Benteler Engineering Services presents "Electric-Retrofit"

Benteler Engineering Services, a development partner with engineering experience across various market segments, presented its program "Electric-Retrofit" on occasion of the trade show "Busworld" in Kortrijk.

Turning buses with diesel engines into electrically driven vehicles is an attractive alternative to buying new zero-emission vehicles offering cost advantages to the operator.

When retrofitting existing buses, the original drivetrain is replaced by a special axle drive module in order to electrify the vehicle. For the modification Benteler Engineering Services has chosen Ziehl-Abegg, an international company in the field of drivetrain technology, to deliver the axle drive module. The Ziehl-Abegg module converts braking energy directly back into electricity through recuperation. Due to the replacement of the original drivetrain with the axle drive module most of the moving parts in the drive train are eliminated resulting in lower maintenance activities and service requirements.

After retrofitting the energy consumption is about 0,9 kilowatt hour per kilometre reducing operating costs significantly. This leads to an acquisition cost recovery within a reasonable timeframe. In addition to cost savings, Electric-Retrofit offers an environmentally friendly public transport for both urban areas as well as airports as exhaust and noise emissions are reduced. Electric-Retrofit has been developed for city buses with 10,5 meter, 12 and 18 meters in length and buses for short distance transport at airports with 12 and 18 meters in length.

Retrofitting projects will be operated by the Dutch subsidiary of Benteler Engineering Services in Helmond, the Netherlands.

Irizar surprises with i8

Irizar surprised Busworld with the i8, the Spanish bus manufacturer’s brand-new showpiece.

It is the successor to the Irizar PB, the illustrious bus whose production will be discontinued next year. However, the new i8 still has plenty of familiar features that made the PB so famous.

The unique ‘face’ is still there and has been styled further. It is now in a V shape, which is repeated at the back. The ‘face’ is further embellished with LED headlights. The back has a sleek design and is accentuated by the beautiful LED back lights. The i8 is once again an integrally constructed coach fitted with a DAF MX 13 engine. The Spaniards talk about a service interval of 100,000 kilometres, which seems to create the first condition for a favourable TCO. During this edition of Busworld, only integrally constructed coaches are on display at the Irizar fair booth, including a new i6 three-axle and of course the electric city bus i2. The seats of the new i8 have been especially designed to reduce weight, promoting the comfort of the passengers. Irizar developed the seats in close cooperation with Vogel.

The driver dispenses of a completely new, ergonomic dashboard. The tools and the display for the navigation and the like are strategically located and very accessible. The navigation can be operated by means of a joystick. All other accessories, such as the air-conditioning, entertainment, microphone, camera operation and the like, have been put together in a central console.