



SCANIA SUPER POWERTRAIN

THE FUTURE IS SUPER



SCANIA

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While no one can say for sure what the future will hold, we all work to be a part of it. To succeed, we must evolve, the Scania Super powertrain is the perfect example of that evolution.

Introducing unrivalled powertrain efficiency, the new Scania Super engine platform will secure the future of your transport operations for years to come – giving you more fuel savings, more payload and more uptime than ever before.

The future has never looked better. The future is Super.



FUEL SAVINGS

The transport industry is at a turning point. Not only must today's fleet owners drive efforts to reduce greenhouse gas emissions, they must also maintain profitability. In response, we have invested more than a century of engineering experience to address that challenge. The result? Scania's greatest engineering accomplishment to date.

The new Scania Super is our most advanced and efficient combustion-engine powertrain ever, one which is engineered to meet even the toughest emissions standards worldwide, both today and tomorrow. Delivering additional fuel savings of up to 8% and setting a new industry benchmark for emissions control, the Scania Super becomes the industry's flagship for sustainable transport operations. Whatever the future holds, we know for sure that it will be at least be better – for the planet, your operational performance, and your business.

Better performance

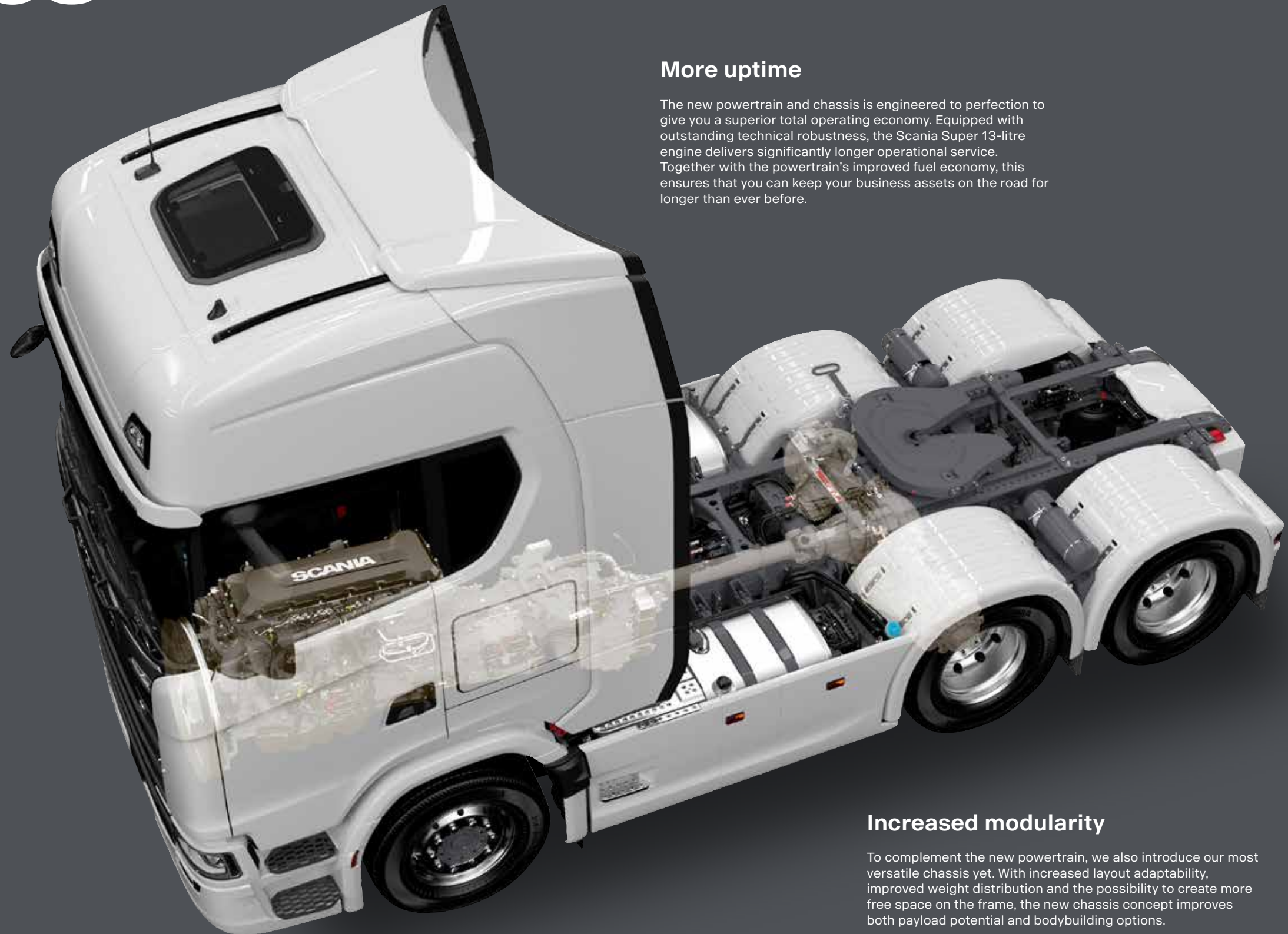
In addition to improved fuel performance, the new Scania powertrain delivers a much smoother drive and an extended horsepower range of up to 560 hp.

More uptime

The new powertrain and chassis is engineered to perfection to give you a superior total operating economy. Equipped with outstanding technical robustness, the Scania Super 13-litre engine delivers significantly longer operational service. Together with the powertrain's improved fuel economy, this ensures that you can keep your business assets on the road for longer than ever before.

Increased modularity

To complement the new powertrain, we also introduce our most versatile chassis yet. With increased layout adaptability, improved weight distribution and the possibility to create more free space on the frame, the new chassis concept improves both payload potential and bodybuilding options.

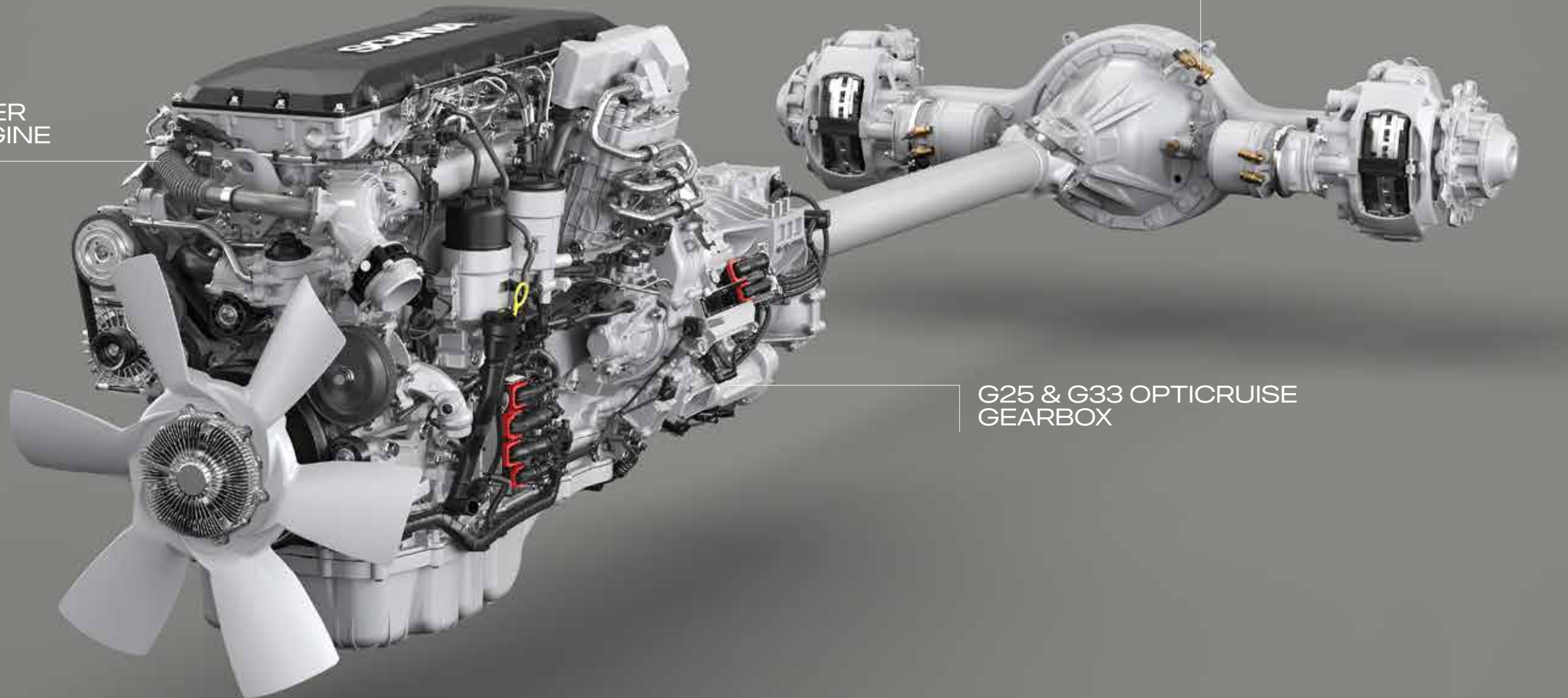


OUR MOST EFFICIENT POWERTRAIN YET

The powertrain's groundbreaking efficiency really is the sum of its different components: the Scania Super 13-litre engine, Scania Opticruise gearbox, and the Scania R756 single reduction rear axle.

Through seamless integration, the world's most efficient truck just got even better.

SCANIA SUPER
13-LITRE ENGINE



G25 & G33 OPTICRUISE
GEARBOX

R756 SINGLE REDUCTION
REAR AXLE

New dual overhead camshafts (DOHC) improve exhaust gas exchange within the Scania Super engine for easier engine aspiration and optimised combustion, contributing to the outstanding engine efficiency.

The new Scania Twin-SCR system, with significantly improved emissions control, is engineered to produce optimised combustion, delivering superior performance and fuel efficiency.

The new optional compression release brake (CRB) can be combined with the Scania R4700D retarder to create an auxiliary brake system with outstanding capacity for the most demanding operations.

The Scania Opticruise G25 and G33 gearbox range introduces a new cast aluminium housing, a wider gear ratio spread and improved oil flow distribution – delivering improved gearshift performance, improved reverse performance and reduced noise.

The Scania R756 single reduction rear axle, with fast gearing options, raises the benchmark for rear axle performance, complementing the superior efficiency of the Scania Super 13-litre engine and Opticruise gearbox.

REDEFINING ENGINE PERFORMANCE

Engineered to perfection to deliver combined fuel savings of up to 8%, the new Scania Super engine is ready to lead the transport industry through a decade of operational challenges.

Through superior driveability, an extended power range of up to 560 hp, and outstanding technical robustness made to deliver more miles of tough operation than ever before, the Scania Super engine is engineered to keep your business rolling further than ever beyond the transport challenges of tomorrow.

50% brake thermal efficiency

The Scania Super delivers industry leading brake thermal efficiency levels of 50%, representing our ambition towards a zero-carbon transport system and guaranteeing your superior fuel performance – regardless of road or load.

World-leading emissions control

The industry-leading Scania Twin SCR system, which introduces dual injection of AdBlue in the exhaust aftertreatment process, contributes to the superior efficiency of the new powertrain and secures its compliance with both existing and future expected vehicles emissions standards around the world.

Premium stamina

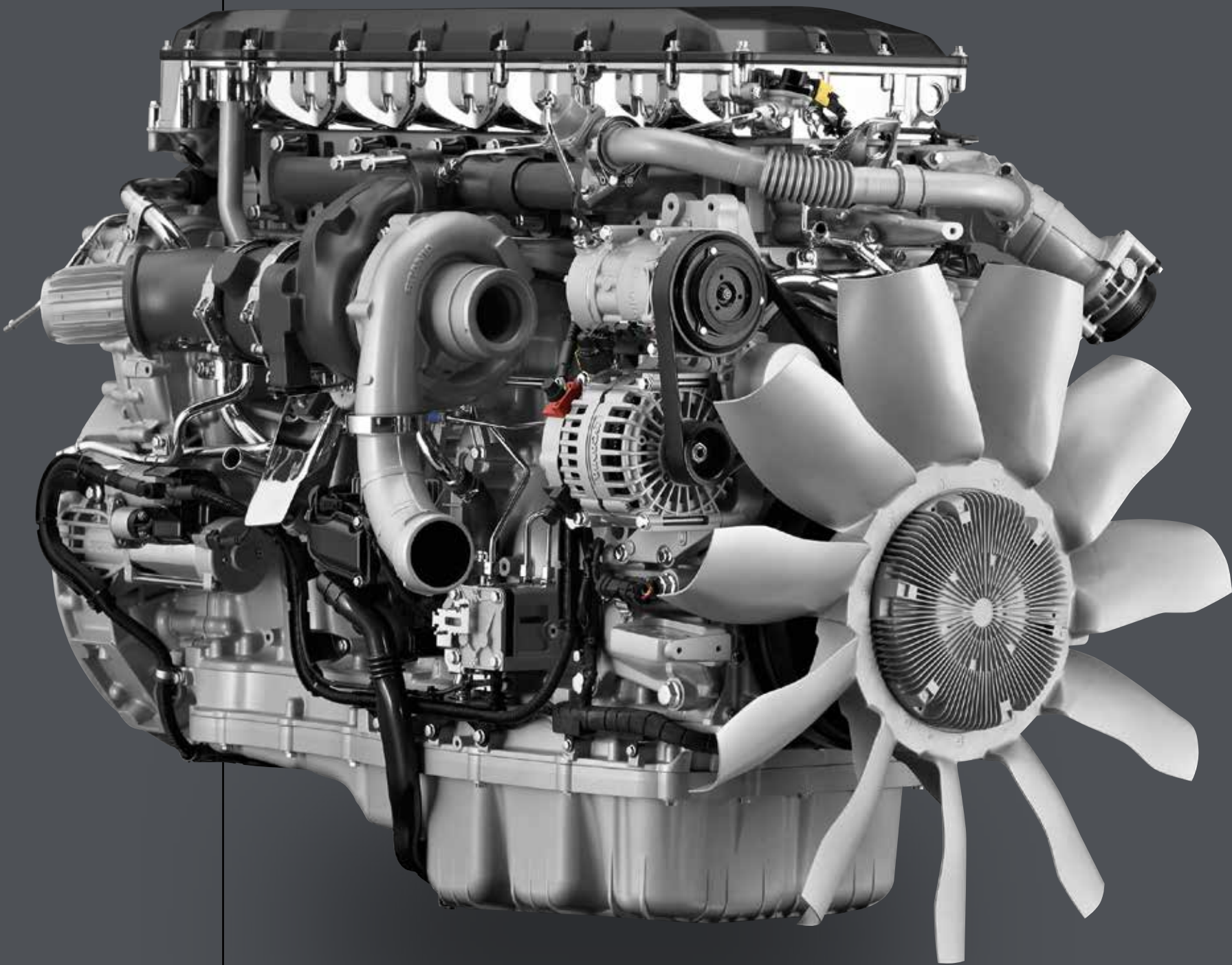
With up to 560 hp and torque up to 2800 Nm, the Scania Super delivers more power than ever before on a Scania 6-cylinder in-line engine. With outstanding stamina, the new 13-litre engine is made to produce effortless propulsion with optimal fuel efficiency.

Integrated auxiliary braking

The engine-integrated compression release brake (CRB) system delivers powerful auxiliary braking capacity for improved engine brake performance.

A bio-fuel champion

The Scania Super range offers compatibility with a range of low-emission HVO fuels and biodiesel/FAME fuels.



Specification range

Emission level	Euro 6			
Power level	420 hp	460 hp	500 hp	560 hp
Torque	2300 Nm	2500 Nm	2650 Nm	2800Nm

SCANIA OPTICRUISE GEARBOX

Industry-leading engine performance demands a highly-efficient gearbox. The Scania Opticruise gearbox range, now available in two performance steps, is a critical enabler of the powertrain’s superior fuel efficiency.

Delivering an almost seamless transfer of power through a wider gear ratio spread and lower internal friction, the Opticruise G25 and G33 set the highest industry standard for gearbox performance. Together with improved overall robustness, the Scania Opticruise remains the leading choice for sustainable, fuel-efficient transport operations.

Outstanding efficiency

Through a new variable oil volume and oil spray system, the Opticruise G25 and G33 offer improved oil-flow distribution which ensure less internal friction and contribute to reduced internal losses by 50%.

More gear options

Based on a wider and more efficient 14-gear ratio, the control system of the Opticruise G25 and G33 will automatically select the optimum gear for every driving situation. The new Opticruise performance steps, with super crawler and overdrive as standard, are engineered to support a higher torque at lower engine RPM – delivering lower fuel consumption.

Outstanding reverse performance

The Opticruise G25 and G33 ensures improved reversing performance, featuring four automated-shift reverse gears as a standard, with the option of eight reverse gears in total.

Improved brake performance

The hydraulic auxiliary brake is enhanced through improved brake blending, delivering a maximum brake torque of 4700 Nm.

Quieter, lighter, more compact

The new compact aluminium housing, together with improved geometric design and oil-flow distribution, make this our lightest and quietest gearbox platform yet.

Superior uptime

Through higher precision engineering and the use of larger oil filters and high-quality oil, the Opticruise G25 and G33 offer an extended oil change interval to give you fewer maintenance stops.

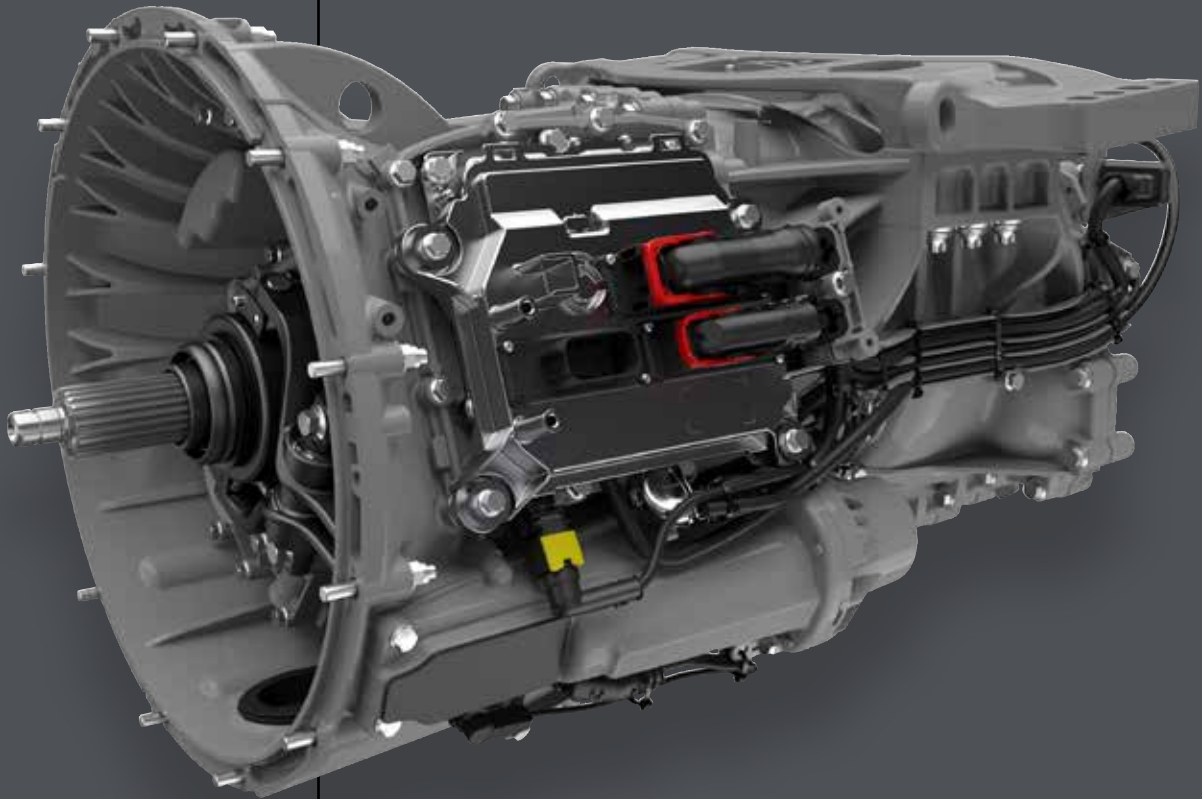
Improved driveability

The Opticruise gearbox is equipped with a new robust management system which is designed to adapt to the current vehicle operation to enable smoother gear shifting, lower fuel consumption and a more comfortable driving experience.

Improved PTO performance

The Opticruise G25 and G33 deliver a more powerful, fuel-efficient, low-noise and low-weight clutch-driven power take-off (PTO) range, offering even higher continuous power output to support heavier equipment such as hydraulic pumps.

	Weight (compared to predecessor)	Engine compatibility	Torque capacity
G25	75 kg lighter	Up to 460 hp	2500 Nm
G33	60 kg lighter	Above 460 hp	3300 Nm



CLASS-LEADING REAR AXLE EFFICIENCY

Offering a wider range of gear ratios from 1.95 to 4.11, Scania R756 single reduction rear axle is purpose engineered to enable the exceptional efficiency range of the Scania Super powertrain. It integrates seamlessly with the Scania Opticruise gearbox and the Scania Super engine creating the perfect match for all types of demanding operations.

With an improved technical life length, a significantly reduced component weight, reduced levels of internal friction and an extended service interval, the Scania R756 single reduction rear axle is the leading choice for future transport operations.



NEXT-LEVEL MODULARITY

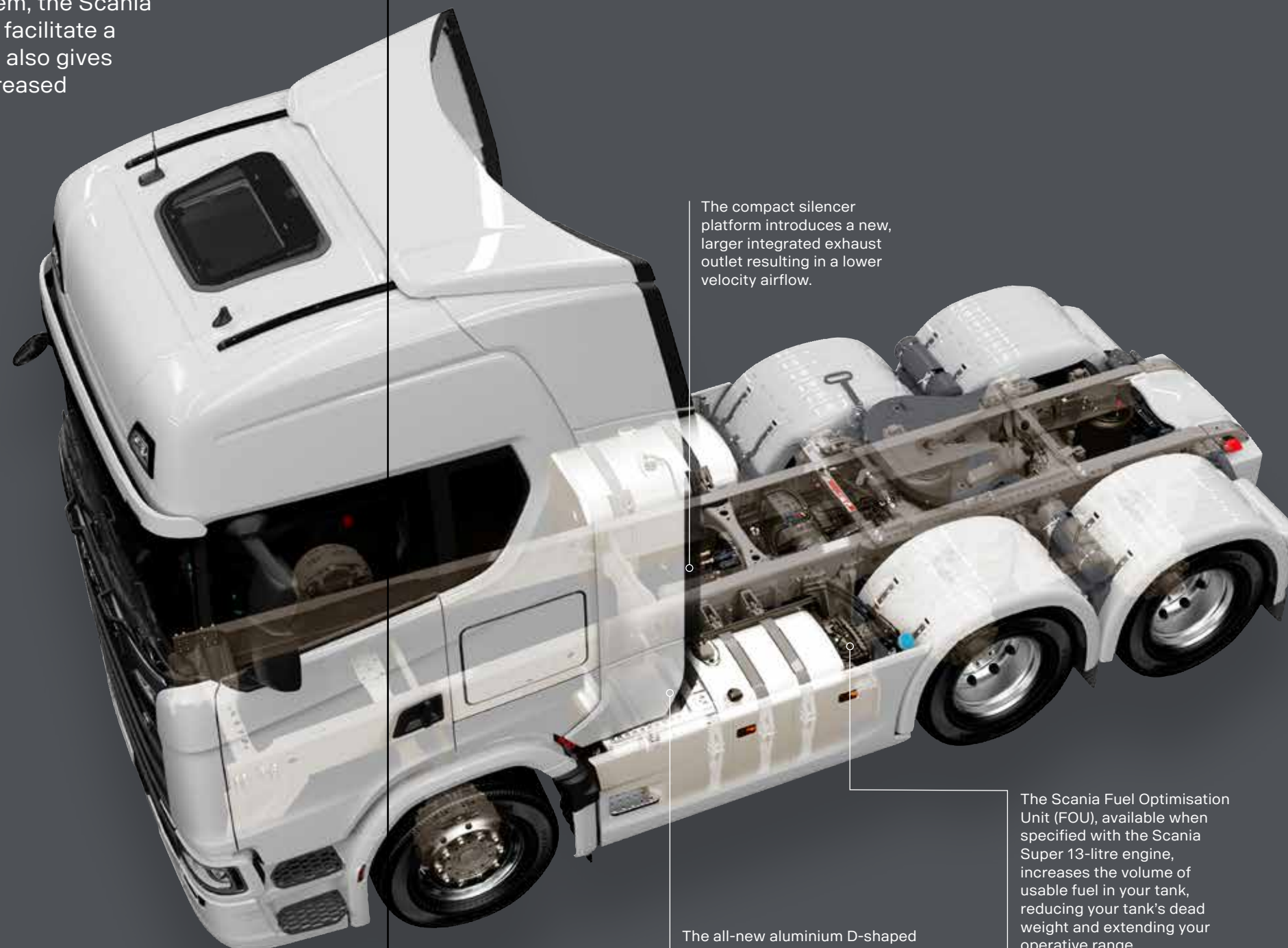
Based on the design strengths of the Scania modular system, the Scania chassis is now more versatile than ever. Not only does this facilitate a smoother bodybuilding process of your Scania truck, but it also gives you more possibilities for optimal load distribution and increased payload potential.

Robustness and flexibility by design

The chassis improved versatility gives you more freedom than ever to prioritise free space where you need it. This results in better integration between the chassis and bodywork, as well as a more modular and predictable chassis layout, giving you a tailor-made truck solution independent of application.

Harness every drop of fuel

The aluminium D-shaped fuel tank range, available from 165 litres to 910 litres, features a new geometric design which is lighter, more robust, and available in many different lengths. The Super also introduces a fuel optimization unit, which attaches to the primary tank and is engineered to increase the usable fuel volume in your tank. It also monitors pump performance and detects early filter clogging which, together with extended fuel filter service intervals, delivers more time on the road for you and your business.



The compact silencer platform introduces a new, larger integrated exhaust outlet resulting in a lower velocity airflow.

The all-new aluminium D-shaped fuel tanks, available in a range of sizes, deliver improved robustness and are designed to integrate seamlessly with the new Scania fuel optimisation unit (FOU).

The Scania Fuel Optimisation Unit (FOU), available when specified with the Scania Super 13-litre engine, increases the volume of usable fuel in your tank, reducing your tank's dead weight and extending your operative range.



For more information contact your
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