Scania at Interschutz 2010

Finely tailored vehicles for fire and rescue operations

At Interschutz 2010 in Leipzig 7-12 June, six vehicles are exhibited on the Scania stand (stand B70), showing the wide variability possible within Scania's truck range. This flexibility allied to robust design and high availability has built Scania's position as a strong global supplier in the market for fire and rescue vehicles.

Scania builds heavy trucks for all types of road transport supplied to markets all over the world. Modular design means that special-purpose vehicles can easily be built in the normal production flow from the regular range of components.

“Scania's approach is to use its full range of modular components to build highly specialised vehicles in the normal production flow,” says Håkan Lionell, Product Manager Fire and Rescue Vehicles at Scania. “Component commonality within the Scania truck range ensures ready access to parts and service worldwide. All of this will secure excellent build quality, fast delivery and high uptime in operation.”

The cab range is uniquely flexible, comprising 15 standard cab models, the Scania CrewCab and the Scania low-entry cab, all built in the normal production flow and ready for bodybuilding when they roll off the assembly line. Scania is a leading global supplier of crew cabs (more than 4,000 built over the years); the current versions comply with the EN 1846-2 ergonomics requirements.

Scania's service network consists of 1,500 service points worldwide. Round-the-clock emergency service is provided in most countries, as well as overnight parts delivery. Parts availability as well as servicing is strongly facilitated by Scania's modular design approach. All parts and components are familiar to Scania service technicians, even if fitted to special-purpose vehicles.

Safe, flexible and dependable

The Scania CrewCab is offered in two lengths and two roof heights. As an option, the wide and sturdy boarding steps for the occupants in the rear fold down as soon as the door is opened, allowing the crew to rush out without delay upon arrival. Electric cab tilting is optional on the Scania CrewCab, so is an additional air conditioning unit for the rear. The optional rear bench seats 3 or 4 with storage underneath.
The Scania low-entry cab features an exceptionally low boarding height and easy entry. A unique feature is that the flat-roof version permits ladder and aerial platform bodywork to be fitted without modifications to the cab structure.

All cabs – including low-entry and crew cabs – are impact tested according to ECE 29. Seatbelts are fitted for all occupants. Belt tensioners and a driver’s airbag are optional. Electronic stability program (ESP) is optional. Electronically controlled disc brakes are a common alternative to drums. Safety glass can be fitted if required.

**In-house powertrains**

The Scania powertrains comprise inline 5- and 6-cylinder engines from 230 to 480 hp in several emission levels ranging from Euro 3, Euro 4 and Euro 5 to EEV.

New in the range is a light 9.3-litre 360 hp EEV engine that allows the chassis weight to be minimised and which can be fitted with a lightweight automatic transmission. All engines can be run on up to 100% biodiesel and a 270 hp diesel-ethanol engine is another renewable fuel alternative.

Scania’s transmissions comprise 8-, 9-, 12- and 14-speed gearboxes with manual or automated gearchanging. Several automatic transmissions are also available, fitted by Scania. For auxiliary braking, retarders are available throughout the gearbox range.

The vehicles can be built in any configuration with up to 5 axles with a choice of single-reduction or hub-reduction axles. All-wheel-drive is available on some models.

**Vehicles on display**

- Scania P 270 4x2 Euro 4 water tender with long Scania CrewCab (German specification)
- Scania P 280 4x2 Euro 5/EEV water tender with long Scania CrewCab (UK specification)
- Scania P 360 4x2 Euro 5/EEV water and rescue vehicle with long Scania CrewCab (Swedish specification)
- Scania P 360 6x2 Euro 5/EEV rear-steer with turn-table ladder with low-entry cab (international specification)
- Scania P 360 6x2 Euro 5/EEV rear-steer with hydraulic platform and low-entry cab (international specification)
- Scania P 420 4x4 Euro 3 airport rapid intervention vehicle with long low-roof cab (for Algeria)


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Scania is one of the world’s leading manufacturers of trucks and buses for heavy transport applications, and of industrial and marine engines. A growing proportion of the company’s operations consists of products and services in the financial and service sectors, assuring Scania customers of cost-effective transport solutions and maximum uptime. Employing 32,000 people, Scania 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 2009, invoiced sales totalled SEK 62 billion and net income amounted to SEK 1.1 billion.

SCANIA FIRE AND RESCUE VEHICLES

Sudden, demanding and unpredictable are typical traits of the situations encountered in fire and first response operations, challenges that any rescue vehicle equipped with fire-fighting, extraction and first-aid equipment will also have to face. Robustness and reliability form part of the Scania heritage, so does generous performance, driveability, handling and driver ergonomics.

Scania has more than 90 years’ experience of building fire-fighting and rescue vehicles. The broad range of components in the Scania modular system enables operators and bodybuilders to specify vehicles that meet highly specific demands.

Scania has a firm position as market leader in the Nordic markets, United Kingdom and parts of southeast Asia and is increasingly successful in other major markets all over the world, working with the world’s leading bodybuilders and equipment suppliers.

Water/rescue tender
Typically built in 4x2 or 4x4 configuration with a 6-8 person Scania CrewCab, the traditional water-and-rescue tender is most often used by city and municipal fire brigades. The vehicle normally has a water tank capacity of 1,000-4,000 litres and a small quantity of foam mix, up to 1,000 litres. Besides fire-fighting equipment, they are often equipped with ladders and rescue equipment such as cutting tools and mobile power generators.
**Water/foam carrier**
These vehicles can be equipped with anything from day cabs to the Scania CrewCab and are available in several chassis versions and configurations. Water-and-foam carriers traditionally support water-and-rescue vehicles. Normal capacity is 6,000-10,000 litres of water and 1,000 litres of foam. They are usually equipped with bigger pumps than the water-and-rescue vehicles and have monitors mounted on the bodywork as well.

**Turntable ladders and aerial platforms**
These vehicles can be equipped with cabs ranging from day cabs and long or short crew cabs to the low-entry cab. Several chassis configurations are available – up to 6-axle chassis. Most fire brigades need to supplement their fleets with a turntable ladder or aerial platform.

**Airport/rescue**
Crash tenders, rapid-intervention or aircraft rescue vehicles are often equipped with super-single tyres to provide increased ground clearance and mobility to climb over obstacles. They are always all-wheel-drive, have an automatic gearbox and are equipped with cabs ranging from sleepers to the crew cabs.

Airport rescue vehicles are highly advanced compared to conventional rescue vehicles and must meet a range of requirements for example on performance and top speed, as well as international and domestic aviation standards. The terrain surrounding airports often does not permit the use of conventional fire vehicles; airport rescue vehicles are therefore built to handle on-road as well as off-road conditions.
**Multipurpose**
Some vehicles need to be highly flexible to enable them to leave the scene in one configuration and return within minutes in another, for example as a water-and-foam tanker, or even a fully-equipped ambulance. That's hook-lift flexibility. Rescue specialists – from forest fire-fighters to industrial applications – are quickly embracing this innovative technology that will change the reaction strategy, how effectively the team can function and even total costs over time. A three-axle chassis is commonly used with a day or a sleeper cab.

**SCANIA SPECIAL-PURPOSE CABS**

**Scania CrewCab**

High-roof versions are available with 1720 mm interior height at the rear:
Scania low-entry cab

SCANIA TRUCK CAB RANGE

Scania P-series cabs

Scania G-series cabs
Scania R-series cabs

McKinley Group

Scania R-series cabs

Day cab Low-roof sleeper Normal sleeper Highline sleeper Topline sleeper

SCANIA ENGINES

All Scania diesel engines are compatible with up to 100% biodiesel according to EN 14214.

EEV engines

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¹ Ethanol engine working according to the diesel principle.
² Lightweight engine for special applications.
³ Scania V8 engines, normally not specified in special-purpose vehicles.
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3 Scania V8 engines, normally not specified in special-purpose vehicles.
4 Brazilian production.