



MANY WORLD PREMIÉRES AT busworld kortrijk



A view of the charging gantry of the TOSA system.

The TOSA Consortium in Switzerland demonstrated fast charging of a Hess all-electric bus.

The biggest international bus and coach exhibition in the world will be held in Kortrijk from 18 to 23 October. Mieke Glorieux, Director of Busworld Kortrijk, reports that the exhibition is fully booked, with more than 300 exhibitors.

Vehicle manufacturers and component suppliers always try to launch their latest products and services at Busworld Kortrijk, because that gives them the best exposure to international visitors and the industry media.

We can expect many new buses and coaches

at Busworld Kortrijk, because Euro 6 engine emission standards become mandatory in the European Union from January 2014. Emission levels from diesel engines have dropped stage by stage since the first introduction of emission limits just over twenty years ago and are now miniscule. Reductions in emissions have also been assisted by the introduction of ultra low sulphur diesel fuel throughout the European Union and in many other developed countries.

Over the last few months, manufacturers have been unveiling new Euro 6 products. The new emission limits have been met by various means, mostly a combination of Exhaust Gas Recirculation (EGR) and Selective Catalytic

Reduction (SCR), plus exhaust filters. However, there are some engines, notably from Iveco Bus, which can meet Euro 6 with SCR and filters only.



Expect to see Euro6 engines like this MAN unit.



The first all-electric Citea bus from VDL.

One of the most notable features of Euro 6 engines is their amazing silence. This is particularly welcome for passengers travelling long distances in touring and express coaches, but it is also a major benefit on city buses, not only for drivers and passengers, but also for people living and working next to bus routes. It will help to make the concept of Bus Rapid Transit more acceptable and a genuine alternative to the tram, at much lower capital and infrastructure costs.

In the early days of development of Euro 6 engines, there were fears that there would not only be an increase in price, because of the greater technical complexity, but also an adverse impact on fuel consumption. Manufacturers had to incur very high development costs, and those had to be recovered. Fortunately, there is good news on the fuel consumption front.

In October last year, Daimler Buses carried out extensive trials of Euro 5 and Euro 6 vehicles in actual working conditions, under independent supervision. Two Citaro city buses with different Euro 5 engines and a new generation Citaro with a Euro 6 engine were tested for 1,400km on the same route in the German city of Wiesbaden under identical comparative conditions, including transmissions, tyres and final drive ratios. At the end of extensive tests, the fuel consumption on the Euro 6 Citaro was 8.5 per cent more economical than the two Euro 5 models.

In a second trial, two Setra coaches, with Euro 5 and Euro 6 engines were driven 7,000km over a fixed route on the autobahn network. They were both fully loaded to 18 tonnes gross and had the same power ratings, tyres and

final drive ratios. The Euro 6 Setra produced a very credible 8.2% improvement in fuel consumption compared with the Euro 5 model.

These results make Daimler Buses confident that operators will recover the higher price of Euro 6 vehicles within the first few years of a vehicle's life, through savings in the cost of fuel. Operators will then have a bonus in terms of lower fuel costs for the rest of the vehicle's life.

Already, customers are getting the message. Hartmut Schick, Head of Daimler Buses, said recently that he expected his company to have around 1,750 Euro 6 buses and coaches in

service with European customers by the end of 2013, before Euro 6 becomes mandatory.

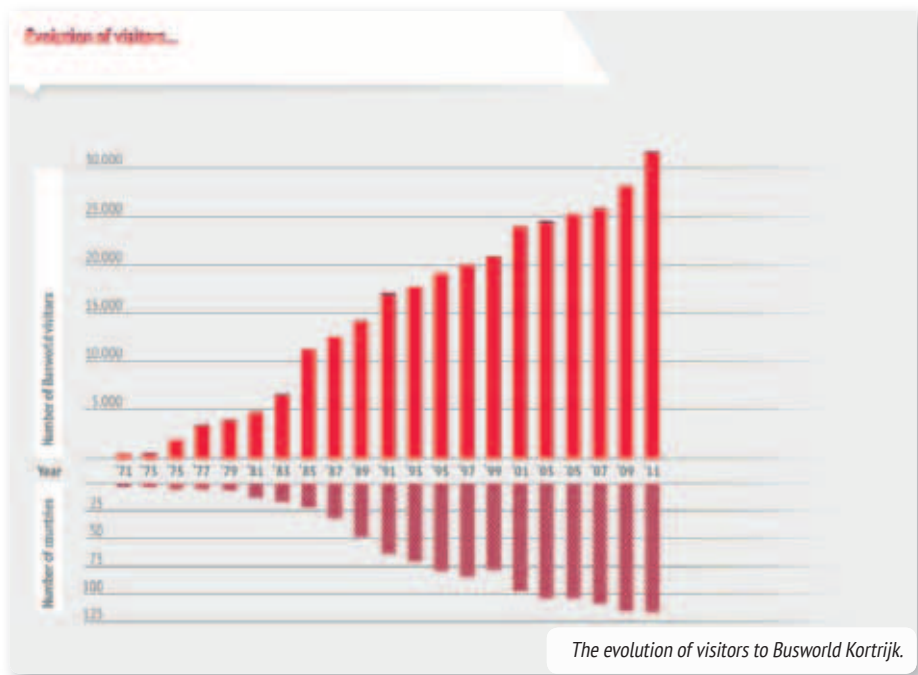
Euro 6 engines will also be beneficial in hybrid drive systems. These are still being refined, with features that enable the vehicle to work in all-electric mode when approaching and departing from bus stops. Greater savings in fuel consumption are being achieved.

Recently, Volvo launched three plug-in hybrid buses in its home city of Gothenburg. These take a fast charge of electricity at each end of the route and can run in all-electric mode in parts of the city that were previously off limits to ordinary diesel buses. On one route, it is even planned to have one of the bus stops inside a shopping centre!

Some people believe that hybrid is simply a stage in the development towards all-electric buses. Currently, the main limit is the range that can be achieved from a battery pack. If a bus carries sufficient batteries for a full day's work, then there is inevitably a serious weight penalty.

The answer is coming in various forms of fast charging, either at each end of the route, or at busy stops on the way. Solutions include inductive charging, where a bus can take a fast boost of current from a plate on the road surface, or cables underneath it. Other systems use overhead charging points and some of this technology is likely to be revealed at Busworld Kortrijk.

Some of the major component manufacturers can now offer equipment which is electrically operated, such as heating and ventilation systems, drive axles, doors and power steering pumps. While these contribute to reductions



The evolution of visitors to Busworld Kortrijk.



Solaris has taken orders for its all-electric Urbino bus.



Neoplan's stylish Skyliner double-deck coach.



Expect to see hybrid buses at Busworld, such as this MAN.

in noise, they require current from the batteries. This will accelerate demand for fast charging systems.

Coaches are likely to continue using diesel power for many years to come. On most models, Euro 6 will present a challenge, because larger and heavier cooling systems are required. Additional safety systems will become mandatory, so designers face a challenge in keeping within maximum permitted gross axle weights.

One of the other strong trends in the industry in recent years has been the rapid growth in electronic systems. All the manufacturers and many specialist suppliers can offer diagnostic systems that monitor vehicle and driver performance.

Smart ticketing systems are in widespread use. Customers now expect on-board features like wi-fi. These and many other novelties will be seen at Busworld Kortrijk.



Volvo's plug-in hybrid bus can even enter shopping areas.

BUSWORLD GOES TO colombia

Busworld has signed contracts to stage the first Busworld Colombia in Bogotá, the capital of the South American country, from 29 to 31 May 2014.

Colombia is the fourth largest country in South America, with a population of 47 million people. It is bordered by Panama, Venezuela, Brazil, Peru and Ecuador, and has coastlines on both the Caribbean and the Pacific.

Eight million people live in Bogotá which is at a height of 2,600m above sea level in a vast plain. At that height and just north of the Equator, the city enjoys moderate temperatures all year round.

Bogotá has one of the most modern and efficient bus-based public transport systems in the world. In the late 1990's, the city authorities were becoming very concerned about the high levels of congestion so they decided to build a Bus Rapid Transit system. The first route opened in December 2000. It consisted of reserved lanes in the centre of a broad highway. Passengers could get on and off high-capacity buses by using centrally located stations that had platforms level with the floor of the bus. There were two lanes in each direction,



Passengers walk from high platforms straight into the vehicles.

one for buses stopping at all stations, and the other for express vehicles.

The system proved very successful. Other routes were added over the following years, so that the system, by the end of last year, had eleven routes covering a total of 87km. More are being added.

The network is known as TransMilenio and is served by a combination of articulated and

bi-articulated vehicles. Around 1,500 vehicles are used on a daily basis, providing very frequent services.

Smaller buses feed into the TransMilenio system, offering fast connections for passengers, and helping to reduce congestion in the city centre.

More details about Busworld Colombia will be announced in forthcoming editions of the Newsletter.



Otokar is delivering hundreds of buses to Istanbul.



Karsan is building Bredamenarinibus models in Turkey

BUSWORLD TURKEY IN APRIL 2014

The next edition of Busworld Turkey will be held in the exhibition centre close to the Ataturk International Airport in Istanbul from 24 to 27 April 2014.

Turkey and its bus industry are becoming increasingly important. There are several major manufacturers that, between them, offer a complete range of buses and coaches, from minibuses to articulated city buses, also a very comprehensive selection of coaches. They are fully supported by a large number of suppliers, capable of making almost every component necessary for buses and coaches. They work to high standards and benefit from competitive labour rates, with well-educated and skilled employees.

The Turkish authorities have become concerned about congestion and pollution in the major cities. In the last two to three years, there has been large-scale investment in city buses and this is on-going. New vehicles with low floors and air conditioning are making travel easier and more comfortable.

The Turkish economy has continued to perform well, and Istanbul keeps on expanding. The Government has authorised the construction of a third bridge across the Bosphorus, north of the two existing bridges, and close to the Black Sea. It is hoped that this will take long distance international traffic away from the city centre.

The Turkish people rely heavily on coaches for long distance express services, linking all parts of their large country.

The main coach station in Istanbul, the Otogar, is one of the largest and busiest in the world. It is built on three levels, directly connected to the metro system which runs through the middle level.



Istanbul has the largest bus rapid transit system in Europe.

Istanbul is a financial, cultural and trading centre. Visitors come to Busworld Turkey from many neighbouring countries. Buses and coaches are exported regularly to more than 70 countries, in Europe, the Middle East, North Africa and Central Asia.

There will be more news about Busworld Turkey in future editions of the Newsletter.

NEW SETRA TOPCLASS

One of the star exhibits and world premières at Busworld Kortrijk will be the new Setra TopClass 500. Daimler Buses is revealing this important new range in stages! There are three models, at 12.5, 13.3 and 14.2 metres, all on three axles and all with an overall height of 3.88 metres. The standard power unit is a Euro 6 engine with a choice of 470 or 502bhp (350 or 375kW).

So far, the company has only revealed the exterior of the new model. It is unmistakably a Setra, but the frontal aspect is more rounded and aerodynamic.

The Setra name is carried prominently on a polished metal bar beneath the front screen. The distinctive "La Linea" styling bar curves upwards between the B and C pillars on each side. The brightwork continues above the side windows, ending in an arrow-shaped light.

According to Setra, the drag co-efficient is only 0.33, which should make a significant contribution to fuel economy. Furthermore, the new structure is 150kg lighter than before, but is even stronger.



The new Euro6 Setra TopClass will be at Busworld.

We are told that there are many exciting new features in the interior, but details of them will have to wait until the next stage of the launch! However, you can be sure that the complete vehicle will be available for everyone to see and appreciate at Busworld Kortrijk.

COACH FORUM DEBATE AT BUSWORLD

One of the most important conferences at Busworld Kortrijk will take place on 17 October when the European Bus and Coach Forum debates the current and future contribution of group tourism by coaches to senior citizens and out of season travel in Europe and beyond. It will be organised by the International Road Transport Union (IRU), in co-operation with the International Social Tourism Organisation (ISTO), the European Tour Operators' Association (ETOA) and the Belgian Federation of Bus and Coach Operators (FBAA).

Busworld expects that around 250 representatives of the tourism and travel industry, Members of the European Parliament, national competent authorities, European Commission Officials, bus and coach manufacturers, researchers, and specialised journalists from all over the world will join the debate.

Yves Mannaerts, President of the IRU Passenger Transport Council and FBAA Director, said: "Seniors and off-season touring are crucial market segments, truly acknowledged by the European bus and coach tourism sector. We are already providing inclusive mobility services to these customers, but more must be done to realise our full potential."



Coaches bring business to cities.

"The European Parliament and Commission efforts to further enhance senior citizens' possibilities to travel in Europe off-season are of course welcome.

Yet, it is imperative that the specific requirements of the bus and coach sector at European, national and local levels, as laid out by the Smart Move High Level Group, are taken into account to ensure that enhanced senior citizens travel contributes to the joint objective of doubling the use of buses and coaches by 2025."

The Forum will be organised in two panels with debates that will focus on the senior citizen and off-season market potential and opportunities, as well as the practical challenges and the means of bringing more customers on board coaches.

You can book your seat in the Forum now at press@iru.org.



The Magelys from Iveco Bus.



An Irizar coach with a rear lounge.

REJUVENATED GÖPPEL EXHIBITING AT BUSWORLD

The old-established German bus manufacturer, Göppel, will attend Busworld Kortrijk with two new models. A major Russian engineering company, Kirovsky Zavod, acquired Göppel in March 2013, retaining its management and medium-sized structure. The ambitious new owners provided financial stability and have plans to promote Göppel vehicles in Russia and other international markets. Busworld Kortrijk will be the ideal platform for this strategy.



Göppel will launch this city bus on world markets at Busworld.

Göppel will show its new articulated bus go4city19 and a standard 12-metre 3 door city bus, the go4city12. The latter model can operate either on its own or towing a passenger-carrying low-floor trailer. The new articulated ve-

hicle has 65 seats and space for a further 96 standing passengers. It benefits from the new Hübner Short Articulation Unit that provides more interior space. Both buses will be powered by DAF engines.

MGM AIR

“brakethrough”!

We asked exhibitors at Busworld Kortrijk to give us their news and we are still looking for more for the next pre-Busworld Newsletter.

MGM Brakes, an American company, told us about a new electronic brake monitoring and fault alert diagnostic system for vehicles with air brakes. They recognise that air disc brakes are virtually impossible to inspect visually. They have developed an Infrared Optical

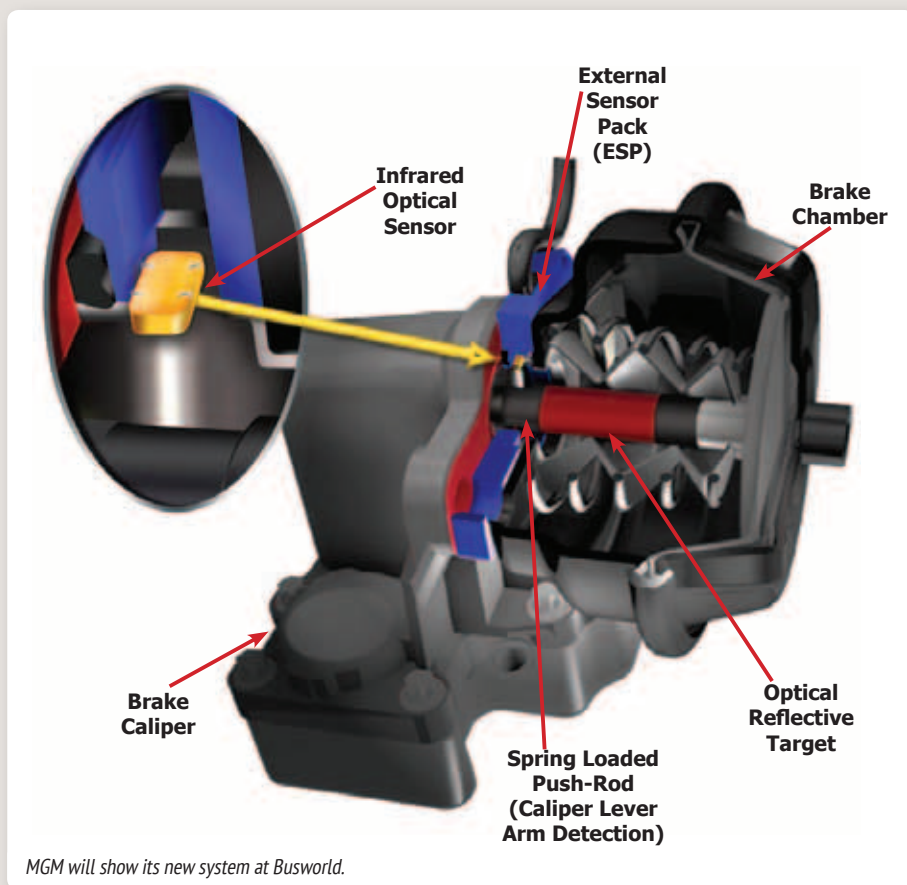
Sensing system to monitor the precision of the internal actuator push rod, whilst the spring-loaded ball-end push rod monitors proper contact and movement of the calliper lever arm during each brake application and release.

It provides real time brake fault reporting and recording and provides real specific information at each and every brake application and release.

Although air brake systems have a high degree of reliability, they can suffer from valve problems, ice in the air system, actuator failure, broken air lines, faulty brake pads, internal adjustment failure, etc.

The MGM system verifies correct brake set-up, particularly after installation of new pads and other wheel end maintenance. MGM Brakes believes that its new e*/STROKE system is critical to enabling correct operation and performance of brakes at any intervention of advanced technologies such as ABS, Traction Control, Vehicle Stability Control, and Collision Avoidance.

Find out more by visiting MGM Brakes at Busworld Kortrijk.



MGM will show its new system at Busworld.

PRESS RELEASES

The Busworld team is forging ahead with preparations for Busworld Kortrijk. We want to attract as many visitors as we can and will therefore be increasing our marketing activities.

We will be carrying as much advance news as we can on the Busworld website, in our Newsletters, in direct communication with the trade press, and using our extensive global database of industry specialists, built up over many years.

Please send your pre-Busworld press releases to Inge Buytaert – inge@busworld.org – so that they can be published in the Press section of our website. The exact link is: <http://kortrijk.busworld.org/news/press/exhibitors#start>

Thank you very much.

GIVE US YOUR NEWS

We will be publishing more Newsletters before Busworld Kortrijk. We will be pleased to include any information on products and services which exhibitors plan to promote at Busworld Kortrijk. This is a free service, so please send your news to inge@busworld.org



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