

ALL ABOARD

With the biennial Euro Bus Expo opening its doors early next month at the NEC, Birmingham, Steve Banner takes a look at some of the likely bus, coach and componentry highlights

Ongoing requirements to cut NO_x, particulates and CO₂ emissions – particularly in urban and city environments – will, unsurprisingly, be among key themes at Euro Bus Expo 2016 (1–3 November, Hall 5, NEC, Birmingham). More than 9,500 visitors are expected at this free-to-attend event, which is supported by CPT (Confederation of Passenger Transport) and is expected to host 300 exhibitors.

Rising interest in zero-emission electric buses will play to the strengths of Chinese manufacturer BYD. It will be displaying a battery-powered 10.2m 81-passenger double-decker in service with London's Metroliner. This all-electric bus has a claimed range of 190 miles between recharges.

A BYD/ADL electric single-decker also looks set to be present, having been displayed at the Cenex LCV low carbon event last month, at Millbrook in Bedfordshire. This vehicle was built by BYD in its entirety. However, ADL will in future be bodying the BYD chassis at its Falkirk plant, as part of its partnership with the Chinese manufacturer, and marketing it as the Enviro200EV 10.8m.

Availability is scheduled during the first half of next year. Incidentally, a 12m BYD/ADL Enviro200EV is already on sale. No fewer than 51 of these are going into service with Go-Ahead for use in London. Battery power is not the only route to cutting emissions though, and ADL will also be showing a gas-powered

double-decker under the Enviro400CNG banner. And on the coach side, expect to see a new look for the distinctively-styled Plaxton Elite.

ELECTRIC LIGHTS

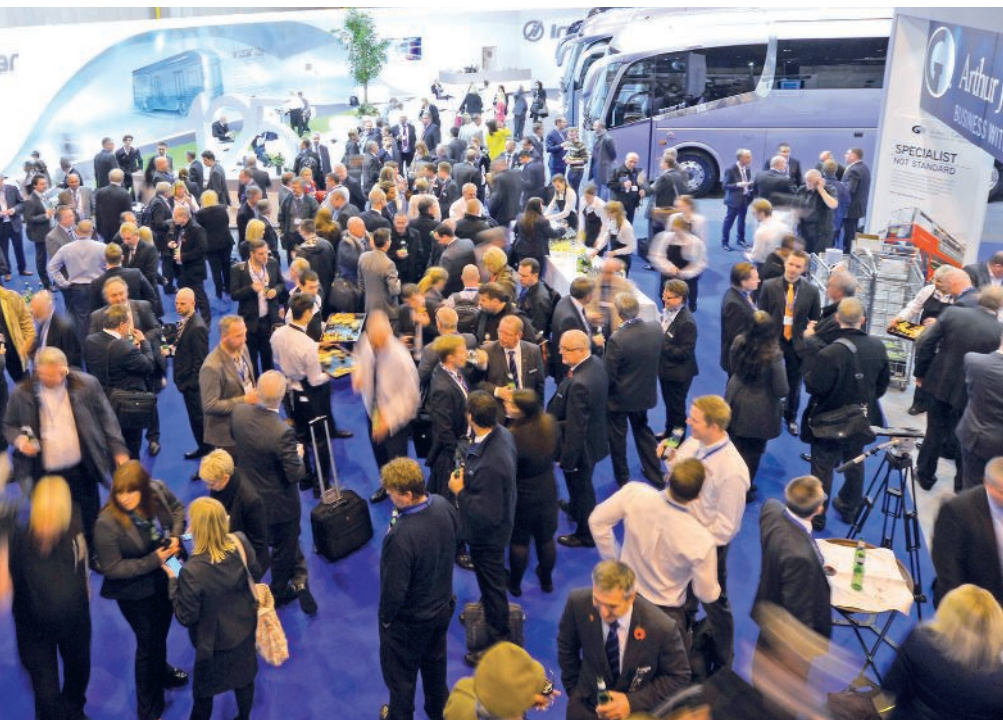
Elsewhere, Optare will also be banging the battery drum and looks likely to bring the electric Solo to Birmingham. The firm has managed to extend the single-decker's range between recharges from 95 to a claimed 130 miles. Meanwhile, don't be surprised to see either a 10.5m or 11.1m Optare Metrodecker double-

decker at the show, with Euro 6 diesel power courtesy of Mercedes. The former is a two-passenger-door model built to TfL (Transport for London) requirements, while the latter is built to provincial specifications with a single door.

Electric buses look set to be centre stage – or close to it – on the Wrightbus stand. It has the StreetLite EV and the StreetAir EV single-deckers available as part of its Electrocitiy line-up. Available as a 13-tonner, the former was first shown at Euro Bus Expo in 2012 and has since undergone two driveline upgrades. It is



Euro Bus Expo 2016 will be open from 9.30am to 5.00pm on Tuesday 1 and Wednesday 2 November, and from 9.30am to 4.00pm on Thursday 3 November. For more information, visit www.eurobusxpo.com



produced in lengths from 8.8m to 9.5m in wheel-forward format. Its stablemate is an 18-tonner based on the current StreetDeck chassis, and will be used as a platform for both single- and double-deckers at 10.6m.

Moving on to other fuels, Scania will be exhibiting a double-decker that runs on biogas. Details are limited as we go to press, but the chassis is the Swedish manufacturer's own, while the body is an ADL Enviro400. Elsewhere, Volvo and MAN will also be at the show, as will a variety of other bus and coach heavyweights, including EvoBus, Irizar, VDL, Van Hool and Yutong.

Businesses offering products and services will also be vying for attention – including Eberspacher. Although probably best known for its heating equipment, the firm's staff will be equally happy to discuss its Suttrak bus and coach air-conditioning and climate control systems. In fact, Suttrak has been part of the Eberspacher group since 2010.

Dilax Systems will be showcasing its automatic passenger counting and seat occupancy management packages. The first allows operators to keep an eye on overcrowding, and offers customers the option of catching the next bus. The second enables passengers to see if there is room on the top deck.

SAFETY FIRST

What about safety? Using on-board video to capture the circumstances under which a driver had to brake hard or swerve violently could help to reduce numbers of accidents – particularly if it is combined with incident analysis and driver coaching. Such a programme is offered by Lytx, which says it can cut collision-related costs by up to 80%. Current users of the Lytx DriveCam scheme include Falcon Coaches.

This operator reports it is seeing lower insurance premiums, as well as reduced fuel and maintenance costs. It also credits the system with encouraging a higher

Masterclass theatre

Nottingham City Transport's Mark Fowles, Trentbarton's Jeff Counsell and Reading Buses CEO Martijn Gilbert will be among headline speakers in the Euro Bus Expo Masterclass Theatre, sponsored by SmartDrive. As in previous years, leaders from the Confederation of Passenger Transport will also host presentations.

On day one, Mark Fowles will be joined by John Birtwistle, CPT president and head of policy at FirstGroup UK's bus division, to discuss making partnerships work. NCT and Reading Buses are award-winning examples of how partnerships can deliver high quality bus services.

Jeff Counsell will be at the show on day two, discussing how marketing your business effectively can reap long-term rewards for any operator.

And Reading Buses' Martijn Gilbert will be speaking on 2 November about attracting the best talent. Gilbert, who joined Reading in 2014, will be sharing some of the firm's initiatives aimed at engaging, retaining and developing staff – from the introduction of improvement champions to more casual uniforms.

standard of driving. Falcon also makes the point that video can help protect operators against false claims.

Still on the safety theme, Bowmonk Tapley will be launching its T5 event data recorder. With a built-in accelerometer and connection to the vehicle's CANbus, it can record a wealth of on-board data that is then uploaded to the cloud for fleet managers to view.

Working along similar lines, TyrePal will be demonstrating TeleTPMS. This allows bus and coach fleet managers to remotely check tyre pressures. In-cab monitors can be fitted, designed to alert drivers if there is a serious problem. Run tyres at the wrong pressure and they can suddenly fail, impacting safety. Even if that does not happen, fuel economy will be affected and tyre life shortened.

Finally, Rescroft is supporting the show's Accessibility Zone, which will showcase passenger lifts, ramps, training, safety equipment and suitably-equipped vehicles. [TE](#)