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Scania's new cabs:

A beautiful combination of ergonomic design and comfort

- **Scania's modular thinking forms the basis for customer-unique solutions**
- **A new driver's position increases flexibility and safety**
- **Focus on the driver experience and ergonomic design for the driver**
- **The same level of quality, fit and materials as in passenger cars**
- **The cab is split into zones, with different functionality and lighting**

When Scania developed the cabs for their new truck range, there was a clear benchmark to start from and exceed - the popular and justifiably renowned cab interiors in the current P, G and R cabs. In the new generation, Scania has incorporated everything from its combined experience in the area with the results and feedback from hundreds of press tests, customer workshops and, not least, feedback from drivers. The results have all the ingredients for setting a new standard in the industry.

"The challenge is creating a flexible range of cabs that can, without compromise, offer the right solutions and right functionality for all applications and needs," says Göran Hammarberg, Head of Cab Development at Scania. "Despite the fact that needs can differ radically in different driving situations and assignments, our goal is for all drivers to be able to feel confident that no one else can offer a better solution for their particular truck and the conditions they work in."

Scania finds the solution to that challenge in its modular system, the concept whereby Scania can always offer highly specialised solutions based on a relatively limited number of basic models.



Scania's modular approach is an important customer value since it allows Scania to always offer highly specialised customer solutions, irrespective of the type of application the customer needs for a specific assignment. The modular system also simplifies spare parts supplies, allowing the customer's trucks to get back to work more quickly after a repair.

"The modular system is one of our most distinctive customer values as it gives all customers unparalleled opportunities for a customised solution based on their operation. At the same time, it also means that everything from lead times to repair costs are kept in check if damage should occur, for example," highlights Göran Hammarberg. "This of course adds to offering the best total operating economy for Scania customers."

The driver in focus

Naturally, the interiors of the new cabs have been designed to offer the driver optimum driving and resting space. Driver's seat adjustment options are now even more generous – all drivers between the height of 150 cm and 200 cm should be able to find a comfortable driving position. What is more, visibility forwards as well as to the sides has been improved thanks to the driver's starting position having been moved closer to the windscreen and slightly to the left. A lot of effort went into the design of the A-pillars in order to optimise the critical side-angle field of vision. The entire dashboard has been lowered slightly compared to previous models, which makes a big difference to forward visibility.

Particular focus has also been placed on ensuring there is plenty of room for knees and feet for tall drivers, even when they are wearing warm, rugged

clothing and big boots. The redesigned dashboard panel also makes it easier to move sideways inside the cab when the vehicle is parked.



The interior of Scania's new cabs is characterised by an ever-present sense of premium and virtually limitless flexibility. No matter whether the driver feels the need for two refrigerators, hundreds of litres of storage space, or a bed with the utmost comfort, Scania has the solution.

"The interior design has of course been as thoroughly developed as the exterior," says Kristofer Hansén, Scania's Head Designer and the person behind the visual design of the new truck generation. "When you get into the cab, you should immediately and without hesitation realise that you are in a Scania. The dashboard's design is characterised by accessibility and functionality combined with sweeping lines that help the eye, and even the hand, find their way about so you feel secure with the vehicle. We have really focused on creating a design that helps drivers do their job. At the same time, we have also tried to avoid exaggerated dimensions and bulkiness as this feels rigid and old-fashioned."

Good use of space

Important functions can be specified with built-in automation, for example rain sensors. Other more basic requirements are met through perfectly adapted ergonomic design where everything from chilled drinks to mobile phones are close to hand in easily accessible storage spaces. The external side storage in the larger cabs has a 410 x 570 mm opening and this space can also be reached from inside the cab.



Storage capacity is designed with the focus on availability and flexibility and can be supplemented with features such as shelves, hooks and nets to suit individual requirements.

The storage options have been extended, with a particular focus on volume and accessibility. The layout of the cab has been carefully planned and the space has been well used, down to the last detail. A wide range of flexible options for storage boxes, shelves, hooks and nets can be added depending on cab type, choice of bed and other specific needs. The bed options in particular are especially generous. The lower bed as well as a possible upper bed can be specified in a variety of designs and performance steps, based on individual needs and comfort requirements.

"In the S cab, it is possible to specify two 80 cm beds (of which the lower bed can be extended to 100 cm) with our most advanced mattresses; for example, for long-haul vehicles with dual driver systems," says Göran Hammarberg, Head of Cab Development at Scania. "So no one has to make do with a substandard bed, and both drivers can sleep in optimum comfort. The spacious S cabs are also equipped with extra insulation and in every detail provide very carefully engineered and comfortable solutions that offer the best conditions for a good night's sleep. What's more, the S cab's flat floor makes it easy to move about inside the cab."

Complete freedom

Even the instrument panel is modular in the new cabs, making it is easy to customise according to customer needs as regards ergonomic design,

buttons, controls and storage in various performance stages. It is also worth noting that all materials, clearances and tolerances are produced with the same level of finish and fit as in passenger cars.

"The standard of finish, tactile feel and fit have been elevated to a whole new level for the truck industry, but at the same time everything must of course be robust and, as before, able to function unhindered throughout the truck's lifespan," says Kristofer Hansén.



The dashboard too is modular in structure and can be easily tailored to suit individual wishes or demands. Irrespective of the cab version specified, it is characterised by a solid feeling of quality of the sort previously only associated with cars.

Anyone who has ever driven a Scania will probably feel at home in the driver's seat, even if everything is new.

"We aren't changing the basic ergonomic design just for the sake of it, we have of course made good use of the experiences we have gained at Scania along the way," emphasises Fredrik Pehrsson, Head of Vehicle Ergonomics. "For example, there are a lot of different options now depending on how you want to arrange your storage. And regardless of whether you choose an S cab with a flat floor or a day cab from the R series with the focus on robustness, everyone will notice that the materials used in the cabs are of the highest quality."

The modular construction also includes buttons and controls, which are such an important element in much of a truck driver's working environment. Thanks to the modular construction, each driver can design their own solution based on the most relevant needs and functions for a certain type of truck or assignment.

"You will be able to change and individualise the look even more than before. Together with perfect ergonomic design, exact colour matching and material choices, this helps create a comfortable workplace with a high-quality feel," explains Kristofer Hansén, Scania's Head Designer. "At the same time, the interior is of course scratch resistant and can withstand thorough cleaning. The controls located in the door, for example, are designed to withstand both water and dust, even in the very long term."



After nine hours behind the wheel it's great to be able to relax in front of the TV before going to bed. It is possible to specify both a comfortable swivelling 'armchair' and all the wiring and other infrastructure needed for installation of a TV set.

As an optional extra, there is a passenger seat that can swivel and recline for better ergonomics in the cab, enhancing the feeling of different zones. There are a number of interior lighting options that allow users to dim the lights and create various moods. The blackout curtains have been further enhanced, with upgraded material and even simpler handling. The inner sun visors can be lowered separately and are easy to adjust while driving thanks to a handy mechanism.

Comfortable climate

Scania has also developed completely new climate systems. These are very important features that, perhaps more than any other aspect, help deliver the perfect driving environment that is such a renowned Scania hallmark. The new climate systems ensure that it is always the driver, not the external conditions, that ensures the experience is one of the highest comfort, both when driving and when resting, and regardless of whether the truck has a manual or an automatic climate system.

"How well the climate system works is something of a dividing line in the world of trucks," says Göran Hammarberg, Head of Cab Development at Scania. "It is a significant challenge bearing in mind that there is a relatively large volume of air in the cab, which is affected by both external

temperatures and heat radiation caused by the large windows. We have also introduced a number of sensors for things like sunlight, humidity and the current air quality. In the new generation it is the driver and no one else who decides how, where and when the temperature is hot, cold or just right in their cab."

The cab range is ready for installation of auxiliary cab heaters and can be ordered with a completely integrated system for charge cooling straight from the factory. The system is integrated with the standard climate system so that heated or cooled air is supplied via the standard air vents and controlled via the standard climate panel. This means a steadier temperature, a quieter system and uniform distribution of the right temperature. The auxiliary heaters are available with remote operation and it will be possible to use them together with alternative fuels.

Thanks to better cab insulation, the new climate systems in the vehicles use less energy, which is good for fuel consumption. Naturally, the systems have been optimised for minimum power consumption. A lot of focus has been placed on reducing maintenance requirements for the climate systems and optional extras. One important aspect is that the defroster and defogger functions have been improved. Yet another level of comfort is that the vehicles can be ordered with heated windscreens.

Highest sound quality

When it comes to the infotainment system, there are a number of options and functions to choose from. It basically boils down to two well-integrated systems with 5" or 7" screens. Integrated steering wheel controls are standard, as is voice activation via a hidden microphone in the roof.

"Both units naturally have inputs for AUX and USB, as well as the ability to hold two external units, for example the driver's private and the haulier's mobile phones, simultaneously connected via Bluetooth," says Göran Hammarberg.

The larger model has two camera inputs. Both are supplied with four loudspeakers as standard, with the option to later add a central loudspeaker and a subwoofer. It will be possible to specify the sleeper cabs so they are set up for subsequent installation of things like television, straight from the factory.



Modern infotainment systems are an important part of the driver's workday. Apart from features such as music and navigation, the infotainment system is also an important link for many drivers to their home base since the unit can be linked to the haulage firm's fleet management system. The screen can also be used to provide safety-related information from special cameras (option).

"Functionality-wise, the infotainment system is in line with the latest leading systems in cars, but of course with the demands on lifespan and robustness that are set for trucks," says Anna Selmarker, head of HMI (the digital interaction between people and machines) at Scania. "Development in this area moves fast, which is why we will gradually be adding further functions in the future within the framework for Scania's range of connected services and ADAS (Advanced Driver Assistance Systems) functions."

Class leading

The new cabs from Scania build further on the wide range of knowledge about the needs and requests of truck drivers that Scania has accumulated in its role as a leading manufacturer. In the first stage of production, Scania will offer eight different cab variations, but the range will quickly be expanded with more models. But which single cab innovation is the most important one in the new range?



The design of Scania's cabs is based on all the knowhow that Scania has built up over many years as a leading manufacturer. Carefully weighing in the specific needs of each unique application is an important part of Scania's offer, and an important detail which in the long term can have crucial significance for the customer's profitability.

"We don't think in those terms," says Göran Hammarberg. "Every detail has an effect on overall usability and, ultimately, it is always the customer's needs that determine the outcome and the specification. We have been able to start from scratch this time, with our combined experience as our springboard. We have all the necessary tools to be able to offer customised solutions to every type of Scania customer, regardless of the specific needs for their kind of applications."

For further information, contact:

Örjan Åslund, Head of Product Affairs, Scania Trucks, tel. +46 (0)70 289 83 78,
email orjan.aslund@scania.com