

PRESS RELEASE



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Scania's new generation:

NEW CABS AND FEATURES FOR ALL KINDS OF REQUIREMENTS

- All variants of G cabs and a number of P cabs introduced
- Special focus on robust day cabs for construction applications
- Electric parking brake with auto hold and safety features
- High air intake in two configurations, operating time as much as quadrupled
- Vertical exhaust outlet with two possible positions
- Large and flexible wheel housings for varying dimensions and needs
- Several suspension options such as 2x33-millimetre parabolic suspension
- New combined options with disc or drum brakes and EBS
- Bodybuilding work made easier and with easily accessible information.

Scania is now rapidly extending the range of cabs available for the new truck generation. R, S and some G cabs have already been introduced, and now P cabs are being added. Several different roof heights and versions can be ordered for all the cabs introduced into Scania's range as well. In addition, Scania is now introducing features and solutions that are specifically associated with construction applications, such as robust leaf spring suspension, high air intakes and vertical exhaust outlets.

Scania continues to expand and extend the number of complete applications and possible configurations for the new truck generation and is now rapidly



reaching the point at which the vast majority of customers can order everything they need, regardless of application. The first G cab was introduced in May; it is now joined by several variants and the long-awaited P series, which is available in both short and long versions with three different roof heights.

“There’s now a really wide range available,” says Anders Lampinen, Segment Director, Construction, Scania Trucks. “It ranges from day cabs such as the P14 or G14 cabs with a low roof through to the S20 Highline and everything in between, which means that the majority of customers can have their new vehicle tailored precisely to their needs and requirements, regardless of application.

The factor that allows Scania to create such a broad offering is, of course, the well-recognised and respected modular approach that Scania has almost brought to completion in the new generation. By using a limited number of different components Scania can build different cabs that externally and in terms of their application look very different and yet have the majority of parts in common.

“The modular design is a strong customer-value proposition,” Lampinen says. “You don’t need to make do with compromises but have access to optimised solutions without compromising costs or jeopardising the supply of spare parts. It doesn’t matter whether you mainly drive in urban areas in the daytime or on remote country roads and sometimes need to spend the night in the vehicle. Each construction haulier can still get just the right cab.”



When Scania introduced the R and S cabs last year they were widely acclaimed for both their external and internal qualities. The exterior was praised for combining contemporary charisma with Scania's design DNA and class-leading aerodynamics and the interior for its driver focus, the feeling of quality and spaciousness and the ability to customise the features and solutions that drivers want in their workplace.

The G series (the first variants of which were introduced in May) and P series cabs now being introduced are naturally based on the same type of approach and solutions as the large sleeper cabs – in fact, they are built using components with exactly the same origin.

For many construction hauliers the G series is well positioned to become the favourite. On the one hand there are several variants to choose from, and on the other it appears to strike a good balance between factors such as size, weight, load capacity and boarding steps.

“We think that the CG17N, a day cab with a normal roof, has all the makings of a success in the construction sector,” Lampinen says. “Without encroaching on the space needed for bodywork it offers plenty of space and volume for the driver. Add to this sleek boarding steps, a perfect view out and overview, a single bunk for resting and new options for flexible storage – it's obvious why we see it as a potential favourite.”

The G cab is available in five different basic configurations ranging from the CG14L with a low roof through to the CG20H in the Highline version. With the normal roof, the internal ceiling height is a full 10 centimetres higher than before. Compared with the corresponding R cab the boarding steps are



somewhat lower but the engine tunnel is 16 centimetres higher and does not, of course, provide the same potential for movement in the cab.

P series – the easy choice

While the G series is being topped up with more options, the P series is now also being introduced for the first time in Scania's new truck generation. It is possibly even more versatile than the G series and will have a total of eight different configurations when they are all in place.

In the first stage there will be six different P cab variants ranging from the CP14L with a low roof – particularly suitable as a starting point to make room for highly productive and advanced bodywork that goes over the cab roof – to the CP20H for those wanting comfortable interior spaces, a lower weight and lower boarding steps with a cab that is mounted lower in relation to the vehicle's chassis (with the drawback of a higher engine tunnel).

“Of course, there isn't the same demand for all the versions, but for us at Scania it's a matter of credibility to be able to offer the right variant for applications and requirements that are not so common as well,” Lampinen says. “The entire Scania philosophy of always being able to offer the best total operating economy, thanks to customised solutions for all applications, is based on the diversity and customer benefit provided by the modular system.”

The P series in Europe is mainly intended for customers who rarely stay overnight in their vehicles but who often climb in and out of them. Examples of this are regional or city-based distribution traffic and, of course, different



types of construction operations. The comfortable boarding steps and the fact that you are more on a level with fellow road users is one of the obvious benefits.

A new P cab with a low roof has the same roof height as a P cab from the PGR generation (which of course provides compact outer dimensions, so it is good in environments where headroom is limited), whereas a CP17N or CP20N provides a cab that has 10 centimetres more interior headroom than previous versions. The fact that all of Scania's cabs in the new generation are somewhat longer (CP17 rather than CP16, for example) has to do with the fact that the interior spaces have increased lengthwise, measured in decimetres as the distance from the torpedo wall in the foot-well to the rear wall of the cab, thanks to more efficient packing.

Electric handbrake

Scania is now also introducing an electric parking brake option for the first time. Its actual location is the same, slightly to the right of the panel in front of the driver, but the control is more reminiscent of what is available in modern passenger cars (albeit sized for a truck). The control is pressure-sensitive, which means that it can be applied gradually.

Since the parking brake is electrically controlled, it can also be equipped with new functionality. One example is that it is automatically applied if the speed is low and the driver releases the safety belt or the door is opened – a smart safety feature that ensures that stressed drivers never experience the horror of seeing their parked truck starting to move. This is a feature that has been requested by major transport buyers, mainly in the distribution segment.



The hill hold functionality has also been enhanced. When the electric parking brake's autohold position is activated, there is no time limit on the length of time it will hold the vehicle. It is also automatically reapplied when the truck stops again, such as in traffic queues). If the vehicle is stationary for slightly longer, it automatically switches from autohold (which uses the service brakes, when a green parking brake symbol is displayed) to the parking brake (which uses the spring brakes and displays the customary red parking brake symbol).

One aspect of all types of driver assistance systems is that they must not cause unnecessary annoyance. Scania engineers have therefore paid special attention (after carefully studying passenger car brands such as VW and Audi) to factors such as take-off being as smooth as possible, regardless of whether the parking brake or the autohold function is being disengaged when the driver, with a gear engaged and the engine running, requests it via the accelerator pedal. If the vehicle has been parked with the parking brake activated, it is disengaged (provided that all criteria for activation such as seatbelt are met) and the truck automatically switches to autohold to drive off smoothly.

Several pieces in the construction offer

With the wide introduction of components and solutions with a particular focus on applications in the construction sector, Scania is now also introducing a raft of other, eagerly anticipated components and solutions. To some extent these are of course components and configurations that were previously in Scania's construction offer, but many are completely new or are ones that have been further developed and improved.



The latter category includes options such as high air intakes (in addition to the standard front-mounted air intake) in two different versions, one of which is specially designed for heavy-duty applications. High air intakes are intended for driving in dusty and exposed environments and help to ensure high uptime without affecting fuel consumption because of long inlets and clogged filters.

The HD version of the Scania has two air filters and can handle nearly 40 kilos of dust before service is required, thus quadrupling the operating time compared with earlier solutions. A solution with a vertical exhaust outlet is also now available. What is new is that it can be fitted in two different positions behind the cab, thus facilitating some bodybuilding work.

For construction vehicles in particular, cab suspension is of particular importance, both in relation to driver comfort and balancing this against robustness. Scania is now offering mechanical four-point suspension in two different versions. The heavy-duty variant allows greater cab movement to avoid impact during really tough off-road driving.

Another feature that is appreciated by construction hauliers is the option to customise wheel housings and mudguard edges to the choice of suspension and wheels. Specific cases are those who, for example, want plenty of room for unimpeded driving with snow chains or with really coarse single-mounted tyres. Scania is also now introducing newly developed, fully adjustable mudguards for the second axle for vehicles with double front axles. Regardless of the choice of tyres and chassis, the mudguard can be easily adjusted to the right height.



Suspension and chassis

Construction vehicles are highly dependent on having chassis compositions that match their normal tasks. The choice of steel or air suspension is controlled by a number of parameters; a not uncommon configuration is to use a combination of steel and air suspension with front parabolic suspension and rear air suspension. Scania is now introducing yet another option, 2x33 for 9-tonne front axles, progressive parabolic suspension in steel with two 33-millimetre leaves.

This results in a balanced compromise between comfort, off-road characteristics and stable road holding. A newly developed anti-roll bar for the second axle also helps with road holding on vehicles with double front axles. It contributes to stability both on public highways, off-road (especially if the centre of gravity is high) and especially when tipping on uneven surfaces.

As for axle and chassis solutions, Scania is introducing a number of new features that are particularly relevant to applications in construction operations. For example, the new generation allows an electronic brake system (EBS) to be combined with drum brakes on 3-axle vehicles. Another innovation from a specification perspective is that it is now possible to combine disc brakes with a 26-tonne bogie, RBP735 with hub reduction. Scania has also switched to helical gears in the planetary gears for hub reduction, which contributes to both a reduced noise level and increased service life.



From the bodybuilder's perspective

Over the course of the years Scania has made a great effort to simplify and make it easier for both customers and bodybuilders to customise the vehicles, an investment that has really borne fruit. Some obvious examples in the new truck generation are that Scania has introduced an upper row of holes on the frame that bodybuilders are free to make use of, the rear shock absorber towers and double front axles do not protrude over the frame, and the electrically controlled tag axle introduced in autumn 2016 has ensured that it is no longer necessary to have any bulky and exposed hydraulic pipes. Scania has now also prepared routings and outlets for both electrics and air, which make things easier for bodybuilders, thus making improvised solutions superfluous.

“We receive daily evidence of appreciation,” says Torben Johansson, Director of Scania’s Bodybuilding Centre in Södertälje. “Bodybuilders are aware of the fact that we have high ambitions and are serious when we say that we are there to give them support. Just like we do with the truck deal itself, we seek to establish a partnership. When we talk the same language it’s immediately evident in much-reduced lead times, increased productivity and a better night’s sleep for all involved.”

Apart from developing and making it easier to carry out bodybuilding work on the vehicles themselves, Scania is also focusing on information and training. Some examples of this are a newly developed website with useful information and drawings, and various physical or net-based training courses for bodybuilders.

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Scania is a world-leading provider of transport solutions. Together with our partners and customers we are driving the shift towards a sustainable transport system. In 2016, we delivered 73,100 trucks, 8,300 buses as well as 7,800 industrial and marine engines to our customers. Net sales totalled nearly SEK 104 billion, of which about 20 percent were services-related. Founded in 1891, Scania now operates in more than 100 countries and employs some 46,000 people. Research and development are concentrated in Sweden, with branches in Brazil and India. Production takes place in Europe, Latin America and Asia, with regional production centres in Africa, Asia and Eurasia. Scania is part of Volkswagen Truck & Bus GmbH. For more information visit www.scania.com.

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