



Irizar surprises with i8

Irizar surprised Busworld with the i8, the Spanish bus manufacturer's brand-new showpiece. It is the successor to the Irizar PB, the illustrious bus whose production will be discontinued next year. However, the new i8 still has plenty of familiar features that made the PB so famous.

The unique 'face' is still there and has been styled further. It is now in a V shape, which is repeated at the back. The 'face' is further embellished with LED headlights. The back has a sleek design and is accentuated by the beautiful LED back lights. The i8 is once again an integrally constructed coach fitted with a DAF MX 13 engine. The Spaniards talk about a service interval of 100,000 kilometres, which seems to create the first condition for a favourable TCO. During this edition of Busworld, only integrally constructed

coaches are on display at the Irizar fair booth, including a new i6 three-axle and of course the electric city bus i2.

The seats of the new i8 have been especially designed to reduce weight, promoting the comfort of the passengers. Irizar developed the seats in close cooperation with Vogel. The driver disposes of a completely new, ergonomic dashboard. The tools and the display for the navigation and the like are strategically located and very accessible. The navigation can be operated by means of a joystick. All other accessories, such as the air-conditioning, entertainment, microphone, camera operation and the like, have been put together in a central console.

Worldwide

In total, Irizar invested 18 million euros in the i8 project; 10 million euros of which went directly to the new coach concept itself and eight million euros were spent on techniques that can also be used for the other Irizar models. The turnover of the Spanish company, which has sites all over the world, amounted to 550 million euros in 2014, 80% of which from the export. For this year the company is expecting a production worldwide of 3,000 vehicles. Some of these will also find their way to the USA, a market that is becoming increasingly important to Irizar. The coaches for this market are constructed in Spain.



The Irizar i8: an eye-catcher at Busworld.



Please note!

Due to strikes, the train traffic in Belgium could be seriously disrupted from 10 p.m. this evening until Tuesday.

Please check www.belgianrail.be for more information.

Scania launches Interlink

With the Scania Interlink the Swedish bus manufacturer is, as it says so itself, "introducing a completely new bus concept". The Interlink product range presents itself as a jack-of-all-trades that can be deployed in a flexible way for city and regional transport as intercity bus, coach

and airport shuttle. This bus is available in different lengths, heights, various interior finishes and diverse drive systems.

"Because we are positioning the bus as 100% all-rounder we can offer entrepreneurs flexibility without them having to make any compromises," Klas Dahlberg, Head of Buses and Coaches, states. "The buses have been designed with as much interior comfort as possible, in relation

to the required passenger capacity, and with an optimised trunk space. On top of that we offer the entrepreneurs plenty of options so they can have their bus completely custom-made."

The Scania Interlink builds on the positive experiences of the Scania OmniExpress coach; more than 1,500 of which were constructed.

Oad orders four VDL Futura FHD2

Friday afternoon, the gong sounded four times at the VDL fair booth – a nice tradition that is honoured each time a deal is closed – as Oad ordered four VDL Futura FHD2 139. The ink of the signatures on the sales agreement was not even dry yet when the gong was beat.

Oad chose to fit the Futuras with a quick-lock system and secure rail for the seats in order to enable a flexible use. The maximum amount of seats is 61+1+1. Of course the Futuras are equipped with all the modern facilities, including USB connections in the floor boards next to the seats.

Safety features such as the brake assistant AEBS, LDWS (lane departure warning system), ESP and adaptive cruise control are standard. These Oad Futuras are driven by a DAF MX 13 engine with 460 hp and a ZF Astronic gearbox.



From left to right: Delphine Bloemen (VDL Sales Benelux), Frans Schuitemaker (manager Oad), Bastiaan Hoogendoorn (general manager Oad) and Ard Romers (manager VDL Bus & Coach)

Iveco is a fan of rugby team All Blacks

During the World Championship Rugby 2015 in the month of October Iveco, European supporter of the All Blacks, is transporting the team with an IVECO Magelys Vip Coach and three IVECO Daily minibuses, Van of the Year 2015.

Iveco and the rugby team from New Zealand created a new logo for the occasion and all the vehicles have been painted in the official colour of the All Blacks. The Magelys Pro of 12.8 metres is fitted with the Cursor engine of 8.7

litres (400 hp) and a robotized gearbox of ZF AS-Tronic. The standard Magelys contains 57 seats, but the All Blacks version only has 46 leather seats in order to increase the comfort for the players and their families. Next to this, the Magelys All Blacks is equipped with Wi-Fi, a GPS system, a coffee machine, a double amplifier for the microphone, a USB connection at every seat and a 220 volt socket for every two seats.

The Daily minibuses are the first three minicoaches that Iveco Bus supplied in

the Hi-Matic version. This variety with eight gears is quicker and more precise than the manual gear box with six accelerations. The Daily of the type Tourys has an engine of F1C 3.0 litres (170 hp) and 19 seats. The trunk is very spacious: 2.5 m³. The interior of the All Blacks version has been adjusted as well. The isle is finished with a look in 'solid wood'. On board there is also a fridge, Wi-Fi, a double amplifier for the microphone, a GPS system and a USB connection for every two seats.



The Magelys and the three Tourys in All Blacks version.



Volvo is resolutely going for ecology

City Simulator calculates ecological footprint

Volvo and safety, they go hand in hand like Abba and Sweden. The Swedish manufacturer is now adding a new dimension to its name and reputation: being the absolute number one with regard to ecology. At Busworld the newest city bus, the 7900 Electric, will be presented for the first time, including the impressive charging station. And those who want to calculate the ecological footprint of the newest range of Volvo buses can do so by means of the City Simulator.

Impressive. That's the least you can say about the City Simulator of Volvo. In the year 2015 there is not a single parameter that escapes the attention. According to sales manager Erland Morelissen of Volvo, the Swedes are the only ones that have dared to go this far up until now. Volvo has three ecological city buses in its shop window: the Volvo Hybrid, launched in 2010 and with 2,200 sold vehicles quite a success, the Volvo Electric Hybrid (2014) and now the 7900 Electric. They are fully aware of it at Volvo: measuring is knowing. The City Simulator reveals and calculates all the figures and parameters down to the smallest detail: distance covered, but also total energy costs, CO2 emissions, air quality and even sound pollution. Erland Morelissen needs no more convincing: the buses using diesel fuel (still 90% of the fleet) have to lay down the arms against the newest generation of their electric counterparts on all levels.



The City Simulator calculates everything down to the smallest detail.

With its simulation Volvo is able to convince even the biggest sceptics. Maybe one remark though: the number of kilometres that can be covered autonomously, so without having to charge, is still relatively limited. But that is also explained by Volvo. "It is a fact that our new buses can transport more passengers more comfortably. To us, the passenger is still in the centre of everything that we do," Erland Morelissen says.

Not time-consuming

"Charging is not time-consuming at all either: four minutes and you're done. Furthermore, we still have the hybrid buses. Here too, the City Simulator provides us with all the necessary information. Concrete example: if we have to drive through a city centre or a green zone with zero emissions, then we just programme the system like that. Fact is: if we want to comply with the directives of the UITP (professional organisation promoting public transport) then nobody can ignore the factor of ecology any longer."

A Columbus' egg against accidents

The ultimate nightmare of coach and bus companies? A driver falling asleep behind the wheel. DTS, a start-up company located in the city of Diest and led by Jelle Van Winckel and Thomas Dietvorst, two young entrepreneurs in their twenties, recently came up with a Columbus' egg in the form of a brand-new product (Ario), which is smoothly finding its way to the market.

The apple never falls far from the tree – something which definitely holds true for Jelle Van Winckel, 26 years old. The Van Winckels have had a bus and coach company in Diest for five generations. When Jelle had to write his thesis, he did not have to think about a topic long: how can we decrease the number of accidents with buses and coaches? "The causes are mostly falling asleep or flagging attention," Jelle Van Winckel says. "That is why I designed a product together with my fellow student Thomas that immediately warns the driver if the wheel is not sufficiently active. Because everybody knows: a steering wheel that is not moving means danger."

The Ario – that's how the system is called – is installed on the steering rod as a kind of 'wake-up call': "Of course concepts were devised in the past trying to solve this problem," Jelle Van Winckel states. "But after two years of research and with the help of Flanders Drive we can say that Ario is the most efficient and most innovative system in the market." These are no empty words: the commercialisation of Dario is going really well.

VDL honours icons

Delphine Bloemen and Marc Hansen 25 years in service

Nothing but praise for the two very special bus people who together have been in service at VDL Bus & Coach for fifty years: Delphine Bloemen and Marc Hansen. Of course both of them started at Bova in Valkenswaard, although Delphine first worked at trailer manufacturer LAG. She was recruited for Bova by Marc Hansen, where she began her career at the sales office department.

Now she is responsible for the sale of coaches, minibuses and midibuses in the Benelux. She was presented by Ard Romers, manager of VDL Bus & Coach. "Delphine is charming and very knowledgeable about the market and the products. She is indispensable, also because she knows everything about her customers, even the names and birthdays of their grandchildren. Marc Hansen was introduced by Remi Henkemans of VDL Bus & Coach. Marc started working at Bova on 1 September 1990 and was made responsible for the sale of Bova products in the Netherlands and Belgium. It was he who recruited Delphine.

No better place to recognise these two guests of honour than the number-one bus event: Busworld! The bustle at the fair booth of VDL proves that Delphine

and Marc are both VDL people in heart and soul. A lot of entrepreneurs – and many colleagues of the 'rival' brands – congratulated both of them. A special word of thanks came from Paul Creemers, manager of Solmar Tours/Staf Cars.

Driven

Remi Henkemans said that Marc was "too extraordinary and remarkable to describe". But of both of them it was said that they are always focused on 'the bus'. "Their lives are centred around the bus. They are driven but also open-hearted and tell it like it is." The guests of honour received flowers and gifts and afterwards they had drinks at the fair booth of VDL in good company. The day after, they were present at Busworld again with full enthusiasm.



Delphine Bloemen and Marc Hansen were honoured at the VDL booth stand.

Europart with extensive catalogue

Europart, the European trade company for spare parts of commercial vehicles and the equipment of workshops, is displaying its extensive spare parts range for buses of all customary vehicles classes during Busworld. At the same time, Europart is launching its catalogue for bus parts, accessories, tools and the equipment of workshops, with a special focus on bus workshops. Since Busworld 2013 Europart has been significantly investing in the choice of suppliers, the product range and the training of the employees.

The 770 pages of the bus catalogue of Europart contain the extensive product range with more than 5,000 products, suited for all customary line buses and coaches. Everything is nicely classified with the right order numbers for the most important bus models of the European manufacturers Fast, Heuliez, Iveco, MAN, Mercedes-Benz, Neoplan, Scania, Setra, Solaris, Temsa, Van Hool, VDL and Volvo. An extra aid is the alphabetical list of keywords at the back of the catalogue. For the first time, Europart is presenting its specialised product range of

spare parts and accessories, including reinforced corners and bumpers and an exclusive LED light for the interior. This lighting is a valid alternative to the traditional lightbulb and can be installed afterwards. Advantages: almost no breakdowns, longer lifespan and a significant reduction of the energy consumption. The conversion only takes seven minutes and the regular ballast disappears, as the LED lamp is suited for 24 V operating voltage.

Own brand

During Busworld, Europart is also exhibiting its broad range of products of its own brand Europart. These own-brand products are tested and certified for the highest automotive standards in Germany. The product assortment of the own brand now already consists of 6,500 parts. Next to consumables and wear parts, such as chemical products, oil and tools, the customers can also choose from an extensive selection of axles and brakes, subframes, engine accessories, lighting and electricity as well as interior decoration and other fittings.



Up until today, 18 systems have already been delivered (mainly to Flemish coach and bus companies) and on top of that 25 orders have been placed. Big national and international manufacturers such as Van Hool or Volvo (via the Austrian branch) are also showing interest and are now testing Ario in practice. During Busworld, other bus manufacturers also visited the booth of DTS, where the system can also be evaluated with a simulator. The price tag of the Ario is 1,149 euros. "Let's be honest: in comparison with a total cost

price of 300,000 to 500,000 euros for a bus or coach, this is not a lot of money for a plenty of added value," Jelle Van Winckel concludes.

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