



Press information

Fuel saving in focus when Volvo Buses meets Euro 6 norms

Volvo has now switched all of the model series in Europe to the upcoming Euro 6 emissions standard. The company has implemented a significant upgrade of its entire product program. The results are buses with lower fuel consumption, lower climate impact and lower emissions.

The biggest change is the introduction of three completely new diesel engines for Euro 6. The new 5-, 8- and 11-liter engines, respectively, cover a power range from 240 to 460 hp have now replaced all current engine models for Europe. The step from Euro 5 to Euro 6 entails that emissions of nitrogen oxide will be reduced by 87% and the particle content in exhaust will be halved. At the same time, fuel consumption and climate impact of the buses will be reduced, thanks to a number of technical engine features and less weight in engine installation and the chassis.

“The engines have been developed to achieve the lowest possible fuel consumption and to also achieve the extremely low emission levels required by Euro 6,” says Nils Nilsson, Euro 6 Program Manager at Volvo Buses.

Ensuring that each bus has an engine that is actually optimized for the work it has to perform is also crucial to fuel consumption. Volvo’s tourist coaches, the Volvo 9700 and Volvo 9900, have now received 11-liter engines instead of the previous 13-liter, which will provide the power needed while reducing fuel consumption by 2%.

The new 8-liter engine has replaced the current 7- and 9-liter engines. The 7-liter engine was classified by the VTT testing institute as world leading in terms of fuel economy. The 8-liter, which is intended for the Volvo 8900 inter-city bus and the Volvo 9500 tourist coach, will provide similarly low fuel consumption despite higher performance. Compared with the 9-liter engine, fuel consumption is considerably lower (a full 4%) as is the noise level.

All hybrid buses have received a new, stronger 5-liter engine with 240 hp. The Volvo 7900 Euro 6 Hybrids reduce fuel consumption by up to 45% compared to diesel buses Euro 5. The 5-liter engine will also replace the current 9-liter engine in Volvo’s diesel double-decker, which will now have more than 10% lower fuel consumption. Both the 5-liter engine and the 8-liter engine are available for conventional diesel fuel and for biodiesel.



Services contribute to fuel saving

Saving fuel involves not only the engines, but also driving techniques and use. Accordingly, Volvo Buses is also developing various services for fleet management and training of drivers. Using Volvo's most recent telematic service – Volvo Bus Telematics – the operator will be able to monitor how each bus in the vehicle fleet is handled and how the different driving styles of the drivers impact fuel consumption. It will provide information that can be used to coach drivers in environmental driving, and will contribute up to 10% to fuel consumption reduction. The hardware for Volvo Bus Telematics is now standard equipment in all Volvo's hybrid buses.

Facts

Volvo Buses engine program for Euro 6

Volvo D11 for Volvo 9700 and Volvo 9900.

Volvo D8 for Volvo 8900 and Volvo 9500.

Volvo D5 for Volvo's hybrid buses and double-deckers.

The new engines will also be available in chassis for external bodybuilders.

Power and torque

Volvo D11

380 hp, 1800 Nm

430 hp, 2050 Nm

460 hp, 2200 Nm

Volvo D8

280 hp, 1050 Nm

320 hp, 1200 Nm (also available for biodiesel)

350 hp, 1400 Nm

Volvo D5

240 hp, 950 Nm (also available for biodiesel)

Exhaust after-treatment for all Euro 6 engines will be using the SCR (Selective Catalytic Reduction) and DPF (Diesel Particulate Filter). Volvo D5 and D8 also have EGR (Exhaust Gas Recirculation).



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