



Truck take two

The refinements of Euro 6 drivelines continue, with Scania's new Streamline bringing 11 revised engines and promising further fuel savings. Ian Norwell reports from Södertälje

Scania seems never to have got embroiled in the emissions technology debate that exercised so many of the truck makers driving away from their Euro 5 pit stop. To go with either EGR (exhaust gas recirculation) or SCR (selective catalytic reduction) seemed a non-issue: its approach was simply to choose the most suitable for the application.

That philosophy is underlined with Scania's revised Euro 6 power plants. Of the nine diesel engines (two gas versions making up the total of 11) that populate its new Euro 6 range (at nine, 13 and 16 litres), three manage comfortably with SCR only, while the remainder use EGR and SCR together.

Scania's second-generation 13-litre, six-cylinder Euro 6 450bhp and 490bhp engines on EGR and SCR, for example, provide a claimed 2% improvement in fuel consumption, while the SCR-only version, at 410bhp, is predicted to be among the most frugal. This latter will appear in the P, G and R series trucks – although its relatively high AdBlue consumption rate of 6% (compared to 2–3%) will offset some of the fuel savings.

New sophistication

Engine management software has also been further refined, while a revised intake system maintains sufficiently high exhaust temperatures, without the need for an intake throttle. Additionally, a new disengaging air compressor will cut peripheral losses, with an expected 1% benefit there alone. And gearbox oil capacity has been cut to reduce churning losses.

As with other marques, engine changes are important, but they seldom arrive without transmission modifications. Scania's Opticruise AMT (automated manual transmission) takes some upgrades, with SAP (Scania active prediction) the most interesting. This involves a GPS link that modifies gear shifting according to the terrain. It's not unique now, but making it part of the standard specification is innovative. Shifting speeds have also improved to the point where one has to wonder whether upcoming dual-clutch systems – which

offer no breaks in torque delivery – may be out-manoeuvred.

Opticruise also now offers a choice of three performance modes, from four available: standard, economy (fully integrated with SAP), power and off-road, depending on application. If required, fleet managers can modify their initial choices at their local dealerships. Scania has not yet adopted any coasting function – as found in the Volvo FH's I-Roll, where the drive is disengaged to freewheel for short distances – but it may come.

As for driver behaviour, in addition to the existing SDS (Scania driver support) evaluation system, the Swedes have introduced a new element of personal coaching. It is well documented that achievements on driver training courses are rarely fully replicated in real life – and that whatever gains are carried through to a driver's home operating environment usually deteriorate with time. So, via the Scania Communicator (which provides truck data to fleet managers and their workshops), a personal coach will now be able to remotely access driver performance.

Monthly phone briefings with drivers will then be available to keep the process of improvement alive and on track. Specific areas identified by the SDS can be focused on and this level of regular personal coaching is expected to lead to long-term benefits for driving style.

As for the look, the Streamline name dates back to Scania's 3 series trucks in 1991, when the Swedish manufacturer was already becoming conscious of the advantage of slippery forms. Its G and R series tractors and rigids now have a new air management package, with a multitude of sophisticated smoothing refinements – although the sun visor remains stubbornly an exterior one.

Driving the new Streamline is quieter and easier, but the driver influence remains, despite the increased automation. As with other brands, there's an awful lot of control and nuance packed into a stubby control stalk on the right of the steering column.

The message is clear: get trained and stay coached. **TE**

