Ensuring availability through reliable solutions
Reducing vehicle downtime and increasing utilisation is essential for the profitability of travel operators. Our coaches are well designed and built on proven technology and components, resulting in chassis and powertrains that are dependable, durable, and robust. That reliability is key to minimising time in the workshop and maximising utilisation of the vehicle. That is why we have made sure that sensitive and expensive components are protected in the event of a collision. Limited damage and avoidance of component deformation will minimise costs, as well as complex and time-consuming repairs. Additionally, Scania coaches are designed for easy and efficient maintenance. Here, Scania offers professional and proactive workshop services tailored to operational and individual vehicle needs, with excellent parts availability, to secure maximum uptime.

A first-class driver area
A quality driver environment can play a crucial role in reducing the risk of incidents by maintaining driver comfort and alertness, while also offering a great workplace.

The driver area in a Scania coach is simply first-class and can even be said to be industry leading. A great turning radius, good visibility, and an overall well-balanced vehicle make for excellent driveability, while advanced driver assistance systems give the driver good control of the vehicle through improved assisted steering and braking systems. These systems include features such as attention support, lane keeping assistance, lane change collision prevention and adaptive cruise control with active prediction that help to prevent accidents or minimise potential damage.
Due to the demanding work environment, operators also face challenges when it comes to sick leave and employee retention; that is why we have designed the best possible work environment for drivers in terms of ergonomics, reachability, climate control, safety features and an overall quality feel.

A comfortable passenger experience
Scania coaches have a forgiving suspension, smooth gear changes, powerful engines and well-balanced weight distribution that create a relaxing and comfortable passenger experience.

SERVICE OFFERING

Our offering consists of a number of services for minimising emissions, increasing safety, and improving operating economy, focusing on areas like fuel efficiency and uptime. These services allow us to provide solutions to each operator´s individual challenges and needs.

Driver services

Enables drivers to drive in a safe and efficient manner, and can reduce the need for maintenance.

Scania Driver Training
Combines theory and practice, covering topics such as safe and efficient driving, not only to save energy, but even to regenerate energy. The training also handles other aspects of professional driving, always with a focus on profitability, fuel economy and reduced emissions.

Scania Driver Evaluation
An on-board device that assesses the driving style by comparing it to that of drivers operating in similar conditions. The result, which can be used to achieve long term improvements, is visible in the Scania Fleet Management Portal and Scania Fleet App.

Tachograph services

The fleet is monitored via the tachograph portal, facilitating compliance with regulations regarding driving and working time. It provides in-depth insights into driver activities and vehicle use, thus helping operators maximise uptime, comply with laws and regulations and meet health and safety requirements for drivers.

Fleet management services

Through the Scania Fleet Management Portal and the Scania Fleet App, operators can gain access to valuable insights into the performance and status of their fleet. The data collected onboard the coach provides valuable insights into driving styles, productivity and economy. This level of tracking and diagnostics can bring significant benefits in terms of increased uptime, improved safety and reduced operating costs.

Scania Zone
A position-based system for real-time vehicle adjustments in pre-defined zones. It allows operators to ensure that each vehicle stays within the set speed limits, increasing safety and comfort as well as lowering fuel consumption. Scania Zone is an optional add-on in Scania's fleet management system.

Scania's data API's comply with the rFSM standards 1.x and 2.x.

Repair and maintenance services

Having access to professional workshops and quality parts is key to keeping the vehicles in prime condition. Scania offers a range of repair and maintenance services.

Scania Fleet Care
The fleet operator receives a dedicated Fleet Manager from Scania equipped with advanced tools and systems, to optimise maintenance and prevent breakdowns based on operational data and vehicle data analysis.

Customer workshop services
Tailored collaboration services designed to facilitate workshop services for the operator by streamlining and quality assuring the workshop and processes to meet Scania´s high standards.

Financial services

Flexible financing and insurance solutions that match operational needs, tailored to provide predictable costs and manageable risks – over the entire lifecycle of the vehicles.

Scania Financing
Tailored solutions for financing expansion or fleet renewal. Supported by professional knowledge of transport business financing and optimised for the local tax and legal environment.

Scania Insurance
Tailored solutions that, together with claims support service and Scania Assistance, will help get the vehicle back on the road quicker, safeguarding uptime – and peace of mind.

HIGH FLOOR

SCANIA K-CHASSIS

FOR TRAVEL OPERATIONS

SCANIA

EFFICIENT, RELIABLE AND COMFORTABLE

Based on more than a century of engineering experience, the new generation of Scania coaches has been developed to meet the demands of today's and tomorrow's travel operators. Energy efficient and available in a wide range of powertrains, it offers the latest technology in everything from safety systems to reduced emissions and noise levels. And through excellent uptime and fuel economy, high levels of passenger comfort and generous luggage capacity, Scania coaches allow sustainable mobility to go hand-in-hand with operating economy.

Sustainable efficiency
Having the right vehicle for the operation and using it efficiently is the best way to minimise environmental impact. Scania's offering includes conventionally powered coaches that run on all commercially viable renewable fuels – biodiesel/FAME and HVO – in order to meet the requirements of all travel operators. Through high quality vehicles with innovative technical solutions and outstanding fuel efficiency, top-quality repair and maintenance services, and a range of driver services, we address fuel consumption from several angles, helping operators to reduce emissions.

Energy efficiency that lowers operating cost
Travel operators know the importance of keeping costs to a minimum, and fuel consumption is one of the main contributors to operating cost. An energy efficient powertrain can therefore offer significant savings. Scania develops and offers highly energy efficient powertrains. Compared to previous models, the new generation of Scania coaches offers fuel and emissions savings without compromising on performance. This is achieved in a number of ways, with the most significant savings coming from enhanced engine efficiency and improved cruise control with active prediction. Beyond the powertrain, driving style is another major factor that affects fuel consumption. Our driver training services can help your drivers to reduce fuel consumption by adapting their driving style to the characteristics of a Scania powertrain. In addition, our advanced driver assistance systems and top-quality maintenance services help to keep your coach on the road.

Powertrains

The high floor Scania K-chassis is available with a wide range of energy efficient and reliable powertrains optimised for longer distance traffic.

Combustion, Euro 6	Output	Torque	Emissions control	Fuel options
9-litre	320 hp (235 kW) at 1900 r/min	1600 Nm (1050–1400 r/min)	SCR	Biodiesel, HVO, diesel
9-litre	360 hp (265 kW) at 1900 r/min	1700 Nm (1050–1475 r/min)	SCR	Biodiesel, HVO, diesel
13-litre	370 hp (272 kW) at 1800 r/min	1900 Nm (900-1340 r/min)	SCR	HVO, diesel
13-litre	410 hp (302 kW) at 1800 r/min	2150 Nm (900-1340 r/min)	SCR	Biodiesel, HVO, diesel
13-litre	450 hp (331 kW) at 1800 r/min	2350 Nm (900-1340 r/min)	SCR	Biodiesel, HVO, diesel
13-litre	500 hp (368 kW) at 1800 r/min	2550 Nm (925-1340 r/min)	SCR	HVO, diesel

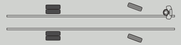
Gearboxes

ZF Ecolife 2 6-speed fully automatic gearbox (DC13 410 with reduced torque, DC09 engines and DC13 - 370hp engine only).
12-speed manual gearbox with Scania Opticruise and retarder.

Axles

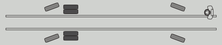
The high floor Scania K-chassis is available in two variants, enabling it to meet different operational requirements.

2-axles, 4x2



Independent front suspension or rigid front axle.

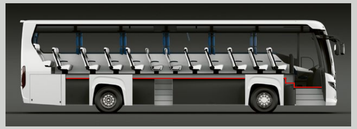
3-axles, 6x2*4



Independent front suspension or rigid front axle.

Floor level

The K-chassis is suitable for a variety of floor heights. A popular floor solution is to use a low aisle height, resulting in higher passenger comfort through fewer steps in the staircase, full standing height, and easier access to seats, without compromising on luggage volume.

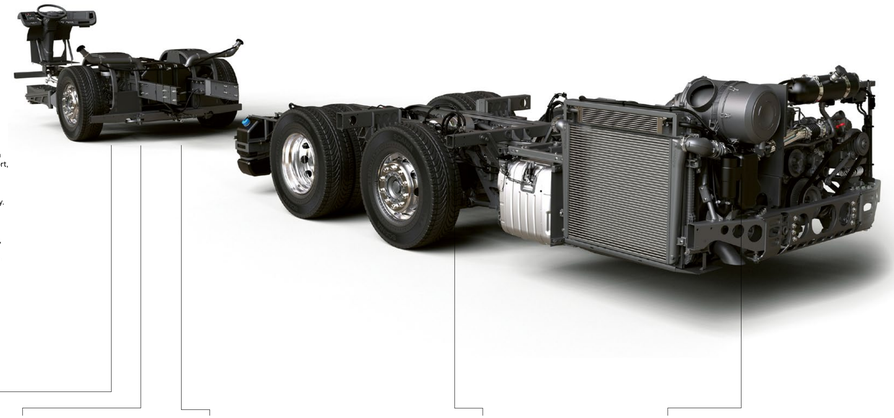


PRODUCT DESIGN FEATURES

The high floor Scania K-chassis meets the needs of operators on every continent. With total design and production control over the chassis and powertrain, Scania delivers unrivalled reliability, durability and performance.

Safety features
A range of functions support the driver whether they are on the motorway or in busy urban environments;

- Adaptive cruise control with active prediction – assists the driver in maintaining a consistent distance to vehicles in front of the coach.
- Lane keeping assistance – supports the driver in keeping the vehicle between the lane markers.
- Blind spot warning – detects other vehicles located in the driver's blind spot area.
- Electropneumatic parking brake – locks the brakes until the driver initiates vehicle movement, thereby preventing unintentional vehicle motion.
- Vulnerable road user collision warning – detects cyclists and pedestrians close to the vehicle.
- Underrun protection – rigid beams in the rear protects other vehicles and limits damage to the coach in the event of an accident.



Driver area
The driver area has a completely new design offering improved ergonomics, safety, comfort, and driveability.

- Excellent ergonomics and reachability – pedal placement, leg space, and flexible switch placement due to CAN functionality.
- Increased safety – advanced driver assistance systems, electro-pneumatic parking brake.
- Excellent drivability – great turning radius, advanced driver assistance systems, and improved steering and braking assistance systems.

Front suspension technology
Without compromising on passenger capacity, the new independent and rigid front suspension offers excellent passenger comfort and increased load capacity.

Electric system
The new power supply architecture comes with improved electronic control units (ECUs) and functions that improve performance and facilitate diagnostics for repair and maintenance. It also enables new functionality within ADAS and autonomous transport systems.

Fuel tanks
For coaches with independent front suspension, new 275 and 460-litre (usable volume) tank options are available. For coaches with a rigid front axle, the fuel tanks are available in 275 or 410 litres (usable volumes).

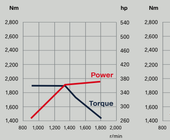
Chassis frame construction
The strengthened front axle means that load capacity is increased from 7.5 to 8.0 tonnes. It also enables optimised weight distribution between the front and rear axles.

Powertrain technology
The highly dependable, durable, and robust powertrains enable fuel savings, while the addition of cruise control with active prediction and pulse and glide function offers further savings.

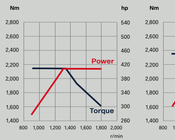
GSR and Cyber Security

- Emergency Brake Indication
- Alcolock prep
- Vulnerable road user collision warning – side and front
- Vulnerable road user Detection – rear
- Driver Attention Support
- Tyre pressure monitoring
- Speed sign information
- Blind spot warning
- Fully compliant with UNECE R155/R156 Cyber security

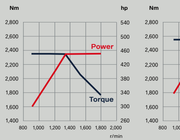
13-litre, 370 hp
HVO, diesel



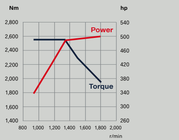
13-litre, 410 hp
Biodiesel, HVO, diesel



13-litre, 450 hp
Biodiesel, HVO, diesel



13-litre, 500 hp
HVO, diesel



Powertrains – Combustion, Euro 6

Biodiesel, HVO, diesel:
9-litre 320 hp (235 kW), torque 1600 Nm
9-litre 360 hp (265 kW), torque 1700 Nm
13-litre 410 hp (302 kW), torque 2150 Nm
13-litre 450 hp (331 kW), torque 2350 Nm

HVO, diesel:
13-litre 370 hp (272 kW), torque 1900 Nm
13-litre 500 hp (368 kW), torque 2550 Nm

Gearbox:
12-speed gearbox with Scania Opticruise
ZF Ecolife 2 6-speed fully automatic gearbox
(DC13 410 with reduced torque, DC09 engines and DC13 - 370hp engine only).

Axles and suspensions

Configurations: 2-axle, 3-axle with tag axle (steered)

Front axle:
Independent wheel suspension or rigid axle
Max. load capacity:
Independent wheel suspension 8.0 tonnes
Rigid axle 8.0 tonnes

Rear axle:
Rigid axle, driven
Max. load capacity 13 tonnes

Tag axle:
Rigid axle, steered. Electrohydraulic tag axle steering
Max. load capacity bogie 19 tonnes (11.5 + 7.5 tonnes)

Full air suspension with electronic level control system (ELC)
Total raising or lowering of chassis height.
Kneeling instep, whole front or whole side.

Wheels

Tyre size (front): 295/80, 315/80
Tyre size (rear): 295/80, 315/80
Aluminum or steel rims

Electrical systems

230 Ah or dual battery system, 24 V
Alternator 2x180 A

Brakes

Disc brakes, electronic brake system (EBS), anti-lock brake system (ABS), traction control (TC), bus stop brake, hill-hold, pad wear indicator, pipes manufactured from either rust protected steel or high impact synthetics, separate air tanks for each circuit, exhaust brake with automatic control

Support systems

Scania driver support, lane keep assistance, lane change collision prevention, adaptive cruise control with active prediction, attention support, advanced emergency brake, electro-pneumatic parking brake, vulnerable road user collision warning, blind spot warning, hill-hold and Scania Fleet Management which collects, saves and sends information from the vehicle for analysis.