



Mieke Glorieux: "It was amazing" More than 40.000 visitors

"Tired but satisfied, it's just fantastic", Mieke Glorieux looks back with satisfaction on the first Busworld edition in Brussels Expo. "Did you see those crowds Monday? We registered ten thousand visitors on Monday. We had set ourselves the target of 40,000 visitors for the 25th silver edition. Well, we are going to exceed that number. The next Busworld, from 8 to 13 October 2021, will take place again in Brussels Expo and then we will celebrate the 50th anniversary of Busworld".

On Tuesday morning, coaches and taxis were constantly arriving and departing, and hundreds of visitors who came from the metro station were flowing to the main entrance in hand luggage trolleys. "On Monday, we welcomed some ten thousand visitors and now, on Tuesday, it's filling up again", Mieke Glorieux notes with satisfaction. "My biggest fear for this first edition in Brussels was the number of visitors. Because this Busworld edition is about a third larger than the previous editions in Kortrijk, we had to surpass the number of visitors of 35,000 in Kortrijk to avoid empty halls. Now that I see how crowded it is, I am really satisfied. On Sunday and Monday most foreign visitors arrived in Brussels and they will stay for two days. We are therefore expecting more than 40,000 visitors for this 25th edition of Busworld. We owe this increased interest to the fact that the



fair has been moved to Brussels, close to Brussels Airport, the city centre and the many hotels in and around the capital".

New hall layout for 2021

"Loyal exhibitors and some 175 newcomers are 99% enthusiastic about this Busworld in Brussels. We even succeeded in copying the conviviality, the atmosphere and the familial character of 'Kortrijk' to Brussels. I am therefore very satisfied. There are always things which can be improved of course, but this Busworld edition has really succeeded. We

will soon start planning Busworld 2021, the year in which we will be celebrating the 50th anniversary of Busworld, which once started as the "Car&Bus salon".

The 26th edition, from 8 to 13 October 2021, will also look a little different. Busworld will be spread over halls 4, 5, 6, 7, 8, 9, 11 and the Patio. Halls 1 and 3 will not be used, also because of the weight restrictions which apply to a number of stands in hall 3. Hall 2, which now functioned as an emergency solution to eliminate the waiting list and to be able to accommodate all exhibitors, will not be used in 2021 neither.

Excellent performance of Kortrijk's team at Brussels Expo

The Kortrijk Xpo team, which had been managing Busworld Kortrijk in the right direction for many years, also moved to Brussels Expo. Together with the permanent and freelance employees of Busworld and the Brussels Expo team, they were responsible for a flawless organisation of the silver Busworld Europe.

After the first computers had already been transferred on 8 October, five employees of Kortrijk Xpo, led by Nadine Coudyser, were ready the next day for the construction of the first edition of Busworld Europe in Brussels. On peak days, they were joined by two additional employees.

"As an exhibition organiser, Kortrijk Xpo is also responsible for the organisation of various trade fairs at other locations. Because this is our daily task and we are familiar with the organisation of trade fairs, it was not the first time that we were active outside Kortrijk. The biggest challenge, however, is the international character, the multilingualism and the large number of exhibitors on a large area.

"At the desk of the trade fair secretariat, our employees are waiting to welcome and support exhibitors and their teams. The construction was quite a challenge and took about eight days. Now remains the dismantling stage, which should be completed on Friday 25 October. The halls have to be empty in just two days. This also implies that in that period of time some 2,000 cubic metres of material stored elsewhere will have to be transported to the exhibitors. Many vehicles



without a license plate must also be safely escorted to car park C, in single file. In Kortrijk, vehicles could easily drive to the car park because it was located on the same site as the halls. Now buses and coaches have to travel a short distance on public roads, which has its implications". The trusted Busworld team with four permanent employees and twenty freelance employees, including the hall managers, also signed for a smooth start of the first edition of Busworld Europe at Brussels Expo.



FREE AIRPORT SHUTTLE



Direct connection between Brussels airport and the exhibition

Till 23 October 2019 the Busworld Europe Shuttle will be accommodated by the Van Hool diesel hybrid Exqui.City 24 trambuses. A premier for Belgium, as it will be the first time that these trambuses are in operation on the public roads. These trambuses will be put into daily operation later on the BRT line 820.

The Busworld Europe Shuttle leaves every hour at the bus parking lot (level 0) in Brussels Airport and will bring you in only 45 minutes directly to Busworld Europe at the Brussels Expo (without any stops), or the other way around. The shuttle will drop you off at the main entrance in front of Hall 2.

TIME SCHEDULE - Wednesday 23 October:

Brussels Airport > Brussels Expo: 12:30 PM, 1:30 PM, 2:30 PM, 3:30 PM, 4:30 PM, 5:30 PM
Brussels Expo > Brussels Airport: 1:30 PM, 2:30 PM, 3:30 PM, 4:30 PM, 5:30 PM, 6:30 PM

LOCATIONS TO HOP ON AND OFF:

Brussels Airport, bus parking lot at level 0
Brussels Expo, Hall 2, main entrance

I ♥ busworld

Busworld held a competition on social media for the promotion of Busworld. Every day, except on day 1, there was a winner who went home with a scooter. He or she had to take a selfiestick at the entrance, attach an I love Busworld tattoo and take a nice picture of it. But that wasn't enough as he or she had to share that picture on social media as well. The person with the most likes was declared the winner. Gisèle Geerolf (daughter of hall manager Geerolf) and Misha Goldemberg (Product Manager at Lehavot - BUSShield from Israel), among others, have become the owners of a new scooter.



New, economical and low-noise rear axle by DAF

DAF Components presents a new, driven rear axle for coaches and buses. DAF promises a 2% reduction in fuel consumption through minimal internal friction and rapid final reduction, an unrivalled low

weight, a very long service interval, the highest passenger comfort and the most solid design ever. At the same time, DAF Components presents new Euro 3 and Euro 5 Paccar bus engines that are up to 12% more economical than their predecessors. The new rear axle - with a final reduction of 2.05 - as well as the completely new engine range fits perfectly within the 'down speeding' philosophy of DAF Components, whereby the Dutch

manufacturer assumes maximum performance at low speeds with the lowest possible fuel consumption and an optimal noise comfort. The new rear axle enables fuel savings of up to 2%. This profit is partly due to the newly developed crown wheel-pinion set. This guarantees minimum friction losses. The axle also sets new standards in terms of weight saving without compromising on robustness. The new axle is up to 70 kg lighter. In

addition, the oil in the axle housing only needs to be changed once every 540,000 kilometres, which benefits the 'uptime' of the coach or bus. Whereas in Europe Euro 6 is mandatory for new vehicles, elsewhere in the world Euro 3 and Euro 5 are still widely used. Paccar/DAF has now also developed new Euro 3 and Euro 5 engines based on the Euro 6 engines presented in 2017, which are up to 12% more economical than their

predecessors. The engines reach their maximum torque at a very low speed, from 900 rpm. Driving at cruising speed is therefore already possible at a speed slightly higher than 1000 rpm. (Hall 6, stand 631)



Advancing digitisation and improved seating comfort

Scoring with ergonomic driver's desk

The driver's desk, dashboard and environment have evolved enormously in terms of ergonomics. Control buttons and levers are increasingly within reach. The historical, often chaotic, multitude of tell-tales and gauges has been replaced by digital applications, and the driver's seat is almost cosy to sit in. The personalized ignition key or card, which contains settings for the seat, mirrors and handlebar height, may soon be available.

The Busworld Award Jury praised all aspects of the driver environment and ergonomics on the 12 buses and 9 coaches that were driven up. "Not all facilities were always built into specific buses and coaches, and were therefore not always taken into account in the jury report", Karl Ennaert opens. "We only evaluate what was actually present on the vehicle. In many cases, seats with armrests or lumbar support, with heated or cooled seats could be chosen as an option. Anything related to control is now largely within reach. A positive aspect is that the control buttons have the same icons, regardless of the brand. We see this not only in European vehicles but also in Chinese buses and coaches. This is definitely a plus for the driver when he has to drive vehicles of different brands".

Check-up

Karl Ennaert also noticed that there is a strong emphasis on electronics. "All kinds of meters are increasingly being replaced by digital applications. Even the general check-up of the vehicles at start-up is done fully automatically. A complete programme is completed and the operation of turn signals and brake lights is checked automatically. You no longer need to be with two persons to see if everything works. When everything is in order, the vehicle starts up".



The mirror handling has also been simplified; a push on the button suffices to have the mirrors folded down when driving through a narrow street or past a parked truck, for example. The immense mirrors are increasingly being replaced by compact cameras and monitors. In fact, it is remarkable that this application has taken so long to develop, as the first cameras were already proposed by Bosch in 2017.

Driver's seat

Although great progress has been made in terms of ergonomics, there are still some concerns, says Karl Ennaert: "The sun protection or dimming system on the front passenger side still needs to be operated manually at times, while this can be done perfectly electrically from the driver's desk. In several vehicles the driver's desks are not always easily accessible for drivers with a rather large build. Pivoting driver's seats rotating on their axles are usually only found in the more expensive buses and coaches. They are often offered optionally, although it is a feature that makes it easier for many

drivers to get behind the wheel or in the back without forcing their lumbar spine. It should also be possible to slide the driver's seat a little further back; some transporters solve this by moving the safety catch at the bottom of the seat, but that is not how it should be".

Ignition keys and cards

According to Karl Ennaert, we are eventually, and perhaps even faster than we think, evolving from cars to personalized ignition keys or cards. These will include the desired settings for the driver's seat, mirrors and steering column, and as soon as the driver plugs in the key or card or logs in to the vehicle, everything will be adjusted correctly. "Some countries and brands excel in the field of electronics. You can already see a lot of applications in passenger cars, and they will undoubtedly be introduced in buses and coaches", says Karl Ennaert. Brands lagging behind in the past have now made a huge catch-up effort across the board and now, thanks to advanced electronics and IT technology, may even be able to take a head start in the near future.

Thermo King launches new generation of heat pumps

Thermo King, the largest player in temperature management systems for mobile applications in the transport sector, presents at Busworld the latest heating, ventilation and air conditioning solutions designed for ecological passenger transport: the sophisticated Athenia heat pumps.

The latest generation of the Thermo King Athenia MkII range of electric heat pumps offers up to nearly 30 percent more heating capacity and efficiency at equal consumption compared to its predecessor. The COP factor is 4, which means that each kW used to heat the heat pump generates 4 kWh of heat. In order to keep the installation on existing vehicle models

simple for the OEMs, the anchoring points as well as the dimensions of the openings to be provided in the roof remained the same as the previous models. The Athenia units offer the highest cooling performance on the market in terms of weight. The roof units in the Athenia electric heat pump range offer comfortable cooling and heating for low and zero emission buses. The new generation of units on display at Busworld 2019 features a larger reversible heat exchanger, battery heating and, if necessary, battery cooling. The heat absorbed during the cooling of the battery packs can be transferred to the interior of the bus in winter, thus saving power. As an option, a CO₂ sensor can be added inside the bus, which measures

the air quality and, if necessary, adds up to 100% fresh air to the interior. The use of a variable speed compressor with a cooling/heating ratio of up to 60% results in reduced energy consumption. According to Thermo King, the entire design contributes, depending on the operating conditions, to an increase in the heating capacity of up to 26 percent and to an increase in efficiency of up to 33 percent compared to the previous generation of heat pumps.

Thermo King firmly believes that the new units in the Athenia range offer the most cost-effective and environmentally friendly solution for achieving optimal heating and cooling performance in hybrid and electric buses.

Busworld Foundation welcomes Sweden

The PTA's (Public Transport Authorities) from region Stockholm, Svealandstrafiken and Region Upsalla came to visit Busworld with a delegation of 22 persons. Sweden has today 220 full electric buses running and want to be complete de-carbonised by 2025. Mattias Adell, secretary general of Svensk Kollektiv Trafik, the association of Swedish PTA's, confirms the interest for Busworld and expresses the wish of the association to collaborate with the Busworld Academy".



Pilkington creative with glass

Pilkington, the Finnish-based bus window manufacturer, has been looking for solutions to reduce the weight of buses and coaches for years. The thickness of the windows was previously increased from 5 mm to 4 mm, making the whole bus about 100 kg lighter. Recently Pilkington repeated this: without sacrificing strength, the thickness of the glass was reduced to 3 mm with another 100 kg of weight saved.

Now Pilkington presents a scoop. The LED destination indicators are now laminated in the front, side and rear windows. This eliminates the need for the housing and mounting fixture of each destination indicator. On most buses this equals three times 15 kg. The vehicle-wide full colour LEDs are clearly visible from afar, even through the tinted glass. Especially for electric and hybrid buses, where thermal comfort consumes a lot of energy, Pilkington now offers Solar

Control glass with an increased insulation value in order to keep out penetrating solar heat, but without darkening the bus. A special reflection-reducing coating will be available for coach glass. Pilkington has a market share of 70% for windscreens and 40-45% for side and rear windows in original installation. Windscreens for coaches are difficult to make due to the curves of the window. These cannot be produced fully automatically; experienced employees must always lend a hand. When a manufacturer designs a new bus model, Pilkington will try to make the desired windscreen. Each windshield is executed to the limit of the bending capability of the glass. There are often 10 to 30 broken windows which require the bus constructor to adapt his design slightly until it is possible to make the desired windscreen. For more than 50 years Pilkington has been collaborating with most OEMs who are still convinced by the high quality.



ACT Action towards Climate friendly Transport

GLOBAL PASSENGER NETWORK & GREEN ENERGY sign the ACT DECLARATION at Busworld



Iveco concludes collaboration with Belgian Bus Repair



Iveco Bus Belgium has signed a cooperation contract with Belgian Bus Repair from Tildonk (Haacht). Following in the footsteps of Lens Car (Liège) and Carros Center (Blaton), Belgian Bus Repair becomes the third dealer to work exclusively for Iveco Bus. They provide transporters with reparations and spare parts. "We have been collaborating with Belgian Bus Repair for a long time and have now intensified this collaboration", says Paul Mechele. "In addition to the four deal-

ers who work for Iveco Truck&Bus, with Belgian Bus Repair we now also have a third dealer who will work exclusively for Iveco Bus".

The cooperation agreement was signed by Paul Mechele and Johan Michiels and Nic Vanderschueren of Belgian Bus Repair.



Join us on Twitter and Facebook!

Receive the latest news in the run-up to the trade fair and while it's going on. All you have to do is register on our website www.busworld.org

Editor in chief: Jean-Pierre Schoukens
jps@busworld.org
Photography: Bieke Bruggeman
Translation: X-L-Ent
Lay-out and printing: Ally Graph-x
Publisher: Mieke Glorieux