preventive maintenance is always less expensive than a breakdown.

"Two years ago, a very popular innovation was the trail of green frogs on the carpets through all the halls. We will do this again at Busworld Kortrijk, highlighting the stands of exhibitors who have products that are very environmentally friendly and sustainable.

"The Busworld board, my team and I are looking forward immensely to welcoming all of you to Busworld Kortrijk. In addition to the exhibition, there are a number of excellent seminars organised by the Busworld Academy. There is also the opportunity to relax in the evenings at the Mirror Palace.

"Come and do business, make new contacts and friends. Learn about new technology or, better still, sell it, and have a very enjoyable time. The world is yours at Busworld Kortrijk."

## NEW FROM INTEGRALIA

**Integralia is a Spanish company that specialises in bodywork for minibuses and minicoaches and will show examples of its range on its stand in Hall 1.**

Integralia recently introduced the in-urban, a low entry conversion of a Mercedes-Benz Sprinter. This has a wide entrance, complete with a wheelchair ramp, leading onto a floor

only one step above the ground. There are two internal steps to seats above and behind the rear axle. Several units have already been sold to customers in Spain. Integralia says that it will present a new model aimed at the luxury sector, which is the most exclusive and demanding portion of the market. Known as the in-delux, it is said to be completely different from what has been available until now. Find out more at Busworld!



**ALL NEW**

# Iveco bus range

**Iveco Bus will present an all new Euro 6 range at Busworld Kortrijk.**

New engines with the latest patented technology are the key to the range. The former 5.9-litre Tector is replaced by the new 6.7-litre Tector 7 while the 7.8-litre Cursor 8 is replaced by the 8.7-litre Cursor 9 for Euro 6.

Both engines have adopted the exclusive Hi-eSCR (High Efficiency SCR) technology patented by FPT Industrial. (Fiat Power Train). This technology retains optimal engine combustion through fresh air intake only. Cleaning is entirely assured by the after-treatment process, down-stream from the engine which does not require the use of exhaust gas recirculation (EGR).

High Efficiency SCR is particularly suited for buses and coaches with rear engines that have high cooling constraints, taking into account that the EGR system needs a minimum of 30% more cooling for the same power, and also for urban applications that are character-

ised by low speeds and frequent stops.

Iveco Bus says that the innovative technology presents a simple solution for the reduction of emissions to comply with Euro 6 standards. It functions without the addition of complex components, without the presence of chemical pollution in the engine and its peripherals, and without excessive thermal stress. This results in reduced weight and increased reliability. Iveco Bus predicts a 5-10% reduction in fuel consumption compared to Euro 5, depending on models and applications.

The new Urbanway bus will be offered with the Tector 7 engine. The new model is more than 800kg lighter than the previous Citelis. The Cursor 9 engine will be offered in the articulated Urbanway and there will also be hybrid options.

The Tector 7 engine will be offered in the interurban Crossway. This popular and versatile vehicle will be offered in three lengths, ie 10.8, 12.0 and 13.0 metres, and three model types, ie low entry, for bus and coach, an intercity



*The very versatile Crossway.*

version and a mixed routes version. The 13.0 metre Crossway is the only vehicle on the market at that length that can offer 63 seats.

There will be some subtle facelifting to the Magelys coach and it will be offered with the Cursor 9 engine as standard.

A number of new features will be offered in the interior of the Magelys, including wi-fi connectivity, 220V electrical sockets and USB outlets for every type of digital device.

Iveco Bus will display five vehicles on its customary stand in Hall 3.



*The new Urbanway Euro 6 city bus.*



*Easy access to the engine compartment on the Urbanway.*

## BYD UNVEILS EUROPEAN STRATEGY

BYD, which claims to be China's fastest growing motor maker, plans to unveil its strategy for sales success in the European market for full electric buses at Busworld Kortrijk.

The company will display a 12.0 metre all-electric bus which has: "a proven real world operating range of at least 250km in urban conditions." The show vehicle has been modified for Nordic conditions.

BYD recently secured an order for 35 all-electric buses to provide airside services at Amsterdam's Schiphol Airport.

BYD can be visited in Hall 8.



*A BYD bus in the Netherlands.*

## MAN READY FOR EURO 6

**MAN and Neoplan will occupy their customary stand in Hall 2 and will honour Busworld with no less than five world premieres. It is yet more evidence that the industry has risen to the challenge of the extremely demanding emission limits of Euro 6 and is ready to offer the latest and cleanest engines.**

The largest exhibit will be a Lion's City GL articulated bus designed for Bus Rapid Transit services, with five double-width doors on the kerb side. These ensure a rapid flow of passengers on and off the vehicle, especially at busy stops. It will be powered by the E2876 CNG engine, developing 310bhp. Roof-mounted tanks have a volume of 2050 litres, more than enough for a full day's operation. MAN has a long and successful history of offering the option of CNG engines.

Another exhibit will be a Lion's Regio interurban coach with a D2066 engine rated at

360bhp. This modern and stylish vehicle has proved popular in the relatively short-journey interurban market.

Moving up the range, the same engine is used in the Neoplan Jetliner. This is a versatile multi-purpose coach, suitable for a variety of work, from longer interurban services to shorter-distance charter, especially at weekends. It has some underfloor luggage capacity, and a wheelchair lift can be installed at the second centre doorway.

The MAN Lion's Coach and the Neoplan Cityliner are both well established and will be shown with the D2676 engine developing 440bhp at Euro 6. MAN says that one in three of the customers for the Lion's Coach now order the "EfficientLine" model, designed for optimum fuel consumption. This coach can be offered with a wheelchair lift for passengers with restricted mobility.

The Neoplan Cityliner has established its own niche in the market. It now comes as standard with the Emergency Brake Assist (EBA) as a further safety feature. The coach in Busworld Kortrijk will include full infotainment, including wi-fi and USB charging points at the seats, a larger and more accessible toilet, and a new generation of snack machine.



*A Lion's City GL gas bus.*



*The popular Neoplan Cityliner.*



*First visit to Busworld for the Neoplan Jetliner.*

## MADE FOR ALL-ELECTRIC BUSES

Eberspächer Sutrak believes that electric drive concepts will play a crucial role in future public transport. Further optimisation of the energy efficiency of accessories is an important issue.

At Busworld Kortrijk, the company will exhibit the new ground-breaking AC 136 AE heat pump. This is a roof-mounted system that cools and heats the bus efficiently, depending on ambient temperatures.

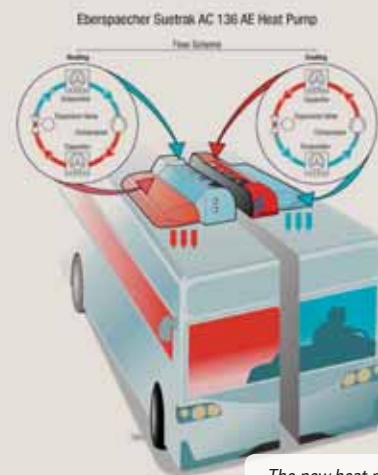
The system is already in use on a pilot programme on an electric Van Hool trolleybus in Geneva. The company says: "In summer, electric buses are cooled by the electrically operated AC system, but in winter they lack an effective and powerful heating solution, because without a combustion engine, practically no waste heat is available for heating up the passenger compartment.

The technology is based on a reversible refrigeration circuit for which all the components of the system are designed. In cooling mode, the heat from the interior of the bus is absorbed via the low pressure, low temperature

liquid refrigerant in the evaporator by a process of evaporation.

After compression, the heat from the refrigerant is dissipated to the ambient air by the condenser and the refrigerant is condensed. During heating, the cycle operates in the opposite direction with the evaporator acting as a condenser and the condenser as an evaporator. Heat can be dissipated at high temperature into the interior of the vehicle by the evaporator (now acting as a condenser).

To find out more about this new technology, take a stroll along the Rambla and stop at stand R-41 at Busworld.



*The new heat pump.*



*A Van Hool trolleybus in Geneva.*

## SCANIA UNVEILS NEW ENGINES

At Busworld Kortrijk, Scania will present its comprehensive offer of Euro 6 buses and coaches. They will feature the latest 13-litre and 9-litre engines. The former are available with power ratings of 410, 450 and 490bhp. The 9-litre unit is available with diesel power at 250, 280, 320 and 360bhp, with an additional 280bhp unit tailored to city operation. There are also 9-litre gas engines at 280 and 340bhp.

Scania can also offer 9- and 13-litre engines that can run on biofuel, the first in the market with Euro 6 compliance.

Scania will highlight its experience in joining forces with customers to develop tailored solutions for vehicle design, fleet composition and

servicing. With the arrival of Euro 6, the customer's choice is broader than ever, including new wheel and door configurations tailored to modern bus systems. Scania will continue to offer solutions for Euro 3/4/5 markets.

Scania will take on-board driver support to a new level, introducing Scania Driver Support, Scania Active Prediction and Advanced Emergency Braking as important new safety options.

Scania can tell you more when you visit them in Hall 6 at Busworld.



Scania's Citywide bus.



The Scania Higer Touring coach.

## WEIGHT SAVING ADHESIVES

Henkel is an old-established German company that operates world wide with leading brands and technologies in three business areas, including Adhesive Technologies. Henkel has developed a new high-performance elastic adhesive called Teroson PU 8590 LD for direct glazing and other assembly work in vehicle construction. The polyurethane-based adhesive contains no health-hazardous substances or organic solvents. This ensures a high level of worker safety. Henkel says that its new adhesive enables manufacturers to achieve a significant reduction in vehicle weight. It is significantly lighter than its predecessor. By using it for elastic bonding, it is

possible to achieve a substantial reduction in the overall weight of a vehicle. A bus, for example, normally incorporates around 250kg of adhesive. By using Teroson PU 8590 LD ad-

hesive, around 50kg of weight can be saved. Any saving in weight is always welcome and has a positive impact on fuel consumption and exhaust emissions.



New adhesives can save weight.

## BUSWORLD INTERNATIONAL DINNER & PARTY IN THE MIRROR PALACE



Busworld International organises a Busworld International dinner & party in the Mirror Palace on Friday 18 October. There will be food, drinks and entertainment from all the Busworld countries. So invite your customers and spend a great evening with the Busworld team.

Interested? Please book your seats at [mieke.glorieux@busworld.org](mailto:mieke.glorieux@busworld.org).

The Mirror Palace will be open every evening during Busworld. It is a great place to relax after a busy day in Busworld to meet friends or entertain customers. You can also find more information about the different menus on the website (see: side events night).

Admission is free, but please show your Busworld badge to gain entry.

The Mirror Palace is centrally located on the Schouwburgplein, in the middle of Kortrijk, at 5 minutes from Kortrijk Xpo.

# SOLARIS LAUNCHES AT BUSWORLD

Solaris continues with the innovative development of all-electric versions of its popular Urbino city bus family.

The company will show a 12.0 metre battery powered Urbino with an automatic roof-mounted system for fast charging. This can enable the daily range of the vehicle to be extended quite considerably.

The challenge with all battery powered buses is not just having sufficient energy for the bus to serve its route, but also to power all the ancillary systems, like interior and exterior lighting, doors, power steering and so on, but even more so air conditioning in the summer and heating in the winter. Current battery technology is not sufficiently advanced for this challenge, so regular fast charging during the day is essential to maximise range. Like other manufacturers, Solaris is ready for Euro 6. Two other exhibits will include an InterUrbino interurban coach with a Cummins



The all-electric Solaris Urbino bus.

6.7-litre Euro 6 engine and an Urbino 18 low floor city bus with the DAF MX-11 power unit. Solaris continues to develop its impressive export business. Recently the company signed its first ever order from the highly competitive Turkish market. ESHOT, the principal operator in the city of Izmir, will take 100 Urbino 18 articulated buses. That order was signed shortly after Solaris handed over the 2,000th bus that it had sold in Germany.

## COACH OF THE YEAR 2014

The Setra ComfortClass S 515 HD has been awarded the "Coach of the Year 2014" by a jury consisting of 19 leading European trade journals, each representing a different country. The judges were won over first and foremost by the overall design concept of the ComfortClass.

They carried out extensive tests, including noise measurement inside the coach, and assessed the workmanship, braking performance, safety features, handling, ergonomics, passenger-friendliness and economic efficiency.

The "Coach of the Year 2014" award will be handed over at Busworld Kortrijk by Stuart Jones, Chairman of the International Bus and Coach of the Year Jury.



The Setra ComfortClass won this coveted award.



Join us on Twitter (@Busworld), Facebook (page: Busworld) and LinkedIn (group: Busworld)!

Receive the latest bus and coach industry news via our monthly e-newsletter. Register at our website [www.busworld.org](http://www.busworld.org)

## Get the free busworld app

**The busworld kortrijk app includes**

- Seminar schedule
- Complete overview exhibitors
- Latest busworld news
- Interactive floorplan

[mobile.busworld.org](http://mobile.busworld.org)

The app is available on:

## newsletter online

The Busworld Newsletter is now available on-line at [www.busworld.org](http://www.busworld.org). Alternatively, we can arrange to send it to you by e-mail.

Please make your request to [inge.buytaert@busworld.org](mailto:inge.buytaert@busworld.org).