

SCANIA



LONG-HAULAGE: TECHNICAL SPECIFICATIONS AND OPTIONS

EFFICIENT TRANSPORT MADE TO ORDER







MAKING THE MOST OF THE BEST

A Scania long-haulage truck is a reliable partner on the road. By combining your truck with the ideal setup of services and support systems, you can always rely on your vehicle to provide optimised performance – no matter where you operate. The right selection of supportive solutions will secure outstanding performance in all conditions – and you will understand the true meaning of having a truck specially tailored for your business.



OPTING FOR TAILORED PERFORMANCE

Get maximum gain from your Scania, with minimum effort. Here is an overview of the solutions that will help making your transports more efficient, your drivers more skilled and comfortable – and your business more profitable.

Heavy-duty powertrain

With an extremely efficient cooling system, advanced combustion technology, and fuel injection, Scania engines provide exceptional performance with outstanding fuel efficiency, high torque, and low emissions. Together with our extensive range of gearboxes you will be perfectly suited to take on any task, of any operation. The whole range of Scania heavy-duty gearboxes can be equipped with the Scania Retarder. Use it together with an exhaust brake, and experience greatly improved brake performance.

- *8+1 gears* – basic heavy-duty gearbox with one crawler gear and one reverse gear.
Option: Scania Retarder
- *12+2 gears* – range splitter gearbox with two crawler gears and two reverse gears.
Options: Scania Opticruise, Scania Retarder
- *12+2 gears* – range-splitter gearbox with overdrive, two crawler gears and two reverse gears.
Options: Scania Opticruise, Scania Retarder
- *12+2 gears* – range-splitter reinforced gearbox with overdrive, two crawler gears and two reverse gears.
Options: Scania Opticruise, Scania Retarder
- *6+1 gears* – fully automatic transmission with torque converter and one reverse gear.
Option: Scania Retarder

Scania Opticruise

Scania Opticruise, one of the first automated gear changing systems on the market, has been refined in many steps over the years, and is now one of the smoothest and smartest systems on the market. For operations requiring the driver to be in charge for specific manoeuvring, we introduce Clutch on Demand: a new performance step for Scania Opticruise. Clutch on Demand has an additional clutch pedal for convenient use in special conditions, otherwise the system works as an ordinary automatic clutch system.

Smooth and fast gearing

The new lay-shaft brake provides faster and smoother gear changes to maintain both engine torque and road speed.

Scania Opticruise general features

- Driver interface with all functions for gear changing and retarder control integrated in the right-hand steering wheel lever.
- Available in 8, 12 and 12+2 speed versions, the latter also with overdrive.
- Adaptive shift strategy based on style of driving, load and inclination of the road.
- Comprehensive electronic protection keeps clutch wear to a minimum.
- Several parameters can be adjusted by a Scania workshop to tailor the functionality to fit your specific needs.



Performance modes

The performance modes are part of Scania Opticruise. They allow you to adapt the vehicle's performance to match certain operational demands. Switching mode is easily done while driving and the chosen mode is visible on the central display. If required, all settings can be altered or fine-tuned by a Scania service workshop. There are totally four performance modes:

- *Standard mode.* Provides optimal balance between fuel economy and hill performance.
- *Economy mode.* Tuned to minimise fuel consumption and thus contribute to lower fuel costs.
- *Power mode.* Prioritises engine response and uphill performance in order to optimize transport time.
- *Off-road mode.* Enables better traction control when driving in rough terrain and on surfaces with high rolling resistance.

Scania Retarder

The Scania Retarder interacts with the cruise control, exhaust brake and wheel brakes to provide total downhill speed control. In addition, one of the Scania Retarder models is available in a version with automatic free-wheeling mode when not active. This results in reduced drag losses and additional fuel savings.

Scania Active Prediction

Scania Active Prediction is a unique advanced cruise control system that uses GPS to predict the topography of the road ahead. This enables any driver to achieve

a perfectly optimised cruising speed – even on roads never seen before, or in pitch black darkness. By adjusting speed before an ascent or descent, the system contributes to reduce fuel consumption. With Scania Opticruise and Economy mode, up to 5 per cent of fuel can be saved. Scania Active Prediction works seamlessly together with Scania Opticruise and Scania Adaptive Cruise control.

Using well-known eco-driving techniques, this smart cruise control prevents the vehicle from accelerating when climbing a hill until the crest levels out, and uses the momentum at the bottom of the slopes.

Scania Eco-roll (CCAP)

To minimise fuel consumption, this smart cruise control uses topographical data to select the optimal gear and speed in all conditions. The system combines GPS data to determine the vehicle position, and information of the topography ahead. In this way, the most fuel-efficient speed profile is calculated every second, allowing a fuel consumption reduction of up to 2 per cent.

Scania Driver Support

Scania Driver Support is a system that continuously gives the driver individual hints and feedback on the driving with safety and fuel economy as key parameters. It works in real time during driving and delivers a summary after a completed assignment. The system is designed to work in line with the Scania Driver Training programme in order to reduce wear and maintain a consistently fuel-efficient driving style.



Rear axle gears

With low complexity and high efficiency, Scania's single-driven gears for single reduction can master gross vehicle and train weights up to 78 tonnes with a wide range of gear ratios from 2.35 up to 5.57. The R753 is a robust single-gear with a ratio of 2.35 to keep the engine revs low at high cruising speed. All gears are offered with differential locks.

EST – electronically steered tag axle

As an innovative complement to the regular steering axle, the EST contributes to excellent manoeuvring, as well as low weight, fuel consumption, and tyre wear.

Automatic climate control system

Long hours of driving or well-deserved, peaceful resting; every hour spent in the cab should be relaxing and comfortable. Our automatic climate control system has been updated and improved, and is available in two different performance steps: ACC and Premium. Both feature improved control stability, air distribution, air evacuation, and defrost/demist functions. In addition, Premium offers a combined particle and carbon filter, as well as partial recirculation control and more sensors for maximum air quality and improved energy consumption.

Auxiliary heating and cooling

For maximum comfort, the cab can also be equipped with an auxiliary heating or cooling system connected via the regular air distribution channels and outlets.

Spot lamps

Besides the basic function of providing excellent visibility, our integrated spot lamps are positioned to meet various customer needs and improve both aerodynamics and fuel consumption. All spot lamps are LED, which means a direct effect on uptime and total operating cost.

Safety systems

- *Electronic Stability Programme (ESP)* reduces the risk of skidding and tipping over, as well as the effects of understeering and oversteering
- *Lane Departure Warning (LDW)* is a practical safety function that warns the driver if the vehicle is about to cross the road markings
- *Advanced Emergency Braking (AEB)* is a collision prevention system that, if detecting an obstacle ahead of the vehicle, is activated in three steps depending on the reaction of the driver: first, a warning signal; secondly, a light braking; and thirdly, full-force braking.
- *Air bags* – being the first in the industry, the side curtain airbag will protect the driver in case of a roll-over accident. Together with the steering wheel airbag, the overall driver safety is on point.

Scania Driver Training and coaching

Gives the driver the opportunity to perform at its best. A skilled driver contributes to increased road safety and better fuel economy and also lowers the environmental footprint. Our unique one-to-one driver coaching paves the way to excellent driving habits and to reduce wear and tear, stress, fuel consumption while increasing comfort and road safety.

MAKE YOUR CHOICE

CABS

Sleeper cabs

S	 <p>High</p>	 <p>Normal</p>	
R	 <p>High</p>	 <p>Normal</p>	 <p>Low</p>
G	 <p>High</p>	 <p>Normal</p>	 <p>Low</p>
P	 <p>High</p>	 <p>Normal</p>	 <p>Low</p>

Day cabs

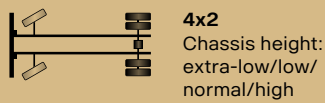
		<p>Scania S-series Unique spaciousness, flat floor and extended storage. The obvious choice for the longest transports.</p> <p>Engines 370 to 730 hp</p>
 <p>Normal</p>	 <p>Low</p>	<p>Scania R-series Pure premium in every detail. Comfort and prestige for demanding routes.</p> <p>Engines 280 to 730 hp</p>
 <p>Normal</p>	 <p>Low</p>	<p>Scania G-series Robust and well-equipped. Mid-size cab suitable for a wide range of applications.</p> <p>Engines 280 to 500 hp</p>
 <p>Normal</p>	 <p>Low</p>	<p>Scania P-series Lightweight, economic and comfortable. Compact dimensions paired with full size quality and performance.</p> <p>Engines 280 to 500 hp</p>

CHASSIS

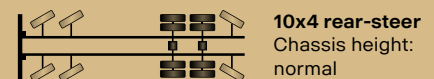
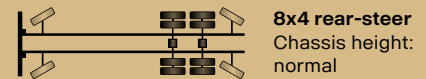
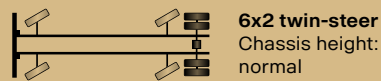
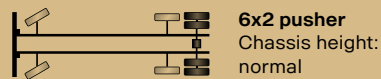
Axle configuration

The new Scania tractors and rigids are available in a variety of axle configurations. Contact your Scania dealer to find the best solution for your needs.

Tractors



Rigids



Fifth-wheel coupling

You can get your Scania tractor with a range of ready-mounted fifth wheels. In addition to the traditional fixed or sliding fifth wheels, there is also the unique Scania direct-mounted fifth wheels option. This option gives an increase in payload by approximately 90 kg. The Scania direct-mounted fifth wheel is available for both the two- and four-spring air suspension.

Body adaptations and preparations

You can get your Scania truck with a number of adaptations for box body, tipper body, mixer, etc. Bodywork Communication Interface (BCI) provides easy and adaptable functionality for the bodywork. By adding electrical cables and switches from Scania you will reduce lead time and improve quality.

ENGINES AND TRANSMISSION

Euro 6 engines

Swept volume	Maximum power	Maximum torque	Emission control
5 inline			
9-litre gas	280 hp (206 kW) at 1,900 r/min	1,350 Nm (1,000–1,400 r/min)	EGR
9-litre gas	340 hp (250 kW) at 1,900 r/min	1,600 Nm (1,000–1,400 r/min)	EGR
9-litre ^{1) 2)}	360 hp (265 kW) at 1,900 r/min	1,700 Nm (1,050–1,350 r/min)	SCR
6 inline			
13-litre ¹⁾	370 hp (272 kW) at 1,900 r/min	1,900 Nm (1,000–1,300 r/min)	SCR
13-litre gas	410 hp (302 kW) at 1,900 r/min	2,000 Nm (1,000–1,400 r/min)	EGR
13-litre ^{1) 2)}	410 hp (302 kW) at 1,900 r/min	2,150 Nm (1,000–1,300 r/min)	SCR
13-litre ^{1) 2)}	450 hp (331 kW) at 1,900 r/min	2,350 Nm (1,000–1,300 r/min)	SCR
13-litre ¹⁾	500 hp (368 kW) at 1,900 r/min	2,550 Nm (1,000–1,300 r/min)	SCR
V8			
16-litre ¹⁾	520 hp (382 kW) at 1,900 r/min	2,700 Nm (1,000–1,300 r/min)	SCR
16-litre ^{1) 2)}	580 hp (427 kW) at 1,900 r/min	3,000 Nm (950–1,300 r/min)	SCR
16-litre ¹⁾	650 hp (479 kW) at 1,900 r/min	3,300 Nm (950–1,350 r/min)	SCR
16-litre ¹⁾	730 hp (537 kW) at 1,900 r/min	3,500 Nm (1,000–1,400 r/min)	SCR, EGR

¹⁾ Also available for HVO ²⁾ Also available for biodiesel

Gearboxes

Gears	Type	Engines	Options
Range-splitter gearboxes			
12 gears	Premium gearbox	Up to 2,350 Nm	Opticruise, Retarder
12+2 gears	Premium gearbox with two crawlers	Up to 2,700 Nm	Opticruise, Retarder
12+2 gears	Premium overdrive gearbox with two crawlers	Up to 3,500 Nm	Opticruise, Retarder
Automatic gearboxes			
Automatic gearboxes are available together with most of the 5- and 6-cylinder engines			

Power take-offs

There are many ways to tap into the power of your Scania. Our PTO options include gearbox-driven (clutch dependent), flywheel-driven (clutch independent) and engine-driven solutions.

