



RAI 2007

Green, no holds barr

MAN (with its new TGS/TGX) and Scania (with a range of Euro-5 EGR engines) had already unveiled their innovations before the Amsterdam show. There were no other new major items on show, but plenty of surprises and many new ideas where the reduction of fuel consumption, and the environment in general, are concerned.



The MAN TGS/TGX was named Truck of the Year 2008, ahead of the new Iveco Stralis and Renault Lander.

The EEV norm (Environmentally Enhanced Vehicles), more restrictive than Euro-5 in terms of hydrocarbons (HC) is making its entrance into ranges of vehicles offered on the market. DAF showed a large

number of EEV trucks – 250 and 360 bhp CF 75 models – in the spring of 2008. The 12.9 litre MX engine which powers the XF will also be available a little later in EEV version. As for the LF, it is already available as a 160 bhp EEV, and does not even require a particulate filter.

Scania is now also offering 3 EEV engines (9 litres, 5 cylinders) including two diesels (230 and 280 bhp) and one running on ethanol (270 bhp).

To go further than the Euro-5 norm, the other manufacturers are continuing to show faith in gas propulsion (CNG or Compressed Natural Gas), bi-modal or electric. Renault Trucks is offering its Midlum, Puncher and Premium Distribution

models running on CNG. Iveco and Mercedes are restricting their offer to light utility vehicles. Iveco also showed a new Daily CNG which uses a 3-channel catalyser, and whose 3 litre engine produces 140 bhp.

Training and information

With the launch of its FuelWatch programme, Volvo Trucks is taking assistance to clients in the domain of helping the environment a step further. Going beyond classic elements such as the right vehicle for the right job and preventive maintenance, the programme allies the use of data collected by the Dynafleet software to driver training. And all of this – herein lies the

“Most manufacturers will be offering a hybrid range from 2009.”

number of EEV vehicles, which use Euro-5 SCR blocks to which a new passive particulate filter has been fitted. According to DAF, these vehicles emit only 0.15 grams of HC per kWh, which is half of that laid down in the EEV norm. DAF will deli-

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The Mercedes Eonic tractor unit, powered by gas, will be marketed in 2008.



Scania is offering a complete range of Euro-5 engines using EGR technology.

innovation – with the help of specialist consultants sent by Volvo to clients' own premises.

Within the same spirit, in 2008 Scania is launching a European driver training programme, taking into account European regulation 2003/59/EG which will come into force in 2009.

And at Renault Trucks, finally, the 'Optifuel' label covers all of the efforts of the brand in terms of reducing consumption. Tried and tested solutions such as the automated Optidriver + gearbox are to be found here, along with the excellent Infomax engine data collection system, of which a new version has just been launched, and a driver training programme.

Outside of these new services linked to reducing fuel consumption, certain other innovations were to be observed. Scania is offering a new fleet management tool based on the Communicator 200 on-board computer. The analysis of vehicle and driver data is effected according to parameters programmed by the client, and proposes corrective action.

Staying with Scania, an option known as Ecocruise represents an engine/gearbox programming which should ideally be associated with one of the brand's speed limiters. The Ecocruise cuts acceleration at hill summits and better uses the kinetic energy of the vehicle when descending in order to reduce

consumption without affecting overall performance. Of little interest to transporters looking for maxi-

mum performance all the time. At Mercedes, the Fleetboard fleet management system has been com-



NEW PRODUCTS

- DAF CF 85 with the new Space Cab and, in option, the "Skylights" that are also used on the XF105. As from now on, the entire LF range is available in Euro-5.
- Iveco showed a Daily 4 x 4 and the Massif, a 4 x 4 in the classic Land Rover Defender and Spanish Sanatana mode.
- MAN obviously concentrated on its new TGS/TGX ranges, crowned as Truck of the Year 2008. ESP is being introduced as an option on the 4 x 2 TGL and TGM. The TGA Low-Entry, a typical road infrastructure vehicle, can be delivered in Euro-5 mode (320 and 360 bhp) from the second quarter of 2008.
- The Mercedes Axor is now able to be fitted with the new Powershift gearbox. The Atego range is now available in Euro-5 version.
- The Renault Magnum Vega, which has been developed from the prototype shown at the 2006 IAA, is being marketed, but the first production run is already totally sold out.
- Scania unveiled a new range based on an intermediate G cab, which is positioned between the P and the R. A complete range of Euro-5 engines is available without the addition of AdBlue.



Renault presented a Hybris prototype, fore-runner of a future hybrid range.



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pleted by the automatic downloading of the drivers' digital tachograph cards from the vehicle. The FleetBoard central database can archive the data from each driver for 24 months. A special launch promotion is running until the end of 2007.

For tomorrow...

Within two years, most manufacturers will be selling hybrid vehicles. Several 'field tests' will be the order of the day from the beginning of 2008. DAF is to test an LF using parallel hybrid technology, where the diesel engine (a 4.5 litre EEV unit) is connected to an automated Eaton Autoshift gearbox and to an electric motor located between the clutch and the gearbox. The diesel engine and the electric motor can propel the vehicle independently. At Iveco, a fleet of ten hybrid Daily models and two Eurocargo hybrids have been delivered to Fedex and TNT respectively, some for express courier pick-up and distribution work, the others for more classic distribution. Renault Trucks showed a Hybris prototype, based on a Midlum: dXi7 engine producing 320 bhp, roboti-

sed Optidriver + gearbox and electric MDS motor. Scania was not showing any hybrid vehicles, but is testing an in-series – not parallel – hybrid bus. With this system, there is no mechanical link between the diesel engine and the rest of the drive train. It is the electric motor which powers the vehicle, and research is mostly focusing on the manner of storing energy between the diesel engine and the electric motor, while recuperating energy from braking. Scania has opted for super-condensers, which are now sufficiently robust and durable.

... or the day after?

There just remains Mercedes, which unveiled one of the only real surprises of the show. Both through the choice of the vehicle (a tractor unit equipped with an ultra-low Eonic cab and a top-sleeper) and through the technology used. This NGT Eonic runs on CNG gas, but not just on CNG like most of its colleagues, also on LNG, liquid natural gas made up 98% of methane, obtained after cooling to – 160°C. The difference lies in the pressure to which the tanks and injection sys-

tems are subject: 200 bar for CNG (in gaseous state) and only 2 to 4 bar for LNG (liquid). The greatest advantage of LNG is its autonomy, because 100 litres of CNG provides a range of 80 to 100 km, whereas with LNG the figure rises to 350 km, a distance comparable to current diesel engines. And finally, one hydrogen vehicle was on display, from Dutch company Hytruck. The Hytruck C8HE is based

on a Mitsubishi Canter chassis fitted with fuel cell batteries supplying electric motors mounted in the hubs of the rear wheels. The main lesson to be learned from this Amsterdam show? The swelling climatic debate means the time has come to speed up alternative propulsion programmes. They just have to be made simultaneously reliable and viable...

Claude Yvens ■

WHAT THEY SAID...

"Russia has the potential to become a market comparable with Germany within ten years, with more than 100,000 new HGV's a year." (Martin Lundstedt, Group Vice-President of Scania)

"In 2008, our production capacity will be able to meet demand, because we are investing heavily in cab production." (Heinz-J. Löw, Commercial Director Europe, Renault Trucks)

"Assembly capacity is the under-capacity problem which is the easiest to resolve. If demand continues to grow, it will be cabs which will also start to be in short supply. But we don't favour any particular market: everybody suffers..." (Claes Nilsson, President Europe Division, Volvo Trucks)

"With higher market shares in central Europe, we are the winners in the current market situation. And this will continue until 2009, both for long distance transport and for the construction sector. Delivery times will lengthen further." (Peter Erichreineke, Member of the Board, Sales & Marketing, MAN Nutzfahrzeuge)

"Next year will be stable in Western Europe, and the mid-weight segment will stop falling. As for light vehicles, we forecast an increase of 5%, and of 2 to 3% for HGV's. Where Central Europe is concerned, light vehicles will increase by 10%, heavy vehicles by 30%, but mid-weight will remain stable. For HGV's, we want to reduce delivery times from 4 to 2.5 months." (Sergio Sterpone, Senior Vice-President Sales & Marketing, Iveco)