

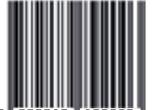
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# ASIAN BUSES

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# Open for Booking: Malaysia Commercial Vehicle Exhibition will be held 8th to 10th May 2024





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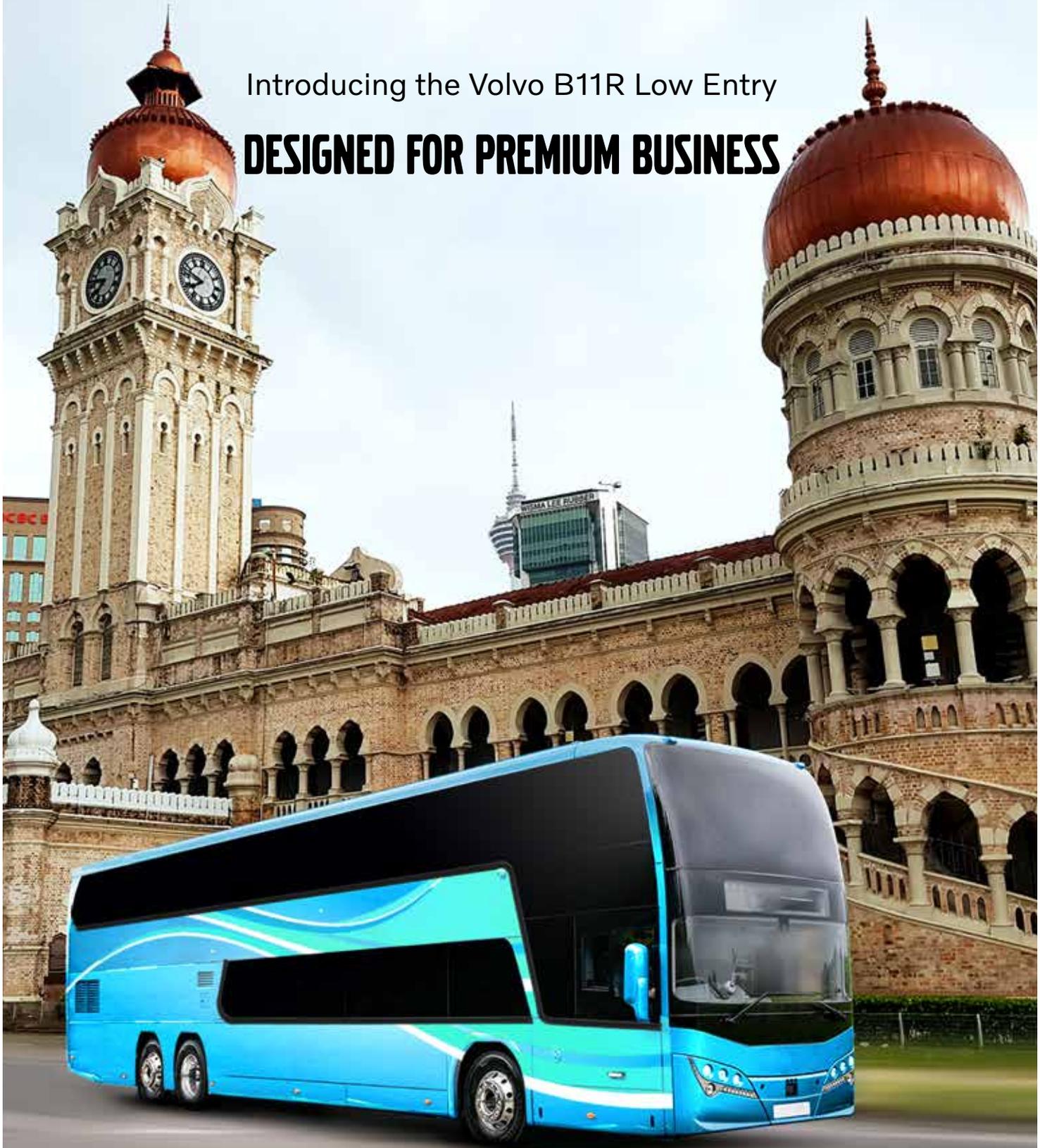
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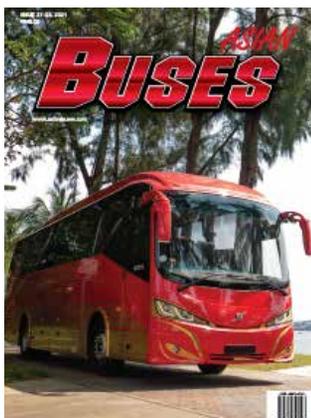
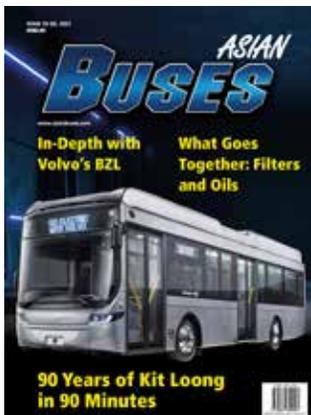
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## Living the Content

One thing that characterises writers, journalists and editors is curiosity. I am not the only one among my friends working in a journalistic capacity that can get lost in a subject matter when trying to fully understand it. When I write about any topic in Asian Buses, I usually research other issues that surround the piece I discuss. Whenever possible, I would want to experience what I report about or get my hands on them. Those that have sent me press releases will know that the first question that I have is about the possibility to connect and to ask more questions. Whenever possible, I would want to be at a product launch so that I can touch, feel and sometimes smell the goods.

Typically, I would want to even discard the press release and start from scratch. This is because I intend to make it my story as well as offering a different perspective. The ultimate expression of this might be the SuperNiceTour2022 we have just concluded. Springing from the idea of exploring a few tourist destinations, we ended up with six journalists in a chartered bus, visiting seven places in the north of Malaysia. Through this, we learned how a tour group would be experiencing such an adventure. I looked at all the issues in detail: route planning, fuel consumption, considerations for comfort

on board, parking spaces for the bus and so on. While the idea sounds simple, travelling by bus, keeping the bus running and profitable at that takes a lot!

And just like that, I explored new topics related to buses, new places, new food and I got to meet new, interesting people along the way. Being away from home for a week meant that I had to live out of a suitcase. Just as the clothing stockpile depleted, the amount of new knowledge kept on growing. Conversations with the others on board yielded even more knowledge as each one had a different view on the tour and the places we have seen. With a good 100 years of experience on board, we were never short of topics to discuss, learning from each other. In a similar fashion, gatherings of industry players can create knowledge and generally enhance understanding of our businesses. Only when we learn about the issues that concern a tyre maker, the axle manufacturer will be able to truly provide a solution that suits the other.

I also learn by reading about what is happening in other countries. For instance, MAN has recently taken an electric bus around Europe (Fun fact: they did the same kilometres per day as we did in our Super Nice coach). In this report we learn that there are still a lot of challenges that need to be overcome. What we learn from there will be useful for us here in Malaysia when we introduce electric buses. On a Sunday I went to learn about Diesel Exhaust Fluid. Although I thought I knew a lot about the EURO emission norms, this has been a really good deep-dive into the do's and don'ts of the latest engine technology. When meeting the right experts, I can talk to them for hours and hours, soaking up new input. Marlon Brando was said to be talking about termites for eight hours non-stop. Next time we meet, please ask me about printing and publishing. This may not sound a direct connection to your business, but I am sure that there could be lessons learned for both of us if we look close enough.

I like to examine the history of brands and companies. Looking at a company that has been in business for decades, one can unearth why they do things in a certain way as it is in their DNA. Brand expressions found today take their roots in the vision of the founders. Such as the FUSO brand being a representation of Japan. Or the appointment of TMS as a Hino certified partner. There is a reason why both companies are doing things the way they do them today. Although they will have changed, adapting to the times, they are still true to their origins, steeped in knowledge that they have acquired. It is that cumulative knowledge that we trust in when we ask them for their expertise. Now, ask me about bus tours and I can go on for hours. Alternatively, you may find a lot of knowledge in this issue of Asian Buses.

Drive safe, learn while on the go,

Stefan Pertz  
Editor, Asian Buses

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# Goodyear Ups Technology and Data Integration within Total Mobility Offer

*The latest enhancements contribute to ease the digital transformation of fleets and service providers.*

**G**oodyear has taken a step forward with its Total Mobility solution by integrating its smart technologies which contribute to ease the digital transformation of fleets. Both FleetHub and TechHub are connecting numerous data points from different systems, presenting available tyre health data in one place. These advancements give fleet operators and service providers the data they need to make informed decisions on tyre management and overall maintenance needs of the vehicle park.

*New TechHub app simplifies installation of smart tyre monitoring solutions*

Introducing TechHub, an integrated solution and installation app for Goodyear TPMS and Goodyear DrivePoint and providing multiple benefits for service providers. The new app supports technicians on the installation of the smart tyre monitoring system set-up while implementing high-quality standards facilitating the correct working of the system. Overall data exchange between fleet customers and their Goodyear service provider is further enhanced by supporting connectivity tools for fleets.

After the installation of tyre pressure sensor equipment, the traditional method of vehicle setup can be time-consuming as all data has to be entered manually. Especially if the fleet has a large number of vehicles this involves a lot of planning to reduce downtime to a minimum. TechHub provides a solution that eases the installation process. The advanced installation protocol supports accurate wheel positioning, eliminating the potential risk of false manual entries, and allows benchmark setting for precise algorithm calculations and alert prompting while the system is operation.

## **How it Works**

Key wheel position data is collected at once via a digital scan. All TPMS tyre sensor and vehicle TPMS device are then linked, automating the vehicle configuration. Subsequently, all data is uploaded to the cloud for easy storage and accessibility.

The data is instantly transferred from the field to the back office, further improving customer experience at fleet level.

By enabling data integration and synchronisation between different solutions and data, the process provides critical tyre data coming from Goodyear TPMS and Goodyear DrivePoint in one place. Soon, ZF's Trailer FMS and telematics, branded TRANSICS, will be added to the ecosystem of applications.

Service providers can access the data via the expert Goodyear TechHub. Beyond setting new advanced installation standards, the application also provides key tyre performance metrics and facilitates upgrades and other app maintenance activities. TechHub is now available to service providers and fleet technicians currently using Goodyear's Total Mobility smart monitoring solutions.

### *Connectivity update to fleet manager platform FleetHub, making tyre management simpler for on-the-go fleets.*

For many years, the Goodyear Fleet Manager online platform and mobile app is a trusted companion to support efficient daily operations. In an environment marked by increasing complexity, as well as time and cost pressures, the need to speed up the digital transformation has never been more tenacious.

Today, fleet operators can have access to manifold data of sensors on the vehicle, tyres, load and other critical elements. In practice, these datasets remain often isolated or scattered because they are supplier or system specific. To remain competitive and further enhance efficiency, the industry is calling for more integrated and connected solutions.

Goodyear is now upgrading its well-known fleet manager platform and application, addressing evolving 'big data' needs of today and tomorrow articulated by leading transportation companies across Europe. By bringing together one of the most advanced tyre monitoring solutions in the market, the updated version integrates all available tyre health data in one user-friendly online and mobile overview. Within the advanced FleetHub, customers can now easily access data from Goodyear TPMS, Goodyear Checkpoint

(Drive-Over-Reader) and Goodyear DrivePoint. This user-friendly solution equips managers with a complete data pool to make the most informed decisions.

Furthermore, for CheckPoint users, FleetHub brings a modern online user interface including advanced mobile applications available to operators. Whereas data-integration results in a better user experience with centralised support. The platform is also future-proof, with users enjoying regular software updates and the overall evolution of the Goodyear Total Mobility value proposition.

Piotr Czyzyk, Managing Director Proactive Solutions and Fleets Europe said "With data intelligence becoming an increasingly important component of business, having a single hub and integrated data overview will further accelerate fleet efficiency and create direct added value for managers using the service. As a trusted mobility partner, Goodyear is at the forefront of developing integrated systems that simplify the user experience and ease our customers' digital transformation process." 

## SPECIAL OFFER FROM ASIAN TRUCKER!

Books dedicated to wheel alignment, more so on wheel alignment for commercial vehicles, are very rare indeed. You will not find them in bookstores. Wong Thiam Boon has poured decades' worth of experience into this book and you can now buy it from Asian Trucker for a special price.

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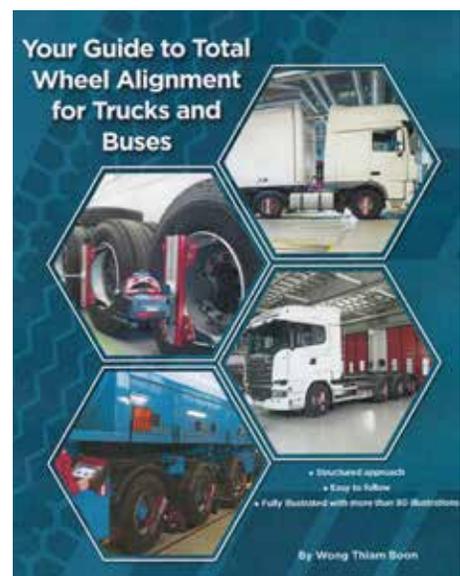
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"This practical and resourceful book will be an asset to any fleet operator or workshop that wants to improve the performance of commercial vehicles. It is TB Wong's experience of decades working with wheel alignment systems that shines through and makes this a must-have item for anyone that is serious about their transportation business. The industry had to wait far too long for a resource like this and I am excited to see TB Wong's knowledge now being available to the market."

Stefan Pertz,  
Editor, Asian Trucker Malaysia  
Editor, Asian Buses

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# ASIAN TRUCKER





## Scania Handed Over Two K 360 IB 4x2 Coaches to FELDA

*The coaches will be used daily to safely and comfortably shuttle Semai Bakti Hostel and MRSM students.*

Scania recently handed over two units of Scania K 360 IB 4x2 coaches, one each to the Federal Land Development Authority (FELDA) Semai Bakti Hostel Kuala Lumpur and Maktab Rendah Sains MARA, Trolak, Perak. Siti Zaroha Nasharuddin, Director of Administration, FELDA, received both units from Mohammad Farid, Senior Sales Executive, Scania Malaysia at the FELDA Semai Bakti Hostel in Kuala Lumpur. These Scania coaches are packaged with five years Inclusive Maintenance, three years extended warranty and Fleet Management System (FMS) Control 10. This Corporate Social Responsibility (CSR) handover is to facilitate the daily shuttling of the growing number of students for both educational facilities.

FELDA signed the Inclusive Maintenance contract for five years to take advantage of Scania's proactive maintenance procedures and avoid time-consuming and costly problems from occurring. Uptime is maximised while FELDA's operating costs are reduced. This contract also gives predictable costs, so FELDA can focus on getting the students to and from their asrama, worry-free. By individually optimising the different modules in its service plan, Scania ensures via the Inclusive Maintenance contract that downtime is planned and reduced to a minimum.

These two coaches also come with Scania's Advanced Driver Assistance System (ADAS) as part of the Safe and Smart Transport Technology platform that offers safety features such as the Anti-Lock Braking (ABS), the Electronic Braking System (EBS). Other features include the retarder and traction control, hill hold, and three fire alarm sensors.

Both the Scania coaches are pre-set default with the Economy mode. This is to ensure that FELDA enjoys the best fuel economy and CO2 emission reductions, in line with Science Based Targets initiatives (SBTi). Scania customers with coaches purchased before 2021 can set the Economy Mode as default on their vehicles at any authorised Scania workshop nationwide. Furthermore, upgrading the complimentary Scania FMS Monitoring feature to the Control 10 package will also ensure further reduction in carbon footprint through even more fuel savings via the improvement of the drivers' skills in handling these two Scania coaches.

These Scania coaches are FAME-prepared and ready to run on B20 up to B100 bio diesel. It is environmental-friendly, lowering global emissions by reducing CO2 to limit the effects of climate change. FAME is the abbreviation for Fatty Acid Methyl Esters that is the technical term for the biodiesel produced in Malaysia.

FELDA's CSR programme began primarily for the benefit of the FELDA's agricultural settlers and the FELDA employees. The establishment of FELDA in 1956 made way for those who were skilled and interested in contributing towards the development of rubber and palm oil planting. Subject to certain criteria, participants were trained, and given the opportunity to succeed and prosper. As FELDA developed into a successful profit-making corporation, a CSR programme was established with the main focus of providing benefits for the offspring of FELDA settlers and employees. One of the many benefits were to provide coaches for the easy shuttling of FELDA's children to and from FELDA's Asrama or Hostels to top schools in urban areas. Establishing the Asrama Semai Bakti FELDA Kuala Lumpur (ASBFLK) in 1975 was a major social responsibility move that benefits the FELDA families. This has since, gave way to the setting up of two more hostels; one in Kuantan (1978) and another in Johor Bahru (1983). Similar benefits were extended to other institutions such as the Maktab Rendah Sains MARA (MRSM) that also have FELDA's children in them. Providing transportation with Scania coaches, backed with Scania Inclusive Maintenance, extended warranty and Scania FMS reflects FELDA's social responsibility in caring for FELDA's people and the communities they are in.

"As the leading provider in Sustainable Transport Solutions, Scania is pleased that it could be part of FELDA's corporate social responsibility movement via these two Scania coaches. We hope that together we can do more by providing Scania vehicles that are more environmentally friendly and reduce FELDA's carbon footprint even more, creating a world of mobility that is better for business, society and the environment, for our future generation." stated Heba El Tarifi, Managing Director, Scania Southeast Asia. 🇲🇾

# VE Commercial Vehicles sells 8 803 units in March 2022

**V**E Commercial Vehicles Ltd. (A Volvo Group and Eicher Motors joint venture) recorded sales of 8 803 units in March 2022 (YTD 57 077 units) as compared to 7037 units in March 2021 (LYTD 41 267), recording growth of 25.1 percent (YTD growth 38.3 percent). This includes 8 581 units of Eicher brand and 222 units of Volvo brand.

## Following are the key highlights for March 2022:

- Eicher branded trucks and buses have recorded sales of 8 581 units in March 2022 (YTD 55824 units), as compared to 6 870 units in March 2021 (LYTD 40188 units), representing a growth of 24.9 percent (YTD growth of 38.9 percent)
- In the domestic CV market, Eicher branded trucks & buses have recorded sales of 7929 units in March 2022 (YTD 4 7398 units) as compared to 6 054 units in March 2021 (LYTD 35163), representing a growth of 31 percent (YTD growth of 34.8 percent).
- On the Exports front, Eicher branded trucks & buses have recorded sales of 652 units in March 2022 (YTD 8 426 units) as compared to 816 units in March 2021 (LYTD 5 025 units), representing a decline of 20.1 percent (YTD growth of 67.7 percent).
- Volvo Trucks and Volvo Buses have recorded sales of 111 units in February 2022 (YTD 1 031 units) as compared to 122 units in February 2021 (LYTD 910 units), representing a decline of 9.0 percent (YTD growth of 13.3 percent).

## About VE Commercial Vehicles Limited (VECV):

VE Commercial Vehicles Limited (VECV) is a joint venture between the Volvo Group and Eicher Motors Limited. In operation since July 2008, the company includes the complete range of Eicher branded trucks and buses, exclusive distribution of Volvo Trucks in India, engine manufacturing and exports for Volvo Group, nonautomotive engines and Eicher component business. A multi-brand, multi-division company, backed by innovative products and services, VECV today, is recognised as an industry leader for modernizing commercial transportation in India and developing world. 



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# Hino and Terus Maju Services Collaborate to Launch Service Outlet for Buses in Kajang

*Delivering one-stop bus maintenance services, the new Hino Approved Service Outlet (HASO) aims to enhance customers' satisfaction and to provide the best service solutions for customers.*

Aiming to enhance its after-sales services for bus customers, HINO is confident that with TMS's expertise in bus repair and maintenance services will effectively expand the reach. A key objective of this partnership is to benefit existing and potential customers. Both parties have mutual interests and individual strengths to synergistically develop, deploy, and provide comprehensive solutions to customers.



The opening ceremony was officiated after a HASO agreement signing by both parties. Representing HINO were Managing Director, Atsushi Uchiyama, and Director, Ahmad Yasmin Bin Yahya, and from TMS, Managing Director, Loo Kok Seong and Executive Director, Loo Kiat Keong.

**H**ino Motors Sales (Malaysia) Sdn. Bhd. (HINO) has officially launched its new service outlet, HASO (Hino Approved Service Outlet) – a new authorised service center for buses in collaboration with one of the major industry players, Terus Maju Services Sdn Bhd (TMS).

TMS is a one-stop bus maintenance service provider, backed by its bus body building team. In operation since 1990, TMS aims to promote the Malaysian bus industry by providing the best quality transportation for proprietors from the private and government sectors. The partnership agreement between HINO and TMS was made possible when the two parties agreed to leverage their existing commercial vehicle business.

### HASO Aspiration

In early 2021, HINO has developed the concept for a new type of service outlet called HASO, aiming to provide 100 percent after-sales support for customers and to cover all HINO operation areas, especially in the service and repair area. Commenting on the newly launched HASO, Uchiyama said, "In the commercial vehicle industry, we are not solely focused on product sales. After-sales service is also our main focus,

where we strive to deliver our best services and ensure customers' vehicles perform at their best and contribute to smooth logistics and business operation."

"We aim 'To be Malaysia's most customer-centric and reliable Commercial Vehicle company and make our country a better place to live by providing Best-fit Products and Total Support', and with this mission, we came with the idea to develop HASO," he continued. "Besides our newly launched HASO under TMS's operation, we currently have another two operating HASOs. One such HASO is located in Pulau Indah, near Port Klang, where it is convenient for our haulier customers to schedule service maintenance or their vehicle inspection. The other one is in Bandar Muadzam Shah, as we aim to support customers in sub-urban areas. We are now working on opening more HASO's in other states as well," he continued.

Meanwhile, TMS Managing Director, Loo Kok Seong said, "This collaboration will allow us to equip our technicians with professional skills on Hino standards and gain customer confidence. Besides maintenance services, we are also manufacturing complete buses as well. With this collaboration, we are able to do sales at this centre and take care of after-sales services that promise Hino genuine parts and total support."

#### **HASO Facilities in Kajang**

Located in No. 29, Jalan P4/9, Bandar Teknologi Kajang, the service centre boasts 13 200 square meters. The vast space is ideal as there is ample parking space for vehicles that come in for servicing. Equipped with seven service bays, two body paint areas, and an extensive inventory of the latest equipment and tools available, this centre is geared to service up to fourteen vehicles at one-time. Some of the available equipment includes the latest HINO Diagnostic system, DX II. While waiting for their buses to be serviced, drivers can relax in the customer lounge area within the facility, which offers complimentary refreshments and free WiFi. The service outlet is headed by Hameerul Ferdhan and his team which is well trained to provide a comprehensive range of HINO services, including 24-hour breakdown support. With HASO, HINO believes that its service network will be further strengthened and enhanced across the current network. At HASO, customers can enjoy the same service programmes that are offered in other Hino Service Centres. 🚩



## **Do the Brakes on Your Bus Really Work?**

The performance of brakes can make a difference when it comes to road safety and your bottom line. Faulty or underperforming brakes can put drivers and other participants in traffic at risk while also costing you money. Here is why large fleets are investing in the Sherpa roller brake tester for their in-house workshops:

**Safer is Better:** over time, the performance of brakes may be reduced, damage to components may compromise the function of the entire system. Knowing exactly how each vehicle's brakes perform gives you an edge for your safety track record.

**Reduce Cost:** every time a vehicle fails during the mandatory inspection, there is cost involved. Your runner, parts that were replaced although there was no need for it, fuel, salaries and missed opportunities add up. After a comprehensive brake test you can ensure that the vehicle is going to pass.

**Increased Uptime:** a faulty brake can result in accidents, which require costly repairs and cause downtime. This can be minimised by regularly testing the brakes on the vehicle.

**Flexible in Use:** the mobile brake tester is easy to transport, set up and operate. Those operating several depots can schedule the brake tests in-house ahead of vehicle inspections to ensure a high pass rate.

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# Official Launch of Mercedes-Benz Buses in Vietnam

*Official launch of Mercedes-Benz Buses in Vietnam with local bodies manufactured by THACO.*



**O**n May 21st, THACO AUTO (Truong Hai Auto Corporation) held a grand ceremony in Quang Nam, Vietnam to celebrate not only the partnership with Daimler Truck, but also to officially launch the new Mercedes-Benz Buses in the market.

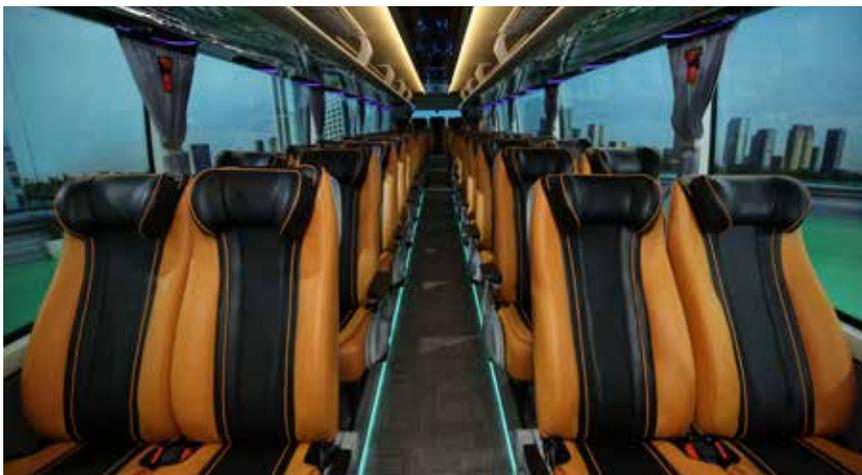
The buses are specially adapted to suit local conditions. The bus chassis O500 1836 and O500 1843 are built in the Mercedes-Benz Sao Bernardo do Campo plant in Brazil and are equipped with advanced safety features and other latest technology. They are then shipped as CKD kits to Vietnam, where THACO is assembling the parts kits into chassis at their Chu Lai plant, before equipping them with their bodywork. Subsequently the buses are sold via their own sales network in the Vietnamese market. The buses include 47-seater, 24-seater VIP buses, 24-seater sleeper buses, 36-seater sleeper configurations.

The interior has a streamlined design, with ceiling lights and multi-dimensional adjustable lighting patterns to create a spacious and dynamic space. Passenger seats and beds were researched and designed to tailor to East Asian anthropometrics, using leather materials suitable for Vietnam's weather and climate.



Since then THACO upgraded their production lines in Chu Lai to meet the technical requirements and production processes of Mercedes-Benz Buses and Daimler Truck.

"We believe that the Mercedes-Benz bus launched today will become a symbol and the pinnacle of excellence not only in Vietnam but also for the markets of other countries in the Southeast Asian region," said Harald Schmid, CEO of Daimler Commercial Vehicles South East Asia.



"It is rewarding to see what excellent job THACO did and we're certain that the future of our bus business in Vietnam will be bright", added Christoph Stemmer, Vice President CSP, Bus Sales & Special Trucks Sales of Daimler Commercial Vehicles South East Asia.

#### **About THACO:**

Truong Hai Auto Corporation (THACO) was founded in 1997 and is based in Ho-Chi-Minh. THACO employs around 20 000 people. Among the main business areas of THACO are the fields of mechanical and automotive engineering. THACO is the biggest automotive manufacturer in Vietnam and as one of the leading manufacturers, it covers the entire value-added chain for the automobile branch: ranging from product development to the manufacture of vehicle components, not to mention the assembly, logistics and sales of their products. The product range includes heavy trucks, buses, passenger cars and special vehicles from the executive class right up to the luxury segment. 🚩

The launch event was attended by more than 150 participants, comprising of customers, business partners, government representatives and media. Hosted in Chu Lai, Quang Nam Province of Vietnam, on the production premises of THACO, a total of four buses were on display. Fully build up, with sleeper seats and VIP seats all guests had the chance to get up close with the newly launched products.

THACO was appointed General Distributor for FUSO trucks and buses in Vietnam back in December 2017. Starting in 2018, THACO assumed the role of general distributor for Daimler Buses in Vietnam as well. With the large sales and servicing network which is already in place, THACO can ensure support of its customers with the vehicles all across the country.



# Electric bus solutions for the global market

*MAN drives forward sustainable mobility.*



To date, customers in Europe have ordered a total of more than 1 000 all-electric MAN Lion's City E buses. Now MAN Truck & Bus is taking another important step in terms of sustainable mobility and will be offering an eBus chassis for the global market in the future. The aim is to make transport in cities around the globe even cleaner, quieter, and safer.

E-mobility is rapidly gaining momentum internationally. In Europe, MAN Truck & Bus has signed contracts with customers for the delivery of more than 1 000 electric buses since the Lion's City E went on sale. According to analysts, demand for electric buses will continue to grow in the future. By 2040, sales of zero-emission buses are expected to rise to more than 80 percent of the global market. "To meet this demand, we are now offering the MAN electric bus solution for international markets outside Europe with our eBus chassis," says Rudi Kuchta, Head of Business Unit Bus at MAN Truck & Bus, adding, "With the chassis, we are giving bodybuilders from all over the world the perfect basis for their fully electric models."

For the development and market launch of the eBus chassis, MAN is relying on the expertise that has already been built up with the Lion's City E. "In addition, we are working intensively with our global network of bodybuilders so that we can also

serve markets in Asia, Africa, South America, Australia and New Zealand in the best possible way," says Kuchta. The first prototypes of the MAN eBus chassis will be delivered as early as 2023. Series production is scheduled to start in 2024 at MAN's Polish plant in Starachowice. MAN will initially offer the eBus chassis as a two-axle vehicle. "In order to be usable everywhere, it will be available as a left- and right-hand drive variant," says Barbaros Oktay, Head of Bus Engineering at MAN Truck & Bus. For the components for the eBus chassis, MAN is relying on technology from the Lion's City E - and thus on technology that has already proven itself in service.

## **New MAN strategy: eBus chassis as an important step into the future**

The introduction of the eBus chassis is another consistent step for MAN in terms of its NewMAN strategy - and thus toward the future. The aim is to play a key role in shaping the mobility of tomorrow. "We are clearly focusing on CO2-free driving, a core element of our strategy," says Rudi Kuchta, adding, "Our path leads from low emission to no emission. To achieve this, we are relying entirely on electric mobility in the city bus segment with the Lion's City E." The new eBus chassis is now set to make a significant contribution to sustainable mobility outside Europe as well. 

# Towards Climate Neutral Cities by 2030: UITP will Ensure Public Transport Plays a Key Role



ADVANCING  
PUBLIC  
TRANSPORT

As we saw earlier this month during UITP's activities for EU Green Week and the International Transport Forum Annual Summit, public transport must be at the heart of resilience and decarbonisation plans, boosting social inclusion and economic wellbeing. Cities require a holistic approach for liveable cities, integrating public transport as part of the wider vision for health, road safety, global competitiveness etc.

The European Green Deal is pushing European Member States towards a 55 percent cut in emissions by 2030 and climate neutrality by 2050. UITP is a partner in NETZEROCITIES, which is supporting them by identifying and overcoming the root causes that hinder climate action at local scale, creating better lives for citizens, their children and the planet. UITP is working to make sure public transport is taken into account for sustainable and resilient cities.

As part of the Horizon Europe programme, the EU has launched a Mission "100 Climate-Neutral and Smart Cities by 2030". The objectives of the mission are to achieve 100 climate-neutral and smart European cities by 2030 and to ensure that these cities act as experimentation and innovation hubs. The Mission is fully anchored on the Green Deal. On 16 June, the 112 cities gathered to officially kick off the mission!

## Say Hello to NETZEROCITIES

NZC will support cities in putting their climate ambitions into action to achieve the ambition to achieve climate neutrality. The project will provide cities with world-class expertise and services tailored to their needs.

Cities are the place where decarbonisation strategies for energy, transport, buildings and even industry and agriculture coexist and intersect. The climate emergency must be tackled within cities and by engaging citizens who are not only political actors in a governance structure, but also users, producers, consumers and owners. It requires participatory models of governance with commitments and actions from different sectors of society. Only through a multi-level and co-creative process can net zero cities be achieved. It is therefore necessary to build a larger dialogue with a local coalition of users and providers to co-generate solutions and actions for the society we want when striving for carbon neutral cities...and public transport should play a key role.

Back in April, the European Commission chose the 100 cities plus 12 cities from Horizon Europe-associated countries to lead the mission. We are happy to see UITP has active members in virtually all of these cities and we are looking forward to working with them to ensure public transport and complementary mobility plays a part in every cities' tailor-made climate city contract.

The climate city contracts are drawn up by cities, involving citizens and partners, and set out their plans to achieve climate neutrality by 2030. The contracts are a clear and highly visible political commitment.

According to the European Mobility Framework, over 70 percent of EU citizens live in cities which generate 23 percent of all transport greenhouse gas emissions. To reach the goal of climate neutrality as well as the global Sustainable Development Goals, it is important to decarbonise the transport sector and invest in sustainable technologies. But decarbonising individual private transport is not enough. The most affordable but largely overlooked way to achieving net carbon neutrality is to provide people with attractive clean transport options such as public transport, walking and cycling.

"Public transport is a quick win climate solution staring us in the face. Embracing it will be a determining factor in reaching carbon neutral cities as well our health and wellbeing," said Anne Mordret, Senior Manager & NETZEROCITIES Project Manager at UITP. A whopping 52 268 106 citizens live in the 100 EU cities, which constitutes 11.7 percent of the EU population

Public transport helps to achieve carbon neutrality in cities worldwide. Cities are our driving forces to cleaner, greener living and UITP will continue to advocate for public transport alongside our international members and partners. 🚏

NET  
ZERO  
CITIES

# The Super Nice Tour 2022

*We live our content by hopping on a bus to tour the northern part of Malaysia to experience how enriching such travels can be as an alternative to international travels. This story is all about the bus.*

The idea was simple: we wanted to experience bus travel in Malaysia to visit a few places that we hadn't seen for a while. When we floated the idea to Super Nice, which is headquartered in Prai, with an affiliated company in Singapore, this took on a slightly different twist. Super Nice also offers chartered buses, complete with drivers, for groups to plan their own tours. Perfect for corporate events, tourist groups or large families wanting to explore Malaysia, this is the perfect vehicle to truly Cuti-Cuti Malaysia. During the Malaysia Commercial Vehicle Exhibition 2022 in March, Scania Malaysia handed over the latest version of their bus chassis. To fully test the capabilities of Scania-supplied chassis, Super Nice allocated one of their Scania buses for this tour. Being one of the key sponsors, Scania also contributed to the project. Boarding the #SuperNiceTour2022 were six journalists, writing for different titles, who set out to test the limits and joys of touring the country by bus.

As a starting point the petrol station in Desa Sri Hartamas, Kuala Lumpur, was chosen and thanks to some logistics trickery the group assembled with German timing while minimising the use of personal vehicles. The first stop was to be Ipoh, a quick two hours or three cans of coffee north. As passengers settled into the very comfortable seats, setting up their mobile offices for the next week by scattering gadgets around, the drivers plotted the route and pointed the bus towards the first destination. With a vehicle this size, timing is of course important: departure was at 7:30am with the ETA for Ipoh 2.5 hours later. Ipoh's limestone quarries are worth a mention as this is the limestone that has the highest calcium content in the world, besides making for a great backdrop.

There is more to a bus than just a chassis. Each component needs to fit, perform and enhance the overall experience of driving, both as a driver and passenger.



Broken down, it is the chassis and the body that make up a complete unit. However, if one looks deeper, there is more to the fitting of a body fit for the discerning fleet owner. The choice of the right body builder is crucial in ensuring that the vehicle, as envisioned by the OEM is performing at its peak and offers passengers a superior experience.

#### From the Inside

Noise insulation is a key aspect of making a bus journey a pleasant one. An engine that produces sufficient power without being noisy about it is already half the battle won. Acceleration and deceleration should not be taxing on the ears. We have come a long way since the exhaust brakes, assisting the disc brakes would noisily kick into action when the vehicle had to slow down. With modern engine technology, the ride is not only effortless, but also pleasant to the ears. The design of the body is also subject to considerations such as wind resistance. This is another area where the design of the body makes a difference as the air flow around the vehicle may create a constant noise, irritating passengers.

Today, the biggest source of noise in a vehicle comes from the tyres. Although the contact area between the tyres and the road is very small, the rolling of the tyres on the tarmac is the source of the loudest noise in a vehicle. Such constant droning may be perceived as disturbing by some. The reduction of noises inside a bus is in particular important for the driver: extended periods of exposure to noise causes fatigue, it can distract the drivers and noises may blank out important signals, such as sirens from ambulances.



In Ipoh, the group dispersed to go about their own agenda. Some of the group researched the local delicacies, others headed to the Scania workshop to check in with the local team there. Mike Smith, who joined the tour from Singapore, was on a specific mission. He wanted to take pictures of as many murals as possible for his online stockphoto business, Asiaphotostock.com. Stopping in the narrow streets is of course a bit tricky, but the good thing about Ipoh is that everything is compressed into a small area that can be explored on foot. As most of the group were either locals or having lived in Malaysia for decades, the urge to eat was growing quickly and the recommendation for a meal in Lim Ko Pi was taken up as it was also one of the first Insta-Stops along the way. Several cave temples around town make for suitable stops for visitors as buses can easily park nearby.



Mike managed to build a solid foundation of murals photographed. The group might have scared the noodles by pointing the big lenses at them. At this point, images were already shared on social media, which was done effortlessly using the WiFi on board the bus, which is an added bonus of travelling by bus compared to a flight where one would need to be in the business class to enjoy such connectivity.

Picking the group up, the bus then headed to Kuala Kangsar, a place that most hadn't seen before. Thanks to the powerful Scania engine in the back of the coach, the winding road up the hilly road that would also mark the only tunnel that we will traverse during the entire tour. Kuala Kangsar is an impressive place as it hosts galleries, a museum, the Istana (Palace) and, as a little known fact, is home to the first rubber tree ever planted in Malaysia. David Bowden, who has been living in Malaysia for over 30 years has written extensively about Malaysia and could be tapped for information about many places along the way. You would surely have read his articles in the local newspapers. While exploring the surroundings of the Ubudiah Mosque, a family living nearby chatted us up and proudly announced that the house on the field next to the Mosque would be one of the oldest in Malaysia.

The next stop, Victoria Bridge is an interesting one: as an abandoned railway bridge is it a hugely popular spot for Instagrammable photos. We were lucky as the wedding photographers had just done their job and we had the bridge to ourselves to clown around. Jacqueline Tan went to work and filled her Instagram with snaps from the trip thus far. Her postings on social media allowed our followers to trace our tour in real time. The bridge, metaphorically is a reminder that transportation can take many shapes and forms. The location itself also proved to be a driving challenge for our bus captains as the road underneath the bridge did not offer enough clearance; we had to make a 12 point turn on the road. Modern technology, such as ADAS (Advanced Driver Assistance Systems) come in handy here. Easing the burden of manoeuvring a heavy and big vehicle



is the Electrohydraulic Power Steering System. Some of us may still remember buses that did not have any power steering and can remember the strength it required to turn the vehicle.

Pressing on, the final stop for the first day was Taiping. The wettest place in Malaysia with the most rainfall on average per year. According to the tourist information at least. The group however enjoyed a sunny evening galivanting around the Lake Gardens, which is a flooded tin mine. Recently the roads around it have been largely blocked for traffic and locals and tourists alike enjoy a jog or cycling around it.

Hailing from the US, Chad Merchant, the Group Editor for TEG Media, which publishes, among other titles, The Expat magazine, went on an extensive discovery tour of Taiping.



At the Ubudiah Mosque in Kuala Kangsar



He vowed to write a special feature about the town. There is plenty to see here: Malaysia's oldest prison, hiking trails (not suitable for large buses though), a war cemetery, a phenomenal wet market. With several Whisky aficionados on board, the two stops that just had to be made were at Captain Speedy's bungalow and his former residence as the mayor of Taiping. As a base for the Taiping overnight the Novotel Taiping was chosen. Located within stone throws of about everything the



Have a seat that doubles as your office or entertainment centre

property is also easily accessible for tour buses as there is a big parking space out front. While the bus drivers refilled the tank with Diesel, the tour group settled for a dinner in the Novotel, which has a revised menu whereby the prices rival that of food courts. The first day may sound like it was packing a lot, however, the planning allowed for ample rest, sightseeing and shopping.

### Comfort

To differentiate, bus operators are increasingly turning their coaches into rolling living rooms. Besides getting passengers from A to B, the modern tour bus also offers on-board entertainment while emphasising the comfort of its seats. A trip from one end of the country to the other may well be overnight, for instance going from Penang to Singapore. Settling into a cosy seat, with USB charging ports, TV or even massage function makes a difference. The choice of the body builder makes a difference as the provider will be able to put together a complete package that suits the needs of the operator. When one sees people napping in the last row, right on top of the engine compartment, or working on their laptops, watching movies or reading a book, one knows that the ride is a comfortable one as they forget their environment and focus on what is important to them.

On the second day, the route lead us to a golf course in Sungai Petani, a nature reserve where visitors could learn about the local flora and fauna. Rice paddies along the road provided for a stunning backdrop. Everywhere the bus stopped, interested people took their time to chat with the drivers and the journalists, enquiring about their journey and to offer some of their wares or tips about places to see. A few stops were added based on such recommendations. Again, this is where opting for a bus is so much more fun!



While this tour was customised, it was based on the Super Nice network. Incorporated in the 1980's by Managing Director Mr Chew Suu Khoo, with only one single unit of a 40-passenger express bus, Comfort Super Nice Express Sdn Bhd (Super Nice Express) is now one of Malaysia's largest, fastest growing and most popular long-distance bus transportation companies. Their headquarters is located in Butterworth, Penang.

After several decades in business, they now own and operate more than 30 units of first class 18-seater and 27-seater Super VIP air-conditioned express buses. Over a hundred experienced and well-trained staff provide customers with the safest, fastest and most comfortable long-distance bus transportation service connecting all major cities in Peninsular Malaysia, and Singapore.

This bus service network has rapidly expanded from two cities to all the major cities in the Peninsular Malaysia including Ipoh, Kuala Lumpur (KL), Klang, Seremban, Malacca, Muar, Batu Pahat, Johor Bahru, Genting Highland, Kuantan, Butterworth, Penang, Alor Star and Sungai Petani. It is said that there are many more to come soon. Meanwhile, those that want to tour the places the SuperNiceTour2022 visited may do so using the Super Nice Express buses.



The Novotel in Taiping is centrally located

### Needed: A Good Driver

Being a good driver means more than just driving a bus. It encompasses a number of approaches, which Scania has now embedded in their Ecolution. Here is what it means to be A Good Driver who can also win big this year as Scania is looking for “A Good Driver” that makes a significant contribution to the reduction of emissions.

Scania’s Ecolution is aligned with their ambition to be the most sustainable provider of transport solutions. As the term suggests, these solutions go beyond the production and delivery of a sophisticated vehicle. The augmented product offering is comprised of the hardware and increasingly the software around it.

To recap, Ecolution is Scania’s way of addressing issues around climate change. Since its introduction to the Malaysian market, many transport companies have taken up the offer that comes as a supplement to the vehicle. Those having subscribed are easily recognisable by the prominent sticker that is adorning the vehicle. As this is more than just an ornament, we take a closer look at what this means, especially the aspect of the driver being the driving force behind the success of any operator.

On the back of Scania’s proprietary Fleet Management System (FMS) a lot of things happen. The data collected is used to pinpoint areas in

the operation where significant improvements can be achieved by adjusting the way the operation is run. This directly benefits the fleet owner as the bottom line will be improved. It also allows for the analysis of the drivers’ behaviour.



Our drivers: Muhamad Syariemi Bin Osman ( L ) and Saifulanuar Bin Abdul Karim are participating in the “A Good Driver” competition by Scania as part of the Ecolution

Using the telematics data, the driving behaviour of bus captains is evaluated and with specific training improved. Through this, the drivers will be made aware of their driving behaviour and how they can improve it. Coaching the drivers, significant reductions in CO2 emissions and wear and tear can be achieved. The latter may not seem obvious, but any part of a vehicle that can be used longer and more effectively is a part that does not need to be replaced pre-maturely. The optimisation of parts usage is another contribution to Scania’s Science Based Targets.

### Island Hopping

The shortest leg of the SuperNiceTour2022 was just a quick drive from Sungai Petani to Georgetown on the Penang Island. A hearty breakfast was enjoyed by everyone, featuring all the favourites of Malaysia: Roti, Nasi Lemak and fried chicken, which was identified as a future rare item as the news about chicken shortages amplified over the radio. Zachary Ho, who was the second-youngest



Enjoying the view from the Gin Library while browsing through their menu

on the tour had an amazing ability to seek out the most delicious dishes. Typically, he would be focused on passenger cars in his reports and the group learned all about his test drives with luxury cars, such as Ferraris or Porsches. We got the drift that this was a different trip for him altogether.

In Penang we found out that traveling by bus can also be a little bit tricky. Not all cities or towns are suitable to drive a vehicle bigger than a van around. Parking is another issue in some places and picking the right hotel could make the difference when it comes to parking the bus for the day. Congestion in Penang could be expected as tourists were back in masses. We sought refuge in the Gin Library of the Marriott Courtyard to marvel at the skyline and landscape of Penang from the 33rd floor. This was the third roof top bar we visited. Penang and Ipoh also host a number of Speakeasy bars. Which we did not have time to find. If you contact us, we will let you know our recommendations though. Hush Hush.

### Pushing the Limits

Up until now, the tour was characterised by short trips between the individual destinations. Day four was to challenge man and material as the tour went from Penang to Kuantan on the East coast in one day. Google maps suggested two routes, one via Cameron Highlands and the other would be due South then hanging a right at the Batu Caves and a hike up the hilly stretch of the Karak Highway leading to Bentong.

This leg was testing as the first part was a rather long stretch to cover the distance back to the outskirts of Kuala Lumpur. In Bidor we stepped back in time for Duck noodles in Pun Chun, a place made famous by its cuisine and VIPs having visited. The families' history running the place can be relived through the pictures they have put up, spanning over 60 years. Weddings used to be something else back then!

Karak Highway. Coined as a Driver's Road, the first 20 kilometres are a real feast to test the capabilities of any vehicle (within the speed limit of course!). Winding up towards Genting, long stretches of up- and downhill road is the tell-tale of how a vehicle will master tough conditions. Journey planning and fatigue management are crucial aspects during such marathon distances. Dotted along the highway are rest stops that offer fuel, food and fun. Some even have massage chairs.



Somehow, this group seemed to have been super-charged. Dropped off at in the city centre of Kuantan, they photographed more murals while walking 1.6 kilometres to the next hotel. Now based out of the AC Marriott Kuantan, a pit-stop of only 15 minutes was allowed for before heading out to the 90 Degrees Cafe & Art. In keeping with the theme, we opted for round food: pizza. Which turned out to be one of the highlights of the trip. Browsing through the art and crafts, we stumbled upon the work of another tourer. FuFu's legendary bus

trip could be purchased here too. The café is a community art space where you will find great coffee, endless creativity and chatter in Kuantan. It is located in a refurbished wooden grocery store, in the heart of the Air Putih neighbourhood. This unique space has soaring ceilings, well pre-served wooden structure and a warm and classic atmosphere that met with the relax nature of a beach fronted city. Upstairs, 90 Degrees Art Gallery is a trendy community spaces, aim to showcase both local and international artworks.

The next morning we parked the bus in order to explore a building that is currently being redeveloped after having set dormant for decades. Vowing to come back, the group already explored the possibility of taking a bus to Kuantan in a few weeks. The fever had taken hold of the passengers and possibilities of further bus explorations were discussed. That day took us out of Kuantan via the Segamat district to Melakka-Malacca.



Here, the Rosa made space for us to park the bus right out front. With such ample space, it was a little bit of a surprise that there are not more tour groups using this place as their hub for the exploration of this historic town. A different kind of cuisine, a different vibe, Malacca offered yet another experience. On a Monday, the famous Jonker Street was devoid of the masses of tourists that would normally populate the part of town that is part of the UNESCO World Heritage. Frequenting a few shops, it became obvious that the city now depends largely on domestic tourism. Our little tour might be an encouragement for others to also explore Malaysia, using a different means of transportation.



Slowing down to see the former residence of Captain speedy



### Augmented Service

What most passengers may not consciously realise is that any bus comes with augmented services. For instance, regular service and predictive maintenance provide peace of mind as one can be sure that the vehicle is performing at its best and that a breakdown becomes the "unlikely event". The type of lubricants can have an impact on the ride, just as he tyres as the right choice can significantly lower emissions. As part of the fleet management, drivers are coached to provide a smooth ride. Scania's "A Good Driver" competition is based on a Telematics-backed training programme that allows for the OEM to advise participating drivers on how to become a better driver. While aiming at reaching Science Based Targets, a smoother ride is a natural by-product of driving more fuel efficient.

### The Complete Package

While the chassis contains several key components of any bus, such as the engine and safety features, the body will be designed and fabricated by a body builder. Super Nice Express is sourcing their executive coaches from Selangor-based Terus Maju Services. In 1990, Terus Maju Services (TMS) was established as a local bus transportation services provider. In the

early years of operation, TMS already invested in a self-owned depot with a built-in workshop to support its bus services business. In 1990, TMS expanded its business into bus maintenance. In 2004, TMS bus services has gone through the strict quality examination and was recognised for its ISO9001:2000 quality management system.

In 2006, TMS took its bus maintenance and transportation's quality to a higher level by moving to a new factory equipped with advanced infrastructure and facilities. Today, TMS is not only a bus services provider, but also plays a role as a bus manufacturer to meet market demand. At the same time, TMS is focusing on the idea of the "One Stop Service Centre" where customers can order their services for heavy vehicle maintenance, coach building and bus transportation services.

**By the Roadside**

Sometimes we need to stop and smell the roses along the way. Or photograph the dried seafood on offer in stalls along the road. It was good to take a bus around Malaysia to see the country from a different perspective.

A bus ride, especially on a chartered one, offers the unique opportunity to experience what lays by the roadside as well. Stopping at unique spots for food, shopping or to take in the sights is adding to the allure of a road trip. Whole households are being fed by the veg that can be purchased in markets, household items be found at cheaper prices when bought directly from the producer and one can finally have a coffee in THAT place.

There are business opportunities by the busload. Some of the thoughts we had and what we found was that hotels with ample parking space could cater to groups on buses. There is also a lot more to local shopping. Local businesses must find new ways to entice shoppers to visit and maybe, bus tours could be an attractive offer. One or two entertainment establishments not mentioned herein could have been so much more with a bit of attention to details and the use of the surroundings to make them stand out. We would have spent the night if there was a better view.

Legendary buildings can have a new lease of life if someone has a suitable business proposition. Maybe it is the wrong location and building type though, but: where do bus drivers sleep? Is there any Motel for drivers of commercial vehicles? This could be another opportunity that local businesses can explore as the bus industry is surely making a come-back now. Domestic tourism has a lot of potential (having seen stuff I did not know was there after 14 years in the country!).

Our final stop was the Kuala Lumpur City Centre (KLCC) with its iconic Twin Towers. This spot is significant for the bus industry as well as it is a regular stop for tour buses, disgorging tourists to see this landmark. Furthermore, it is one of the stops of the KL Hop-On, Hop-Off, which also uses Scania chassis. To end the tour in style, with a stunning view from a different perspective, we



celebrated the latest menu at Marini's on 57. As a venue for this eclectic group of journalists it offered a stunning sunset whereby one could point in the rough direction of where we have been. Located on Level 57, Petronas Tower 3 and established in 2012, Marini's on 57 is Malaysia's most iconic rooftop destination with a rooftop bar, Italian restaurant and whisky lounge and it offers a close-up view of the Petronas Twin Towers and panoramic views of the city skyline.

Ultimately, the chassis, the construction and equipment on board of a coach make a difference in the experience. With this particular vehicle, the tour was a tremendously enjoyable. Epic. Thanks to the people that made it possible and those who came along. 🇲🇾





Chad Merchant



Zachary Ho



David Bowden



Jacqueline Tan



Stefan Pertz



Mike Smith



# Putting a Stop to Faulty Brakes

*Knowing how well the brakes on your truck perform could save you a lot of money and hassle. Debuting the Sherpa brake testing equipment in Malaysia, Dis Mafs Resources is set to put a stop to dangerous brakes.*

Faulty or under-performing brakes on a commercial vehicle pose several problems. The obvious is that the vehicle can become dangerous for the driver and other road users. Apart from that, a failed PUSPAKOM inspection means additional downtime, lost revenue and drivers that are busy shuttling between the yard and the inspection. Recently, Peshwinder, Managing Director and Tony Winson, Operations Director of Dis Mafs Resources reactivated a company to provide brake testing equipment to improve road safety and to enhance the preparations for the inspections.

Not a stranger to this kind of equipment, Peshwinder has taken a break from the industry, however when many of his old contacts kept asking for help, he took the opportunity to start his own business, representing Sherpa, a German brand. "It started with one truck maker looking for roller brake testers. I reached out to Germany and got started." The most important aspect of the product is durability in his view and he found this in Sherpa. Having adjusted the company and having secured a supplier, the team made an entrance with an impression, securing an order for not just one, but two units of the roller brake testers to said OEM.

"We are very fortunate that Peshwinder is spearheading this as he is well known in the market and brings with him lot of experience with this type of equipment," Winson said. According to him, Peshwinder is the face of the brake testing industry in Malaysia, having promoted road safety for many years while working with another provider of testing equipment. In their assessment, this is very important as Dis Mafs Resources is now trying to prioritise mobile roller brake testing equipment. "What we find is that our contacts believe that such equipment would have to be built into the workshop as part of the civil engineering. The idea of a mobile unit is something that we need to promote and prove to be a better approach." In-ground units may be perceived to be more robust, something that Dis Mafs Resources will have to challenge in sales negotiations.

There are several benefits in using a mobile unit though. According to the two, the Sherpa mobile roller brake testers are easy to assemble, easy to move around and easy to disassemble. Attaching wheels and a handle, one person is able to manoeuvre the tester around. All that is needed is the right kind of power, which is 400 Volt. Peshwinder recounts instances of units to be installed as fixed units, requiring hacking of the floor. Although the drawings did not show any beams, the construction was halted twice as the crew hit beams. Adding to this is the inability to move the unit to where it might be needed. "With this mobile unit, one can schedule the tests and have it sent to other places. This is extremely useful for transporters that have several locations and depots or vehicle makers with a number of workshops," Peshwinder said.

The units themselves are sturdy and easy to use. Once set up the tests would only take about three minutes for a vehicle with three axles. Sherpa's mobile units are durable and one can test vehicles from vans to heavy vehicles, including military trucks. In Malaysia, only PUSPAKOM is licenced to certify vehicles to have passed the mandatory vehicle inspections. Reports generated contain the entire history of the vehicle.



As Winson puts it, this is where the rubber hits the road: Each time a bus is failing the inspection, a company loses time and money; wrong parts might have been installed, what should be one trip ends up to be two. As PUSPAKOM may not provide a detailed explanation of what caused the (brake) failure, one would then have to figure it out afterwards and re-submit the vehicle to be inspected. "Preparing for the inspection, companies may actually change parts or check certain components. However, they may not find a problem that would result in the vehicle to fail the inspection."

Using the brake tester, a bus can be checked prior to the inspection. The system will generate detailed records and based on this, the vehicle can be fixed. "As vehicles age, a mix and match of parts might have been used, resulting in the brake system not working at its best." There are cases where the brake system is working fine, but the tyres may not be correct or providing the grip required. Peshwinder added that an inspection and consequent fixing of any problems will make the live of the runners taking the vehicles to the inspections also easier.

Dis Mafs Resources' mission is to populate workshops with the brake testers from Sherpa. It may even be a business idea for some to rent one of the mobile units and offer testing services to fleet owners. "We want to change the way the industry is looking

at brake testing and the inspections. PUSPAKOM is providing a crucial service and we hope that if more workshops could have one of our brake testing units, we will not only make the roads safer, but also reduce the workload of PUSPAKOM," said Peshwinder. By pre-empting any failed inspection, less vehicles would show up for the regular renewal of the certification. In particular, those engaged in the last mile delivery typically boast large fleets. These would be the ones that are likely to benefit the most by using such mobile units in order to maintain their fleets and to keep their drivers safe. A win-win for the entire industry.

### Tech Specs

#### BPS-Mobil-18.0-RSE-1.5

- Mobile roller set, hot-dip galvanised, with gritted coated drive rollers
- Control box with motor switch, control electronics, operating elements and main switch lockable
- Power connection plug for external power supply
- Attachable wheels for mobile movement

#### Specification:

- Self-supporting, closed roller set: Hot-dip galvanised tube frame
- Roller length: 1,000 mm
- Roller diameter: 150 mm
- Roller gritted coated: Friction value dry / wet 0.9/0.8
- Slip roller diameter: 50 mm
- Roller centre distance: 410 mm
- Test speed: Planetary gear with 2.6 km/h
- Track width min. / max.: 800 / 2,800 mm
- Traversable axle load: 18 t
- Testable axle load at 50% braking: 16 (18) t
- Maximum braking power: 36 (42) kN
- Nominal power of the drive motors: 9 (11) kW
- Feed line/fuse protection: 5 x 6/32 (5 x 10/50) mm<sup>2</sup> / A
- Supply voltage: 3 x 400 V 50 Hz
- Measuring system, shear force transducer with: integrated measuring amplifier DMS
- Mobile system without ramps dimensions: 4,660 X 1,080 mm
- Weight approx.: 1 100 kg



While the mobile brake tester is the star of Dis Mafs Resources' portfolio, they offer other tools. For instance plate brake testers, which are using a different method of testing brakes. These are used in some countries while the roller brake testers are a global standard. Roller brake testers are more widely accepted as they replicate road surface. "As this is a very specific piece of equipment, shipped from Germany, one should allow for up to three months lead time. Peshwinder was also proudly pointing out that Dis Mafs Resources has been appointed to handle all of SEA for Sherpa. ■



## Scania Accredited as Centre of National Dual Training System

*Swedish brand accredited as the first heavy commercial vehicle manufacturer in Malaysia as the Centre of National Dual Training System by JPK of Human Resource Ministry.*



Scania Malaysia has been accredited as the Centre of Sistem Latihan Dual Nasional (SLDN) or National Dual Training System (NDTS), by the Jabatan Pembangunan Kemahiran (JPK) or Department of Skills Development, of the Ministry of Human Resources. This makes Scania Malaysia the only company in the heavy commercial vehicle industry in Malaysia to be accredited for this training programme. The event that started the training for 2022 was held at the Institut Kemahiran Tinggi Belia Negara, Dusun Tua (IKTBNDT) and was officialised by Dalila Sharingat, Director, IKTBNDT. Representing Scania was Navindran Rajendran, People and Culture Business Partner, Scania Southeast Asia, Khairull Anuar Ismail, SLDN Accredited Centre Manager, Scania Malaysia and Nurulain Sulaiman, SLDN Coach, Scania Malaysia.

The objective of SLDN is to produce knowledge workers (K-Workers) that possess elements of competency, that are technical, social, Humanitarian and Methodical. Scania SLDN Apprenticeship Program is a training program designed for individuals from the Commercial / Heavy Automotive Engineering background who seek to further a career in a technical role (technician) within Scania. It will be done through a collaboration with an institution that teaches skills via a commercial vehicle maintenance course. The apprenticeship program takes approximately one year to complete and is focused on developing technical and interpersonal skills via formal trainings, coaching and on-the-job activities. At the conclusion of the program, candidates who have successfully completed the program and assessment will be offered a permanent role as a full-time qualified technician within Scania armed with a Sijil Kemahiran Malaysia Tahap 2 from JPK, Ministry of Human Resources. The candidates

are expected to demonstrate the core values of Scania and be functionally competent to perform maintenance works on commercial vehicles according to Scania’s Dealer Operating Standards.

SLDN or NDTs is a method that is based on industry-driven training concept which is operated through collaboration between companies and training institutions. ‘Dual’ means training in two learning situations such as the SLDN Accredited Centre in Scania Malaysia that covers 70% to 80 percent practical training (hands-on performance), and the IKTBNDT academic learnings which cover 20 percent to 30 percent of theory (knowledge).

“As one of the Scania technicians accepted into the SLDN Apprenticeship Programme, I look forward to upgrading my skills, qualifying me to a more challenging position in Scania. I am keen to do well and get my Sijil Kemahiran Malaysia Tahap 2 by end 2022,” said Khairul Hanifah, Maintenance Technician, Bukit Jelutong Workshop, Scania Malaysia.

The SLDN Accredited Centre is responsible to offer, administer and assure the quality of the NDTs Commercial Vehicles – Repair Service Programme (Kenderaan Perdagangan – Program Servis Pembaikan). Scania has also been acknowledged by the Ministry of Youth and Sports for the collaboration.

“Scania is proud to be in a sustainable partnership with IKTBNDT by building future leaders in sustainable transport systems. It is hoped that the candidates will excel and continue to drive real change with Scania and for the industry,” stated Rajendran.



# Electrified across Europe

*Mission accomplished: MAN demonstrates the practicality of electric buses on the 2 500-kilometer European tour.*

**M**ission accomplished: MAN demonstrates the practicality of electric buses on the 2 500-kilometer European tour.

Ten electrifying days are behind it: The MAN Lion's City 12 E - pioneer of MAN's zero emission strategy - has reliably completed a journey of around 2 500 kilometres through eight European countries. Its destination was the "green island" of Ireland. There, the all-electric city bus is taking part in the "International Bus Euro Test 2022" in Limerick.

Emission-free and successful: The MAN Lion's City 12 E has demonstrated the performance of all-electric city buses with an impressive journey across Europe to Limerick in Ireland. After its start at MAN headquarters, the electric bus, developed in Munich and manufactured in Starachowice, Poland, reached the Emerald Isle of Ireland on May 8.

During the "Electrifying Europe Tour," the twelve-meter city bus crossed eight countries in ten days. It covered a total distance of 2 448.8 kilometres and consumed a total of 1 763.7 kWh of energy - or around 0.72 kWh per kilometre. These peak values were achieved thanks to the Lion's City E's efficient technology and a remarkable recuperation rate of 20.8 percent. The energy for the demanding journey under a wide range of conditions was provided



by six lithium-ion battery packs (capacity 480 kWh) on the roof of the eBus. Recharging was carried out after each daily stage; no intermediate charging was necessary.

With blue and yellow design elements based on the colours of the Ukraine flag, the Lion's City E also set a sign for a peaceful Europe during the tour and on its arrival in Limerick, Ireland - fittingly on the 77th anniversary of the end of the second world war on May 8.

## **Reliable technology, need to catch up on charging infrastructure**

"With the tour, our electric bus impressively demonstrates that it is already possible to travel throughout Europe without emissions, reliably and in a manner suitable for everyday use. To this end, our team visited urban metropolises, undertook many overland journeys with a wide variety of topographical conditions, and even crossed an Alpine pass," says Rudi Kuchta, Head of Business Unit Bus at MAN Truck & Bus, adding, "Our Lion's City E was always reliable and efficient on the road over the approximately 2 500 kilometers. However, the long-distance trip, which is atypical for a city bus, also presented a number of challenges, especially when it came to the topic of charging infrastructure."

### Travelogue: New territory for an electric bus

On silent soles through the Alpine foothills: That was the motto of the first stage on April 28, covering 166 kilometres from Munich to Innsbruck. A route that many winter sports enthusiasts know well, but which was completely new territory for an electric bus. The route took the bus past lakes Kochelsee and Walchensee (800 meters above sea level), past Mittenwald surrounded by mountain peaks, through the charming Inn Valley and picturesque Tyrolean villages to the winter sports metropolis with the famous Bergisel ski jump, traditional stop of the Four Hills Tournament. On the very first day, the MAN Lion's City 12 E repeatedly demonstrated its outstanding ability to recharge the battery through brake energy recuperation. The maximum recuperation capacity of the bus is around 50 percent.

The second day of the tour involved climbing a whopping 1,248 meters in altitude. The destination of the 208-kilometer stage was the noble Swiss winter sports resort of St. Moritz, which hosted the Winter Olympics in 1928 and 1948 and attracts a quarter of a million vacationers every year. Large parts of the route ran along the mighty 517-kilometer-long Inn River, whose hydroelectric power plants generate several billion kilowatt hours of energy every year.

#### On the pass over the Alps

The highlight of the 3rd stage from St. Moritz to Zurich was the Julier Pass with its crest 2 284 meters above sea level. The MAN Lion's City E also mastered the demanding pass road with an altitude difference of 1 433 meters, serpentines, hairpin curves and rapid climbs with ease at minus 1 degree Celsius and gusty winds. No wonder, since during its development it was subjected to various endurance tests at extreme temperatures in the Arctic Circle and in the Spanish Sierra Nevada. At the end of the stage, which also led through the Principality of Liechtenstein, which is only 161 square kilometres in size, 56.4 percent battery capacity was still left after 274.6 kilometres.

The day's schedule for the fourth stage from Zurich to Strasbourg through picturesque Alsace included

a visit to the European Parliament. And for good reason: This is where the climate targets in Europe are intensively discussed and decided. Sustainability is also an important pillar of MAN's corporate strategy: by 2030, the fleet emissions of the trucks, buses, and vans sold are to be reduced by 28 percent. This is why MAN joined the Science Based Targets initiative (SBTi) in 2021, a partnership between the CDP (Carbon Disclosure Project), the United Nations Global Compact, the World Resources Institute (WRI), and the World Wide Fund for Nature (WWF).

From Strasbourg to Luxembourg it went on day five. Serpentine driving through the Vosges mountains, a cultural detour to beautiful Metz and past the gigantic Rosières solar park near the French town of Rosières-en-Haye - these were the highlights during the journey of the all-electric city bus. The open-space photovoltaic plant covers 367 hectares and has a rated output of 115 megawatts. Formerly a military airfield, the site is now home to more than 1.4 million solar modules. By then, the MAN Lion's City 12 E had already covered 1 264.7 kilometres and consumed exactly 949.6 kilowatt hours at an average speed of 35.1 km/h.

#### Brussels: A foretaste of the next "Busworld"

The sixth day of the "Electrifying Europe Tour" led to Brussels and provided a glimpse into the future. After a two-year break from Corona, Belgium's metropolis will once again host "Busworld," the world's most important bus trade show, in the fall of 2023. In 2019, the MAN Lion's City E celebrated its trade show premiere in Brussels. Next year, electromobility will again be a focus. The 267.9-kilometer route to the Belgian capital took the bus past the impressive Esch-sur-Sûre dam (Luxembourg), a huge wind farm near SainteOde (on the Belgian side in the border triangle with Luxembourg and France), and the town of Dinant in Belgium with its imposing citadel, among other places. The town is the birthplace of Adolphe Sax, the inventor of the saxophone.

Perhaps the greatest challenge awaited them on day seven of the great European tour: more than 400 kilometres had to be covered on the



way from Brussels to Rouen in France, where the freedom fighter Joan of Arc was burned at the stake in 1431. A bizarre feature: at one point on the 20.9-kilometre-long Canal du Centre in Belgium, the water flows over the road! The beam canal bridge was built between 1998 and 2002 at a cost of 248 million euros, is 498 meters long and can carry

80 000 tons of water. On this day, too, the MAN Lion's City E mastered all the hurdles: After 417.9 kilometres, 24 percent battery capacity was still left. A strong team is needed: Ferry defective, charging infrastructure on strike

Anyone can do it the easy way, but finding solutions spontaneously is not everyone's cup of tea. Instead



Total values of the MAN eBus Tour:  
 Total distance 2 448.8 km Total energy consumption 1 763.7 kWh Total average speed 41.0 km/h Total recuperation rate 20.8 percent Daily values of the individual tour stages:

Day 1: Munich - Innsbruck Distance 166.0 km Energy consumption 125.7 kWh Average speed 31.4 km/h Recuperation rate 26.3

Day 2: Innsbruck - St. Moritz Distance 207.9 km Energy consumption 236.0 kWh Average speed 30.2 km/h Recuperation rate 13.5

Day 3: St. Moritz - Zurich Distance 274.6 km. Energy consumption 162.5 kWh Average speed 31.9 km/h Recuperation rate 38.5

Day 4: Zurich - Strasbourg Distance 273.2 km Energy consumption 175.8 kWh Average speed 26.4 km/h Recuperation rate 14.0

Day 5: Strasbourg - Luxembourg Distance 343.0 km Energy consumption 249.6 kWh Average speed 49.4 km/h Recuperation rate 16.8

Day 6: Luxembourg - Brussels Distance 267.9 km Energy consumption 183.6 kWh Average speed 43.5 km/h Recuperation rate 30.7

Day 7: Brussels - Rouen Distance 417.9 km Energy consumption 281.7 kWh Average speed 42.7 km/h Recuperation rate 15.2

Day 8: Rouen - Cherbourg Distance 258.1 km. Energy consumption 189.7 kWh Average speed 67.8 km/h Recuperation rate 14.0

Day 9: Cherbourg - Wexford / New Ross Distance 83.1 km Energy consumption 64.8 kWh Average speed 27.2 km/h Recuperation rate 21.4

Day 10: Wexford / New Ross - Limerick Distance 157.1 km Energy consumption 94.3 kWh Average speed 37.5 km/h Recuperation rate 35.7 

of traveling on a car ferry, which was cancelled at short notice, the two-axle, 12-meter-long electric bus from MAN sailed on a freight ferry from Cherbourg to Rosslare in Ireland on the eighth day. The rest of the team took a detour of around 500 kilometres via Brittany and a replacement ferry to Cork to pick up the eBus again the following day. Even the striking charging infrastructure in Rouen did not upset the crew: there was a replacement at a public charging station in front of a discount grocery store. Conclusion after more than 2 200 kilometres: The vehicle technology works reliably, the bus still runs like clockwork. Despite many topographical challenges, or longer stretches of full throttle at a sealed 84 km/h on the highway and an official stated range of 350 kilometres, no intermediate charging was required on any day trip. The main reasons: the high battery capacity on the vehicle roof, the efficient technology and excellent recuperation values of the MAN Lion's City 12 E.

Then the Emerald Isle was reached. After the big reunion of team and bus including driver at the ferry port of Rosslare, the 9th stage was a short stretch with some photo and film stops to Wexford. And finally it was time for the MAN Lion's City E: Limerick, here we come! Across the breath-taking natural beauty of Ireland, a true road trip paradise. Almost 2 500 kilometres and numerous adventures lay behind the electric bus when its successful tour came to an end in Limerick.



# What You Need to Know about Diesel Exhaust Fluid

*With the introduction of EURO V engines to the Malaysian market, the need for Diesel Exhaust Fluid arises. We look at the technology behind the exhaust treatment systems and why the additional fluid is required.*

Recently, a number of truck and bus manufacturers have started offering their vehicles with EURO V engines in Malaysia. Some as standard, others as option, which means that these vehicles require the Diesel Exhaust Fluid (DEF), commonly referred to as "AdBlue". In a seminar, hosted by the Negeri Sembilan Lorry Association, about this matter, Mr Foo Siew Mun, Valvoline OEM Technology Manager, Southeast Asia shared valuable information every fleet owner should know about the implications of using DEF and EURO V engines.

## Why EURO V?

The heart of the matter is the global ambition to reduce harmful gases being released into the atmosphere. When burning fossil fuels, such as Diesel, Carbon Dioxide and Nitrous Oxide are being released. These so called Greenhouse gases are the cause of global warming. In addition, these gases are the source of acidic rain, as they are bound in water when it rains. Acidic rain is harming top soils and is affecting farmland as well as forests, damaging them.

What the EURO emission norms indicate is the amount of harmful gases being emitted from an engine. In essence, the higher the EURO emission norm, the lesser the amount of gases being released. This is measured in gramme per

kilowatt-hour. Measuring Nitrogen Oxide (NOx), a poisonous gas, is the key measurement for the emission norms. In EURO I, the permissible amount of NOx is eight gramme per kilowatt-hour. The EURO V emission norms stipulates permissible NOx levels of no more than two (2) gramme per kilowatt-hour (EURO VI = 0.4 gramme per kilowatt hour). A simple calculation using a fleet of EURO III buses using a 255 KW engine, running for 300 days a year, 10 hours a day, the total NOx released into the air will be 375 tonnes. The same fleet of 100 buses with EURO VI engines will release 30 tonnes of NOx.

## What is DEF?

The technical term is Diesel Exhaust Fluid. However, the actual product is also known as AdBlue. Valvoline markets DEF under various names, such as AdBlue, Diesel Exhaust Fluid

or AirShield. The name AdBlue typically sports a trademark notation, indicating that the name is registered to a professional organisation. German Automotive association VDA is the rightful owner of the name AdBlue and every supplier of DEF wanting to use the name would have to apply for the right to use the trademarked name. However, as the composition of DEF for commercial vehicles is a fixed ratio of de-ionised water and highly purified UREA at 32.5 percent of the latter. Urea is commonly used as fertiliser and has been a commodity for a long time.

The concentration was chosen as it allows for the lowest temperature of the DEF to be stored. In this concentration, the DEF will remain liquid in temperatures above 11 degrees Celsius below zero. DEF for commercial vehicles is produced according to DIN and API regulations and is subject to regular checks. Hot storages are the enemy of DEF. In 50 degrees, the DEF will degenerate very quickly and will be unusable after a month. In 11 degrees it can be stored for up to three years.

### Reducing Emissions Using DEF

While engines classified according to EURO I – IV emission norms achieve the required levels of emissions through clever engineering of the engine, EURO V – VI engines require DEF to bring down the level of harmful gases released. Exhaust will be channeled through the exhaust after treatment system, which comprises of three main components: Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF) and Selective Catalyst Reduction (SCR). To ensure that the system is working at all times, a separate injector will add fuel to the exhaust treatment system to achieve the temperature required to burn off the carbon soot particles inside the DOC. When idling or in city traffic, the so called Injector Number 7 (on a six cylinder engine), will add the required fuel.

After the exhausts have passed through the first two stages, DEF will be injected into the SCR, where the NOx still present in the exhaust gas will be reduced in a chemical reaction that utilises Urea and the resulting by-product Ammonia. DEF will be stored in a separate tank on board the bus and will be injected automatically.

Should the DEF run out, the engine management system will give a warning to the driver and activate the Limp Home Mode that eventually limits the driver to a slow driving speed. Once the DEF is topped up, the engine will be running again at full performance. Typically, DEF is consumed at a ratio of two to three percent of the Fuel used.

Special attention should be given to the Diesel Particulate Filter (DPF). Should it clog up, the engine will lose power and will no longer perform as the pressure pushing back on the exhaust system is too high. In modern vehicles, a sensor will monitor the DPF and alert the driver if the filter needs cleaning or changing.

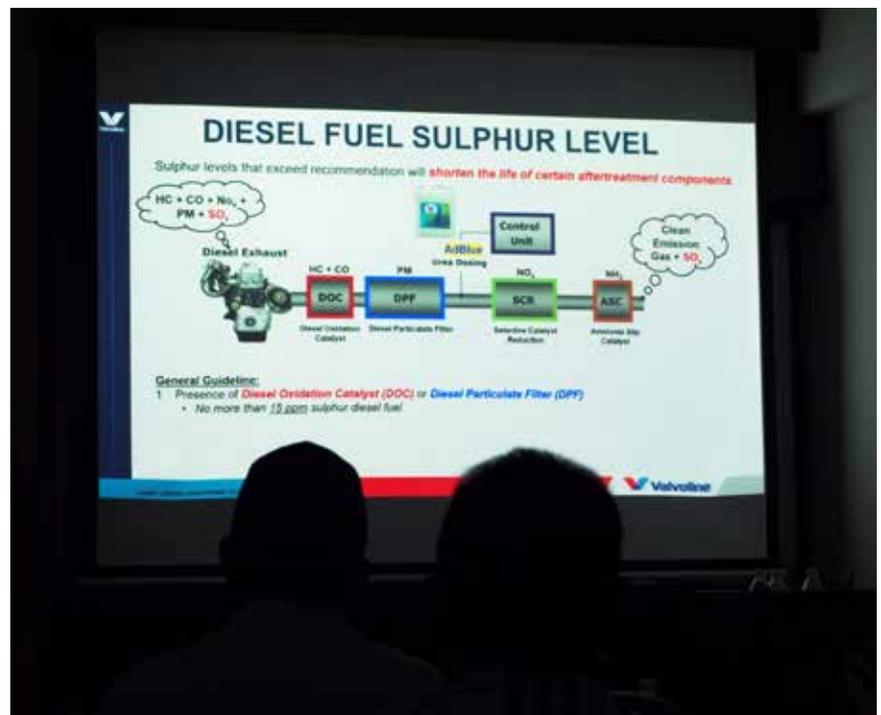
### The Effect of Biodiesel

As Malaysia is using Biodiesel, the level of emissions may be affected by the organic compounds present in the fuel. The Biodiesel used in Malaysia is containing 10 percent palm oil, which results in a reduction of particulates released. However, the NOx levels are constant. According to Foo, the use of Biodiesel B10 is beneficial as there is a reduction of particulates released to the atmosphere. The same goes for B20, whereby the NOx remains at the levels of Diesel, while other particulates are being reduced. In Indonesia, B30 is being used. However, using B30, NOx increases by three percent if there is no exhaust after treatment using DEF. A further increase of palm oil content to B50 will result in a further increase of the NOx content without the use of DEF.

### The importance of Lubricants

Combustion engines require lubrications. When the lubricants burn off in the combustion chamber, ash is produced. This ash is causing the DPF to clog up. This can be prevented by using high quality lubricants with a low SAP (Sulphated Ash, Phosphorus and Sulphur) of below one percent. Ash clogging up the DPF can result in overheating engines and drastically reduced efficiency of the exhaust after treatment system. The DPF is costly, an investment in quality lubricants is a wise choice.

Modern lubricants also have anti-oxidation properties. Heat and oxidation will turn the engine oil dark and into a thick liquid. Biodiesel content in the engine oil will accelerate oxidation, which in turn causes engine oil to be thick and acidic. This in turn will affect the engine performance and the life of the engine. A high-quality engine oil with low SAPS will help to overcome these challenges in EURO V – VI vehicles. 





# Volvo Ready to Service the Full Electric Buses

**W**ith the impending introduction of fully electric buses, Volvo Buses Singapore is gearing up to rolling out this new type of vehicle in the city state. A lot of preparation goes behind the scenes into introduction of a new technology product together with ComfortDelGro Engineering, the sole authorized distributor for Volvo Buses parts and services in Singapore. the Swedish brand is putting resources in place to make it a smooth transition from internal combustion engines. In our exclusive interview, Achuth Das, Senior Manager Commercial Sales and Marcus Mak, Senior Manager Technical Service, Volvo Buses APAC Central Region share their experiences about this new technology and the partnership with ComfortDelGro Engineering (CDGE).

When it comes to electric vehicles, being a new technology, there is of course an increased need for technical training. "Especially with the electric high-voltage systems, technical knowhow and safety are a focus," said Mak. In terms of the actual, complete product though, it is Volvo's approach to use a modular system, he explained. As such systems and components outside the drive train will be either identical or very similar to what can be found in the previous generation of vehicles using internal combustion engines (ICE). "Currently CDGE is extremely well trained on ICE and hybrid vehicles which is having very similar high voltage system." On top of this the input of the technicians is taken on a regular basis in feedback sessions. Mak said that "There are insights that can only be gained from actually working on the vehicle. These comments from the CDGE team will be analysed and funnelled to the body builder."

Following the training administered by Volvo, CDGE leverages on 20 years of working on combustion engine vehicles. However, product related training is always an important aspect of a launch campaign and continuing on from the hybrid buses, CDGE technicians have undergone training to get ready for the new technology. To ensure that the best-in-class service team is in place, CDGE sends technicians to Sweden for training and a train-the-trainer programme is in place. Volvo vehicles are connected via "Volvo Connect", which helps in remote tracking, monitoring and troubleshooting to ensure that the buses are performing at their very best at all times. Using such technology, operators



**Marcus Mak, Senior Manager Technical Service, Volvo Buses APAC Central Region**

can plan efficiently thus minimizing, if not eliminating, the need for stand-by vehicles.

For any new vehicle or technology to perform efficiently, the bus captains play an important role. It is important for the bus captains to be acclimatized and trained on basic vehicle technology, features, tell-tales, handling and driving, to benefit from systems such as regenerative braking etc. Bus captains will need to be aware of the different behaviours of the buses when it comes to accelerating and braking as good driving behaviour can contribute positively in energy consumption. "In addition, CDGE has been very active



Achuth Das, Senior Manager  
Commercial Sales

in the very near future. "This is further supported by the global push to have industry wide standards that every OEM will use." CCS-2 has since emerged as a global standard, which brings with it economies of scale aligned with the uptake in demand for electric vehicles. This also means that nowadays the vehicle manufacturers no longer need to provide the charging infrastructure. " thereby simplifying the process of deployment of electric buses.

Parallel to the development of electric vehicles comes the push for autonomous vehicles. In Singapore, Volvo Buses has been trialing such full electric autonomous vehicles already in partnership with NTU. Das believes that these vehicles would eventually help address the resource crunch, however he is conservative about the timing and readiness of full autonomous deployment at a larger scale. "One important factor is the support from the governments for such technology, however, as mentioned, our products are modular, and it would certainly be possible to add the required components to make full autonomous a reality for daily operations."

Going forward, the Volvo Buses team is confident that CDGE will be comfortable and competent in managing the maintenance and spare part needs for full electric vehicles when ready to be introduced in Singapore. "Looking back at a partnership spanning 23 years, we can comfortably say that we can only grow further, thanks to our partner here in Singapore," Das concluded.



Ang Soo Hock,  
Chief Executive  
Officer of CDGE

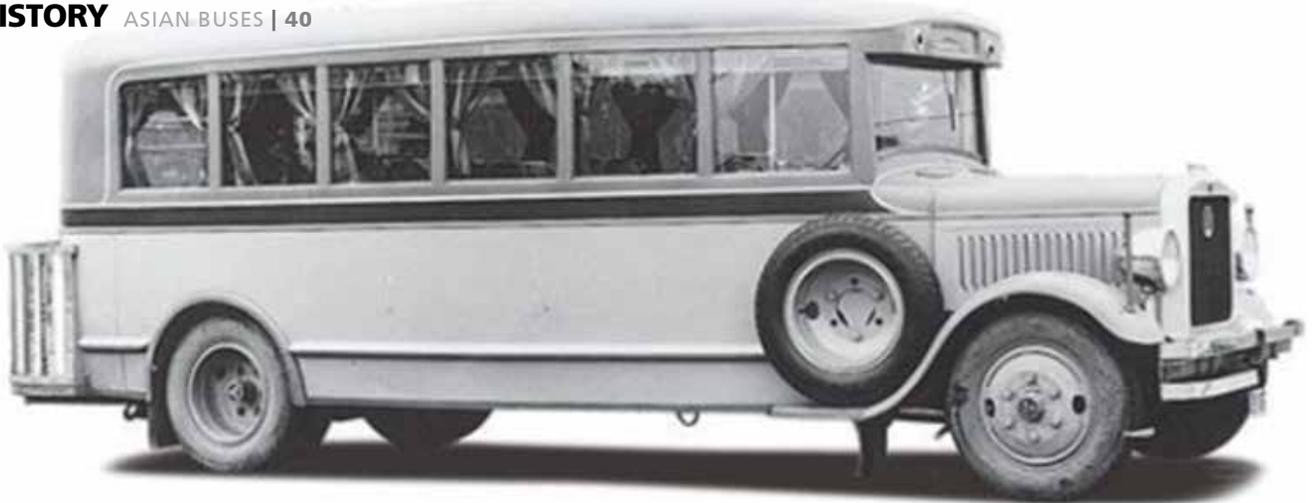
in educating the general public on the new technology. Range anxiety has been one of the issues and there has been a lot of educating on these issues to remove this stigma."

Said Mr Ang Soo Hock, Chief Executive Officer of CDGE "As a leading company in the automotive engineering industry in Singapore, CDGE is constantly evolving to ensure we are future-ready to support the Singapore Green Plan 2030, and one of it is to contribute towards Volvo's electrification journey. In the area of electric bus maintenance, CDGE is not only getting our technicians trained and certified by Volvo, but we are also upskilling them at our CDGE academy through courses provided by TÜV SÜD PSB. This is to prepare them to better handle the demand as the adoption of EVs accelerates in years to come."

Workshop readiness with specific tooling and infrastructure is another aspect that needs to be ready. Tools with insulation, special tools to be used on electric vehicles have to be made available. One crucial difference is the placement of the fuel, which in the case of electric vehicles is the battery pack, which can oftentimes be found on the roof of the vehicle. This necessitates the workshop to have platforms and hoists to access and manage the heavy weights of the batteries. Having to work at heights, technicians would need to be certified.

Mak also explained that electric vehicles have certain advantages over combustion engines. "First of all, there are fewer parts. Electric motors are maintenance-free and if there is a problem, one just changes the entire component to get the vehicle back onto the road." Malfunctioning components would be swapped with new ones and the vehicle is sent back on road, the faulty parts will then be analysed and fixed. Thus, the vehicle downtime is reduced, maintenance cost cut and service time shortened. "It is always good to have data and to study the market. Every market has its peculiarities and we have been monitoring the Singaporean market in order to get ready for the roll-out of our electric buses," Das explained about the need to customize the offer. "This is something that Volvo has typically done in the past by deploying one vehicle on the road and the same goes for electric vehicles." According to Das, Volvo Buses is gearing up for the official introduction of the vehicle in the later part of 2022

To "re-fuel" electric buses, the vehicles would need access to sufficient charging stations. Certain bus depots in Singapore are equipped with depot chargers (CCS2). "As one is dealing with high-voltage, all chargers need to be certified according to the national EV charging standard, Technical Reference 25 (TR25), a regulation followed in Singapore," Das said. He further said that it could be expected that Malaysia is likely to follow suit on the implementation of similar standards as cross-border transportation using electric vehicles is bound to happen



# Mitsubishi Fuso Celebrates the FUSO Brand's 90th Anniversary



## History of the FUSO brand

Following the first vehicle, the nickname "FUSO" was used one after another for major products such as the gasoline engine 4-ton truck KT1 (1946), Japan's first large cab over truck T380, and Japan's first minibus, the Rosa (1960). In line with Japan's high economic growth in 1950s – 70s, the product line-up includes a full range from small to large trucks and buses, playing an important part in economic development.

## To the Present and Future of FUSO

MFTBC, the manufacturer of FUSO brand vehicles, was born when Mitsubishi Motors Corporation separated its commercial vehicle division from the passenger car business in 2003, while a part of former Daimler Chrysler. In the spring of 2006, MFTBC joined the truck group organized within Daimler Chrysler. It is now an integral part of Daimler Truck AG. FUSO now delivers trucks and buses to more than 170 countries and regions, supporting transportation and businesses not only in Japan but around the world. The light-duty "Canter" truck is highly regarded around the world and holds the top share in many countries. In 2017, FUSO launched Japan's first mass-produced electric light-duty "eCanter" truck, leading the electrification of commercial vehicles. FUSO aims to continue as a beloved and trusted brand, developing products with "quality, environment, safety" as top priorities. ■

The origin of the FUSO name dates back to May 1932, when Mitsubishi's first gasoline bus, the "B46 type shared car", manufactured at the Kobe Shipyard of the former Mitsubishi Shipbuilding, was branded "FUSO". The vehicle's name, selected among proposals from employees at the company, was suggested by an engineer at the shipyard. The proposal argued for FUSO because the name is (1) "suitable to represent Japan," (2) a "simple Japanese name that symbolizes Japan and Mitsubishi," and has (3) "a smooth and familiar sound, which gives a clear image and stays in one's mind." The word "Fuso" originally refers to a large sacred tree that was once said to be in the place of the sunrise in China. The word is now used as a name for the hibiscus flower. It is also said that it was used as a synonym for Japan in ancient China.

Prior to this anniversary, FUSO set "Future Together" as its new brand tagline in 2021. Under this tagline, FUSO aims to lead the transformation of commercial vehicles together with our customers in the automobile industry, which is facing a historic turning point. "Future Together" also communicates ambitions for a future with safer and more sustainable transportation solutions.

## Beginning of the FUSO brand

In 1932, the "FUSO" name was used for the first time for the B46 bus manufactured at Kobe Shipyard of Mitsubishi Shipbuilding Co., Ltd. (currently Mitsubishi Heavy Industries, Ltd.). The 7-meter, 38-seater bus was equipped with a 7-liter, 6-cylinder and 100-horsepower gasoline engine. In commemoration of the first delivery of the B46 type bus to the Ministry of Railways, "FUSO" was selected from among the internal proposals for its nickname.



## How to make Traffic Jams Worse!

In a recent move, the Malaysian government announced that it will now enforce the ban of heavy goods vehicles entering Kuala Lumpur during peak hours in the morning and afternoon. Enforcement is to be rigorous. Now, this being a bus magazine, you will question me why I put this out here as this may affect trucks. The answer is simple: systems thinking. Trucks are one component of the transport system and how we manage them affects the bus industry directly as well. Here is why and what I would suggest we do instead of banning trucks from entering the city during busy times.

My immediate thought is that transport companies are creative. There is nothing that nurtures creativity more than a highly restrictive environment. Doubting that? Just ask the warden of your local prison. If heavy goods cannot enter the city, yet transporters are obliged to deliver goods on time, all time and around the clock, then the natural response is to re-distribute the goods from the big truck onto many smaller ones. While the profit margin might shrink, the goods keep on rolling. Meanwhile, a heavy vehicle is being replaced by many small ones, making the traffic jam actually worse.

The idea of exclusion times is the same flawed thinking as that of banks when they reduced the banking hours during the lock-downs. The number of customers does not change: there will now be more customers per hour, crowding in the bank or blocking the pavement outside. The same will be happening with the commercial vehicles. Once the exclusion times are over, these trucks will crowd into the busy streets. Instead of solving the issue it has been re-scheduled. Now the trucks that had to wait will join those that were scheduled to be going into town at that time. The net effect will be that the jams will get worse, i.e. they take longer to dissolve.

What should be done instead you ask me? The solution is an effective, reliable, predictable and interconnected public transport system. Each of these four characteristics are crucial. Instead of taking vehicles out of the flow, I will advocate to add

them. Thousands to be more specific. Mini buses that will service business districts, larger buses that will connect the business districts and Bus Rapid Transit systems that connect the towns and cities. Dedicated bus lanes are a must. Enforcement needs to focus on that these dedicated bus lanes are kept clear at all times. With excessive fines and with checks every few hundred meters. Any vehicle parked on a bus lane should be towed to a place at least 300 kilometres away so that the retrieval is as inconvenient as possible. And expensive. We need to come to a place where the respect for the bus lanes is paramount.

This will now create a situation where people can look at public transport as a truly viable option. I would love to take a bus to the office, but public transport at the moment would take over four hours one way. If there was a BRT that took me to a place near my office in a five-minute tact, I would ditch the car whenever I just need to go to the office and back. Build it and they will come is a mantra often used and I am convinced that the people along the NKVE would gladly use a bus if that was a quicker way to go to the office. Every bus would carry 70 – 100 people. With 5 minutes intervals, that is 12 buses an hour, or 840 to 1 200 cars less on the road. There will still be passenger cars on the road, but imagine how much space this would create on that road alone! These cars that we don't put on the road are almost certainly taking less space than the commercial vehicles that would be on the road at the same time. Now, let's up it and have a bus going to town every minute: up to 6 000 vehicles less with just 60 buses on one road.

MRT and LRT are alternatives which move even more people in one go. However, the construction is more costly, time consuming and the routes are not as flexible. Buses can be constructed and deployed within weeks and I am certain that the OEMs present here would be gladly responding to the tenders for such numbers. With several brands ready to serve the Malaysian market, there could be a constant stream of new vehicles being added, quickly reaching the seemingly high number of "a few thousand". In my view, there is no need for a study, police personnel risking their lives on intersections trying to manage traffic. What is needed is an order for buses. Lots of them. ■

# Berjaya Sampo's Windscreen Repair Roadshow a Step Towards Climate Change



awareness among the public on the environmental issues of windscreen waste and promote windscreen repair.

Berjaya Sampo aims to lessen the negative impact of wasteful windshield glass dumping and encourages users to prioritise repairing their windscreens rather than disposing of them. The event also saw the support from Jabatan Alam Sekitar Malaysia, who was present throughout the roadshow to promote awareness of the importance of environment conservation.

Mr. Tan Sek Kee, Chief Executive Officer of Berjaya Sampo, said, "Windscreens are made of sand amongst others, and it takes a lot of energy to produce a windscreen, which contributes to pollution. Disposing of a windscreen however small the chip or crack basically means that it will end up in a landfill and it will remain there for a long time. Do we really need to replace every chipped or cracked windscreen? The answer is a big NO. The technology to repair windscreens has been around for many years."

**B**erjaya Sampo Insurance Berhad ("Berjaya Sampo") recently launched its Windscreen Repair Roadshow at 1Utama Shopping Centre. The roadshow ran from 15 June 2022 to 19 June 2022. The event aimed to raise

## First Meritor Suspension Purpose-Built for the Bus/Coach Market

**O**n June 9th 2022, Meritor, Inc announced the launch of its ProTec Independent Front Suspension (IFS) for motorcoach applications. The new IFS MIS-20E is Meritor's first suspension specifically designed for the ride quality and heavy load requirements of motorcoaches. Based on field-proven technology, this product is Meritor's first fully integrated suspension and steering system made to be a drop-in replacement for bus and coach manufacturers.

"The ProTec IFS will deliver the same level of confidence, performance and reliability for the bus and coach industry that military operators have realized from our ProTec solutions over the last two decades," said Christina Simon, senior director of Industrial Product

Development for Meritor. "This solution addresses market demand for premium ride quality, ease of maintenance and outstanding reliability."

The ProTec IFS features a gross axle weight rating (GAWR) of up to 20,000 pounds and twin tube performance dampers for control and comfort while providing exceptional overall tire life. It is also equipped with Meritor components to ensure commonality and availability of aftermarket parts including the same bevel-gear hub wheel-ends featured on the U.S. military's Joint Light Tactical Vehicle (JLTV) program vehicles and EX+™ L air disc brakes for excellent stopping power and brake life.

# E-mobility India Forum 2022 to Focus on Strategies on EV Adoption, Safety Concerns and Charging Infrastructure Development



**D**iscussing roadmaps for the adoption and promotion of EVs in India, E-Mobility India Forum powered by NGV India Summit will commence its second edition from 29 – 30 September 2022 at Le Meridien, New Delhi. The two-day conference will unite industry thought leaders to discuss strategies and initiatives for improving the penetration of EVs.

Depreciation of air quality, climate change and incremental rise in global temperature are some alarming concerns which demand a transition to electrically powered and emission-free vehicles. To develop an ecosystem for EVs, the Indian government has already implemented policies and subsidies to encourage automobile brands to manufacture EVs locally. The mission is to have 30 percent of all passenger vehicles in India “electrified” by 2030.

E-Mobility India Forum powered by NGV India Summit, is gearing up for its second edition on 29 – 30 September 2022 at Le Meridien, New Delhi. Organised by Messe Frankfurt India, the conference will discuss topics concerning the adoption and promotion of e-mobility, and infrastructural requirements as well as highlight upcoming advancements in the EV sector.

The forum aims to bring forth some of the most crucial industry-focused topics, such as: Understanding consumer attitudes and perceptions towards EV adoption, localisation, developing charging infrastructure, new business models powered by the EV ecosystem and discussion on safety concerns, standardisation and regulatory needs of EV industry as well as a detailed market overview and trend forecast.

In addition, the conference will provide a platform for e-mobility and automotive companies to present their innovative clean mobility products and solutions before the industry. E-Mobility India Forum reinforces and complements Messe Frankfurt India’s “Clean Mobility” portfolio of events, with “NGV India Summit” already established as the apex annual leadership forum for the fast-growing natural gas vehicles industry and broader gas mobility sector.

Opening on 29 September 2022, the forum will be held under the safety protocols of ‘MFI SafeConnect’, developed by Messe Frankfurt India in accordance with the government’s health and safety guidelines, which will provide a well-secured platform to converge and discuss the way forward for the Indian EV sector. 🚗

# KMB to Release the First Batch of Bus NFT Collectables

The Kowloon Motor Bus Co. (1933) Ltd. ("KMB") rolls out the first batch of bus Non-Fungible Token ("NFT"). Through augmented reality ("AR"), the 3D bus image of KMB NFT can be projected on your device with the real world as background, offering passengers a unique bus journey. Sale of the first batch of 2 000 NFTs will start at 3:00pm on 16 June, 2022 (Thursday), exclusive to club1933 members in KMB SHOP. A special edition of the physical bus model will be gifted to buyers of KMB NFT.

The first batch of KMB NFT resembles the ADL Enviro500 Euro VI 12.8M eco-friendly buses. Buyers can select any of the ten routes running from Star Ferry to various districts in Kowloon, including 1A and 6 (details can be referred to the list below). Each NFT has a unique digital certificate showing the bus model and route of the NFT to certify, in which KMB and its ownership issue the NFT. The first batch of KMB NFT is limited to just 2 000 units worldwide.

The sale is exclusive to members of club1933, and transactions will be made in the lawful currency of Hong Kong. The price of NFT with 1A as its route is HKD398, while those with other routes are HKD348. Members of club1933 can purchase the NFT by credit cards through KMB SHOP (<https://www.design1933.hk/>) or the "Shopping" button on App1933.

Once you have purchased, the KMB NFT will be stored in the virtual asset wallet app, NOIZ BEAM. Buyers can also trade their NFTs on the app free of charge. The NFT will be able to transfer to other platforms for trading in the next stage. Details will be announced later.

The KMB NFT is worthy for collection, entertainment and appreciation. The NOIZ BEAM App is equipped with AR function, where buyers can combine their unique 3D KMB NFT image with the real world and interact with it. They can also take photos with the NFT, giving them an interesting online experience. 📸

# IVECO BUS gets the Stage at BUSWORLD Turkey

IVECO BUS took part in the international exhibition BUSWORLD Turkey, held on 26-28th of May 2022 in Istanbul. It was the first exhibition of this scale after the global pandemic period. Hosting 183 companies, the exhibition was attended by delegations from Turkey, Kazakhstan, Azerbaijan, and Mongolia represented by big private transportation companies, municipal structures, and representatives of transport departments.

IVECO BUS presented environmentally friendly transport solutions for the energy transition including CROSSWAY, STREETWAY CNG, and E-WAY.

- **CROSSWAY:** an ideal intercity bus for transporting passengers over short and medium distances, capable of running on fuel from renewable sources. It is a leader in the segment of intercity coaches.
- **STREETWAY CNG:** a city bus designed to deliver economic and operating efficiency in urban transport, in a sustainable natural gas version.
- **E-WAY** with a length of 12 m: an electric city bus, with overnight charging batteries. A silent vehicle with zero harmful emissions, improving the quality of life in the city. This bus set an autonomy record of 584 km on 1 charge.

"IVECO BUS is continuing to grow and expand, remaining always customer-focused and open for new business opportunities", said Koray Kursunoglu, responsible for the commercial operations for IVECO Truck and Bus in Asia region. "Sustainable mobility is an exciting and dynamic area in which we work. Our task is to unite people inspired by this idea at various events like this, to ensure we remain in a cutting-edge position. We offer cost-effective and efficient mobility solutions for a clean city".

IVECO BUS products and services highlight the brand's strengths: environmentally friendly vehicles, energy balance, technological excellence, and low total cost of ownership. All of them help customers, municipalities, and operators switch to alternative energy types. The stand of our brand was visited and highly appreciated also by the General Consul of Italy in Turkey, Ms. Elena Sgarbi. 🇮🇹



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