Scania’s cab range hits new heights with addition of G-series sleeper cabs

- G20 sleeper cabs with three different ceiling heights – a ‘utility tool’
- Huge flexibility, with choice of configurations, storage, and accessories
- Increased safety while sleeping, through Scania Night Lock
- Manual gear shifting, 6x4-bogie, and robust bumper now introduced for the next generation of trucks

Scania’s latest cab programme for its new truck generation is hitting new heights – quite literally. The new G20 sleeper cab has low, normal and high ceiling options. It’s something that will be of great benefit to customers who for weight, height or cost reasons are looking for an all-round cab that is mounted lower on the chassis to offer lower and more comfortable boarding.

The G20 joins the R20 and S20 cab series sleeper cabs, which were introduced last year with a focus on long-distance transport, and aimed at customers who require optimal space and the highest quality of accommodation. Together, the three cab series live up to Scania’s promise that the new generation of trucks will have a cab range whose configurations and overall numbers are unsurpassed by anything else on the market.

“The G20 sleeper cab is being released first, with the day cab to come later,” says Björn Fahlström, Vice President, Product Management, Scania Trucks. “The G cabs will make a valuable addition to customers who may want a lower boarding point. The G cab is like a multi-tool that can undertake lots of different tasks. It’s useful across a wide range of applications and the exterior of the G20 has the aerodynamic characteristics required for long-distance operation.”

The G20 cab is being offered with three different ceiling heights: low, normal, and high (Highline). Ceiling heights have been adjusted in two cases out of three when compared to those in the G variants in the current P/G/R series. The low ceiling has been kept at the same height as before for the benefit of operators such as vehicle transporters and for other vehicles with advanced bodywork where there may be a need to carry goods over the cab. Meanwhile, the internal measurements of the normal ceiling have been increased by 10 centimetres, while in the Highline configuration internal free headroom is now 16 centimetres higher than before.
The interiors in Scania’s new truck generation are all designed around the needs of drivers, with large glass surface areas, good lines of sight, and high-end materials and ergonomics.

The interiors of the new R and S-series cabs have been praised by customers and media alike. Among the features highlighted are the layout, the quality feel, the choice of materials, the customisation, comfort, and, not the least the fact that the entire driving space is so obviously designed around the driver. The G series possesses exactly the same characteristics.

“Regardless of how customers choose to specify their G cabs, they will see a substantial quality increase on the previous generation,” says Fahlström. “All the features have been improved, with larger glass surfaces, better line of sight, and more storage, regardless of the basic design.”

**Flexibility**

Just like the larger sleeper cabs, G20 cabs can be selected in several different configurations and equipped with a wide variety of options and accessories relating to factors such as comfort, storage and safety. The storage options have been significantly improved, due primarily to the new ceiling heights that allow for storage in both the front and back edges of the cab, even at the regular roof height. The G20 configuration also has space for a comfortable bed with the potential for storage and a refrigerator underneath in several different combinations.

Scania has also developed a special tablet holder that can be mounted on the instrument panel. The holder can be rotated and is extremely stable under all conditions. There’s also a ‘table top’ that can be placed over the instrument panel and easily disassembled when required. There are ample power supply and charging facilities, with the G cab boasting no fewer than six different outlets: two for 12/24 volt and no fewer than four USB outlets strategically positioned in the cab.

Another advance is that the storage in the door pockets can now, as in the R and S series, accommodate a typical 1.5-litre bottle. Yet another example of flexibility and the potential for customisation is that the instrument panel can now be complemented with an extension out to the right for those who need space for lots of buttons, such as those for controlling functions relating to the truck’s bodywork.
Safe and comfortable

One valuable innovation with a major impact on drivers’ working environments is that Scania cabs can now be equipped with the Scania Night Lock, a robust, mechanically-operated bar that makes it physically impossible for an intruder to open the cab without detection when the driver is resting.

“We know that a mechanical, impact-resistant lock is highly sought after and that it increases security,” says Fahlström. “It’s not hard to understand how vulnerable a driver can feel in a dark, secluded rest stop next to a motorway, and so it’s highly valuable to have a robust barrier against the outside world.”

The interiors of the new cabs are appointed with a rich assortment of small and large details that all have the goal of making life easier for those working and living in the cab. One example is that the sunroof/emergency exit is larger than previously and can be operated either manually or electronically. A neat rubbish bin with its own lid is one thoughtful detail, a special storage bar on the back wall is another. A manually-controlled climate system is available to those who want it.

“But the most striking thing is what I like to call the cab interiors’ ‘atmosphere’,“ says Fahlström. “Regardless of whether a customer chooses a simpler or more exclusive configuration for their G cab, they always get steering-wheel control buttons, modern textiles and well-matched colours, as well as a real sense of quality, whether they experience the interior through their eyes or through their hands.”

Choice of manual gearbox

As a part of the roll-out, it will be possible to specify a manual gearbox for use with Scania’s new generation of trucks. Customers who choose the manual gearbox will notice that the gear-stick shaft has been shortened, with a more distinct gear-shift operation the result. One of the customer groups where manual gearboxes are most popular is forestry truck drivers. Some drivers operating on remote logging roads value a feeling of having total control over gear changes, even though this can also be obtained through the manual setting in Scania Opticruise.

To satisfy forestry truck operators and others who need more rugged vehicles with high levels of uptime, two new innovations are being introduced as part of the cab introduction. One is that Scania is taking orders for 6x4 configurations with driven bogie axles, while a new, more robust bumper, the P40, can be ordered for the G cab in addition to the R and S cabs.

The P40 has an extra heavy-duty design and projects forward (as the name suggests) an extra 40 millimetres, helping to protect the front end. Depending on the situation, it also provides increased ground clearance, which is especially useful in applications where a vehicle is sometimes required to travel off-road.
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