



# ELECTRIFIED POWER SYSTEMS

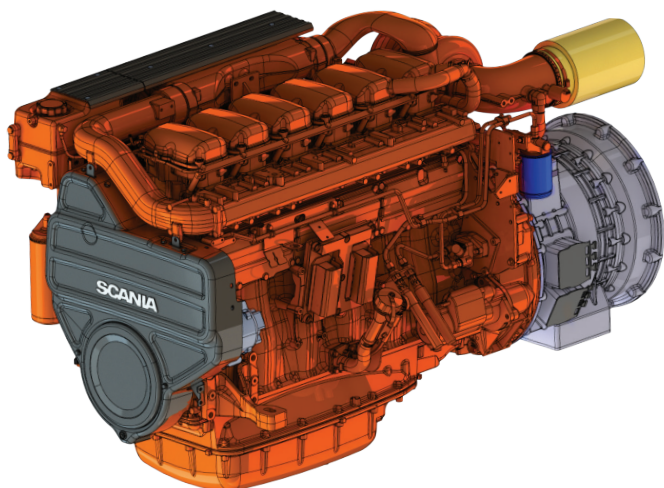
SINGLE SOURCED, MODULAR SOLUTION

Our in-house developed electric solutions draw on Scania's long experience, knowledge, and technology from electrifying on-road vehicles, resulting in high system reliability and outstanding performance in a compact design.

Scania Electrified Power Systems facilitate builder design, installation, and maintenance. Like all Scania power systems, the electric components are modular and scalable, and thereby suitable for several different applications.

All components work seamlessly together and are controlled with a common management system, while standard mechanical interfaces simplify integration with external components. With impeccable interaction between different components to achieve full system integration, electrifying vessels has never been smoother.

## HOW IT WORKS:



### HYBRID ELECTRIC

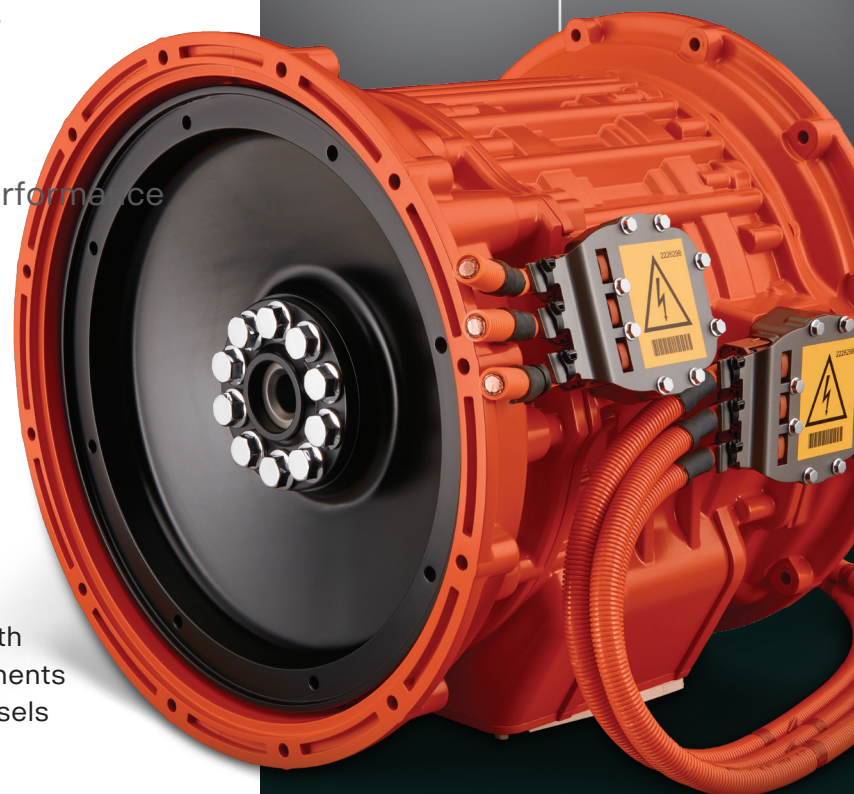
Scania's hybrid system combines an e-machine and a combustion engine — run either together or as stand — alone power sources.

### FULLY ELECTRIC

A fully electric installation powered by an e-machine.



**E-MACHINE**  
OFFERING  
OUTSTANDING  
PERFORMANCE IN A  
COMPACT DESIGN.



# SCANIA

## HYBRID ELECTRIC



# 92%

## POTENTIAL CO<sub>2</sub> EMISSIONS REDUCTION

\*assuming HVO and renewable electricity

- Exceptional torque and response directly from idling
- Significantly reduces fuel consumption
  - ▶ Lowering operational costs, noise and emissions
- Compact design without additional gearbox
  - ▶ Minimizes energy loss
  - ▶ Facilitates equipment design and installation

## FULLY ELECTRIC



# 98%

## POTENTIAL CO<sub>2</sub> EMISSIONS REDUCTION

\*assuming renewable electricity

- Outstanding power density, with maximum torque and response directly from start
- Energy efficiency and low maintenance requirements
  - ▶ Low operational cost
- Almost no emissions or powertrain noise

### CASE STUDY

## M/S REX

An Electrified Passenger Ferry

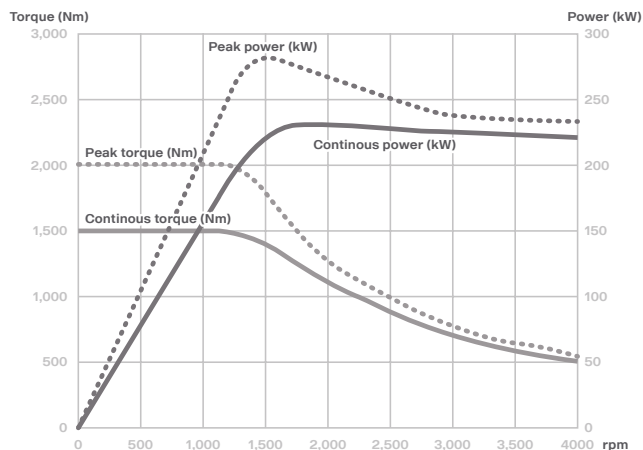


Assuming charging infrastructure is developed, CO<sub>2</sub> emissions could be reduced by up to 47%

The combustion engine meets the IMO Tier III emissions standard and can be run on 100% HVO

M/S Rex can operate ~2 hours in fully electric mode

### E-MACHINE TECHNICAL DATA



<b>Power</b>	230 kW (313 mhp) continuous 280 kW (381 mhp) peak @ 1,500rpm
<b>Torque</b>	1,500 Nm (1,107 lb-ft) continuous 2,000 Nm (1,476 lb-ft) peak @ 0 – 1,300rpm
<b>Speed Range</b>	0 – 4,000 rpm
<b>System Voltage</b>	650 V (DC)
<b>Cooling</b>	Oil Cooled
<b>Interface to combustion engine</b>	SAE 1 flange
<b>Interface to driveline</b>	SAE 1 flange
<b>Clutch</b>	Integrated dog clutch to combustion engine
<b>Weight</b>	250 kg (551 lb)
<b>Dimensions</b>	490 x 610 x 590 mm (19.3" X 24" X 23.2")

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