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"At first, I thought I had done something wrong. It really is a nice surprise. Mieke Glorieux: "Perfect Busworld edition is grand finale"
Earlier this summer, it had already leaked that Ventura Systems, the Dutch supplier of door systems for public transport buses, is building a factory in America. They bought a large building in the state of North Carolina, where the production of the very well-known door system should be kicked off at the beginning of next year.

According to managing director Jeroen de Nooijer of the company that saw the light of day in 1984, this step is connected to the preference of US clients for high-quality European products. “In the US, one manufacturer has been assuming a monopoly position for years. Now the American clients, i.e. the transport authorities, listen very well to their customers, i.e. the passengers. They had been complaining about technical defects on the doors. Guess what? Our doors start complaining about technical defects on the doors. Guess what? Our doors start being made in the US, we are showing defects not sooner than after 60,000 miles. That was the deciding factor, Still, as the Buy American Act requires that at least seventy percent of a product must be manufactured in the US, we are opening a factory there! We will start with eight employees, but De Nooijer says he would not be surprised to see a factory as large as the Ventura factory in Bolsward, the Netherlands within the foreseeable future. The first order is in the pocket and concerns the delivery of door systems for 600 buses of the brands New Flyer, Eldorado and BYD. These buses will run in New York and Los Angeles, the ultimate two public transport locations in America that set the tone for the rest of the country, according to De Nooijer. At Ventura Systems, they are hopeful for follow-up orders. Ventura Systems shows its door systems in hall 4, stand 437.

It is already the fiftieth birthday for Masats, the Spanish door and lift manufacturer for quite some brands by now.

The company started in 1967 as a passen- ger carrier, or operator as we call it today. Just like many companies started at that time, the start of the current door manufacturer was accidental. There was a need for good pistons for the pneu- matic door openers. There were none, so they made it themselves. Over the past fifty years, Masats has grown to be an internationally operating company with 520 employees and customers around the world. A couple of years ago, the family sold a portion of the shares to the Itrarz Group. This way, Masats suddenly made its inter- national breakthrough. Today, sixteen percent of the shares is still in the hands of the family. Under the leadership of cur- rent CEO Frederic Solé, Masats has found entries in some major West-Flemish bus manufacturing companies but also overseas in the USA. They are even building trains in Spain and Portugal (Cantab), they actually control the market. In America, Masats supplies Novabus (Volvo), MCI and Alexander Dennis (ADL). The new factory in Atlanta is doing test runs but should be fully operational in January 2018. Apart from doors for public trans- port buses, Masats also provides doors for trains and door systems for autonomous trains (airports). You can find Masats at Busworld in hall 2, stand 209.

Volvo Bus focuses on electromobility and safety

Electromobility, active safety and a thinking bus. Those are the spearheads of Volvo Bus at this last Busworld edition in Kortrijk.

After selling over 3,500 hybrids, hybrid electric and electric buses worldwide, Volvo Bus continues with the development of electrically powered vehicles. At Busworld, Volvo shows the latest version of their Volvo 7900 Electric, combined with a new OppCharge charging system. The first four Volvo 7900 buses were commissioned at the start of this summer by the city of Differdange in Luxembourg. Volvo Bus has since signed several orders for its hybrid and electric bus systems, such as in Harrogate, England and Malmö, Sweden. Next year, Volvo Bus will deploy fully electric articulated buses in public transport in Gothenburg. In the hometown of Volvo, electric and hybrid 10-meter and 12-meter buses were already being used for urban trans- port. At the Volvo stand, you can drive the thinking bus, virtually of course, with the nice Volvo Dynamic Steering (VDS), the Pedestrian & Cyclist Detection System and the Bus Stop Docking Concept. Volvo also organizes demo rides with the Volvo 7900 Hybrid Articulated and a Volvo 9700 with VDS on Busworld’s outdoor site. You can find the Volvo stand in hall 5, stand 502.

Energy-efficient MAN buses for Hansea

The Hansea group – with its 805 buses the largest private bus company in Flanders (Belgium) – renew its fleet which is a great investment in the environment. Hansea ordered 72 new buses from MAN, an investment worth no less than 15 million euros. This makes it immediately the largest order of buses for MAN Belgium in the 12 years that Man/Neoplan buses and coaches have been distributed in Belgium.

The 72 new buses all have a Euro 6 engine and will replace older Euro 3 buses. The buses will be deployed for Flemish transport company De Lijn.

In 2018, Hansea will make another 4-mil- lion investment, this time in new coaches and school buses. In this case too, older Euro 5 buses will be replaced by new Euro 6 models.

“Research shows that the Euro 6 standard can make a huge difference in the emission of exhaust gases and dust particles”, says Harry Hendus, mobility specialist. “Consider, for example, the emission of nitrogen. For the amount of nitrogen emitted by a one Euro 5 label bus, you can deploy 25 buses with a Euro 6 label. That is a huge difference”. Also, the emission of fine dust is very small in vehicles with a Euro 6 diesel engine, almost immeasurable. On top of that, the new Euro 6 diesel buses are a lot quieter than their Euro 5 version.

ExquiCity in 12,000 Lego bricks

The Lego scale model of the ExquiCity Tramline from Parma caught a lot of attention at the stand of Van Hool. This Titanic task was completed by the 19 year old Italian Riccardo Brizzi-Albertelli. He has been working on this impressive scale model for two years. The model is 1.3 meters long, weighs around 15 kg and runs fully autonomously. All lights inside and outside are functioning. On the pic- ture, you see Riccardo and Jan Van Hool, the designer of the ExquiCity.

Ellamp introduces Intelligent Lighting Control

The thirty year old Ellamp presents Lighting Control on the Temsa Avenue Electron. This is an integrated lighting concept in which lighting can be adapted to the circumstances and the environment. The intensity and colour shading of lighting is adjusted to the outside light and temperature in real-time. This sig- nificantly increases passenger comfort. Simultaneously, considerable savings are realized on power consumption because the light never radiates too strongly. After all, the light intensity is determined by the available outdoor light.

50 years of door manufacturer Masats!

The management team of Masats including CEO Frederic Solé (second from the left).

This year, Hansea buys 72 environmentally-friendly MAN buses.

“We specifically go for the renewal of our fleet in accordance with Euro 6 standards. That is the best standard currently avail- able on the market”, explains Luc Juliet, CEO of Hansea. “We strongly believe in alternative drive options, such as hybrid and electric engines, and we look into the options for new mobility services. That is why our new Euro 6 buses are not the ultimate goal, but rather an important step towards a healthier environment.”

Editor in chief: Jean-Pierre Schoukens jps@busworld.org
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