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## Scania's new powertrain cuts fuel bills by three percent

- Scania's goal of playing a leading role in sustainable transport is reflected in a three-percent reduction in fuel use in all new engines.
- The average total fuel-savings for the new truck generation are five percent, thanks to improved aerodynamics.
- Introducing a new version of Scania's inline 13-litre engine for Euro 6, boasting 500 hp.
- Layshaft brake system cuts gearshift time in Scania Opticruise by up to 45 percent.

All Euro 6 engines in Scania's new truck range feature new engine management systems and the fittings have been completely reworked. Improved cooling capacity and other changes open the way for an average fuel-saving of 3%. Scania is also introducing an updated 500-horsepower version of its 13-litre engine. And the introduction of a new gearchanging function means that Scania Opticruise now changes gears faster and delivers a driving experience that is as dynamic as it is harmonious.

All of Scania's 13-litre engines from the new 500-horsepower version down now rely exclusively on SCR for aftertreatment.

"The latest updates to the powertrain in the new truck generation reduce diesel consumption by three percent," says Björn Fahlström, Vice President, Scania Trucks. "This means that long-haul truck operators can now get an efficient powertrain solution that is perfectly suited to their driving assignments."

Scania's long-haulage customers can also count on extra fuel savings of about two percent, due to great improvements in the aerodynamics – making them probably the best in the truck world – and finely-honed gearchanging strategies.

"Compared to today's Scania Streamline, our extremely efficient long-haul trucks with Euro 6 engines generally provide a fuel reduction of five percent, all other things being equal," says Fahlström. "For a long-haul truck that covers 150,000 kilometres a year, this represents a reduction of about 2,200 litres of diesel and significantly reduced fuel costs."

## Layshaft brakes speed up gearchanges

Scania is introducing a layshaft brake as standard in Scania Opticruise automated gearboxes. Together with overhauled software for powertrain control, the layshaft brake system makes the countershaft and main shaft synchronise, making each significantly faster, meaning that the next gear can engage almost immediately.

"With the layshaft brake system, Scania's most common gearbox for long-haul trucks, the GRS905, can change gear in 0.4 seconds," says Fahlström. "This means that gearshift time is almost halved. This provides a special driving experience with the powertrain working extremely harmoniously."

## Sustainable solutions

Scania has the most extensive Euro 6 engine programme of all European manufacturers. In addition to fuel-efficient diesels, Scania also has the broadest offering of engines for alternative fuels, such as FAME and RME biodiesel, natural gas and biogas, and ED95, as well as HVO biodiesel in the current truck generation.

"We are going to introduce more engines for alternative fuels in stages," says Fahlström. "The exception is of course HVO, which can already be used in all our Euro 6 engines, regardless of the truck generation."

## For more information, please contact:

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*Scania is a part of Volkswagen Truck & Bus GmbH and one of the world's leading manufacturers of trucks and buses for heavy transport applications. Scania is also leading provider of industrial and marine engines. Service-related products account for a growing proportion of the company's operations, assuring Scania customers of cost-effective transport solutions and maximum uptime. Scania also offers financial services. Employing some 44,000 people, the company operates in about 100 countries. Research and development activities are concentrated in Sweden, while production takes place in Europe and South America, with facilities for global interchange of both components and complete vehicles. In 2015, net sales totalled SEK 95 billion and net income amounted to SEK 6.8 billion. Scania press releases are available on [www.scania.com](http://www.scania.com)*

The following six Scania engines that meet Euro 6 regulations are currently available in the new truck range. More will be added later:

	<i>Engine type</i>	<i>Max. power at r/min</i>	<i>Max. torque at r/min</i>
13-litre 410 hp 450 hp 500 hp	DC13 141 410 DC13 148 450 DC13 155 500	302 kW (410 hp) at 1,900 r/min 331 kW (450 hp) at 1,900 r/min 368 kW (500 hp) at 1,900 r/min	2,150 Nm at 1,000-1,300 r/min 2,350 Nm at 1,000-1,300 r/min 2,550 Nm at 1,000-1,300 r/min
16-litre 520 hp 580 hp 730 hp	DC16 105 520 DC16 106 580 DC16 107 730	382 kW (520 hp) at 1,900 r/min 427 kW (580 hp) at 1,900 r/min 537 kW (730 hp) at 1,900 r/min	2,700 Nm at 1,000-1,300 r/min 2,950 Nm at 1,000-1,350 r/min 3,500 Nm at 1,000-1,400 r/min

## TECHNICAL ENGINE DATA

### Euro 6 – base engine data

	<i>13-litre diesel SCR</i>	<i>16-litre diesel EGR + SCR</i>
Working principle	Intercooled	Intercooled
Displacement	12.7 litre	16.4 litre
Firing order	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Cylinder configuration	Inline six	90° V8
Cylinders	6	8
Valves per cylinder	4	4
Cylinder diameter x stroke	130x160 mm	130x154 mm
Fuel injection	Scania XPI	Scania XPI
Compression ratio	19.4:1	17.4:1
Emissions system	Scania FGT, DOC, DPF, SCR	Scania EGR, VGT, DOC, DPF, SCR
Max. exhaust braking at r/min	256 kW 2,400	320 kW 2,400
Oil capacity	43 litres	43 litres