ISSUE 39 Q3, 2024
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KDN PP18692/03/2015 (034159)

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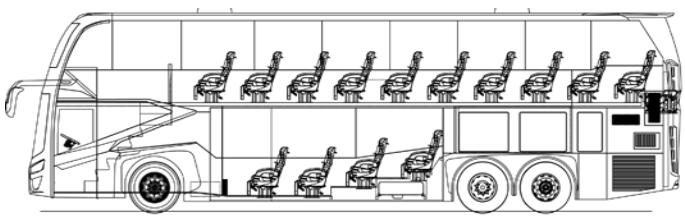

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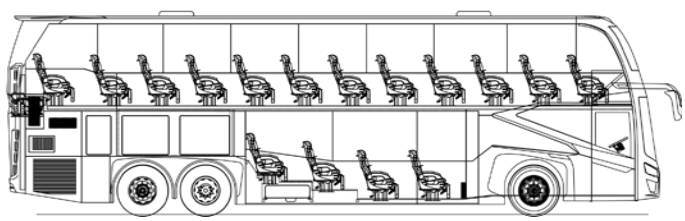

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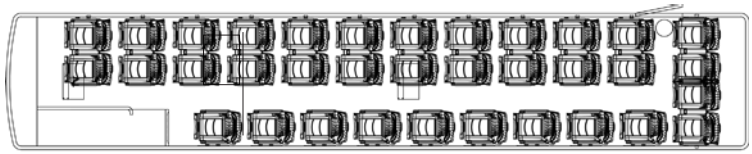

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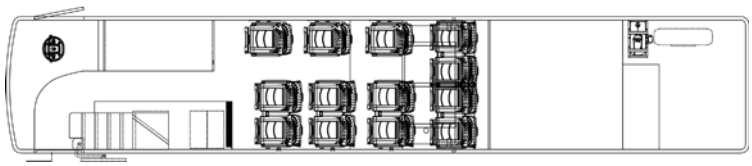

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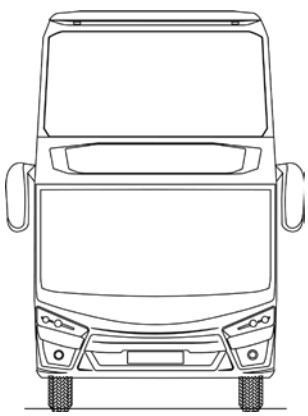

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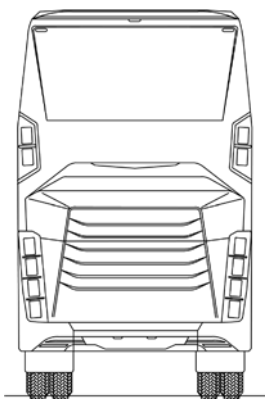

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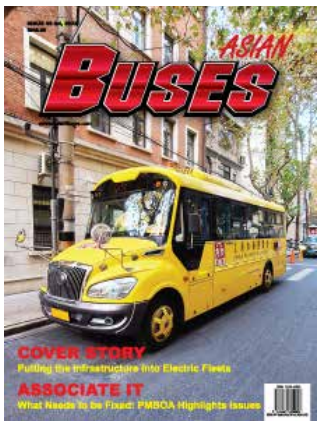

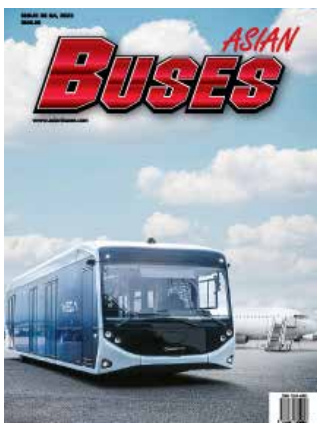

PDF versions are available for download at www.asiantrucker.com

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PUBLISHED BY

Asian Trucker Media Sdn. Bhd. No. 27-1, Block C, Zenith Corporate Park, Jalan SS7/26 Kelana Jaya, 47301 Selangor, Malaysia www.asiantrucker.com

PRINTED IN MALAYSIA

Percetakan Osacar Sdn Bhd (Co.Registration : 63461-W)
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A Massive Shift

The year has moved quickly, hasn't it? We are already in the last quarter of what seems to be a very tumultuous and eventful year. With the transport industry, there is never a stand-still (Pun intended) and this year has been kicking in the turbo it seems. I hope that we managed to capture the most important issues in our latest issue of Asian Buses.

With the introduction of battery electric powertrains came the necessity to adjust the tyres to meet the requirements of this new technology. German tyre maker Continental is enabling a switch to such tyres, specifically developed for buses used on electric buses on urban landscapes.

Shifting to more digital services, Scania is offering a suite of Apps aimed at supporting both, owners and operators of their buses. Long gone are the times when a transport solution was a mere vehicle. Instead of gut feelings, we now harness the power of the internet and artificial intelligence to optimise our fleet operations. I am excited to see this happen as I grew up with the first home computers, which helped me with my homework (when I actually did it).

This trend has also been reckognised by MAN Truck & Bus, which are emphasising the service network and the after sales support offered to be instrumental to customer satisfaction. We hear from their management what they have in store for our region as they shift up to provide an even better experience of their brand.

I would almost call it a seismic shift: Chinese bus manufacturers exhibiting at the IAA Transportation in Hannover. By now, it should be clear that the competition from the far East is a force to reckon with and they are debuting with innovative solutions that have the established brands on alert.

Over the past year, a mindset shift has been advocated by many parts suppliers. The move is to step away from cheap parts which could also be counterfeit or fake to the use of genuine parts. Our partner Kass presents a compelling case study as to why the use of genuine parts make sense in more than just one way.

Recognising the importance of fast and dependable service, Dtec Plus now deploys innovative methods to handling orders for parts. Shifting to machine-aided warehousing, they are ensuring that those ordering parts not only receive the right part, but also get it faster while the physical stress on staff handling these parts is drastically reduced.

Looking at mega-events, society is now also monitoring closely how an event would impact the environment. In the past, events like the Olympics may have been focussing heavily on budgets, while we have since realised that our biggest asset is the environment. Through such a mindset shift a different approach to public transport is also ignited, which I see in what is happening in Australia as the country prepares for their next Olympics.

Amidst all efforts to make buses more efficient and profitable to operate, I note that the search for better safety on board has not slowed down. Many interviewees I have met with for this issue of Asian Buses highlight that, despite the need to make money, safety of road users is still their primary concern. In fact, it has been realised that any safety device added to a bus is not a cost, but a way to enhance the bottom line.

Drive safe, Shift up,

Stefan Pertz
Editor, Asian Buses

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Scania Launches Super Truck, New Bus Generation and Driver App

Scania launched the new Super truck (Super) and New Bus Generation (NBG) that delivers up to eight to nine percent and more fuel economy together with a new and wide range of digital solutions like Driver App for drivers. These vehicles are also FAME-prepared up to B100 as standard to help reduce CO2 emissions of up to 80 percent while supporting the national economy and customers' ESG goals. This customer launch and test & drive' event was held at Bandar Malaysia to overwhelming endorsements from customers.

"Scania continues to drive the shift towards a more sustainable and profitable transport system by offering the best and latest technology. The Super and New Bus Generation together with a wide range of new and digital solutions set yet another milestone for the industry," said Joyce Antar, Managing Director of Scania Southeast Asia.

The Scania Super truck introduces its most advanced & efficient combustion-engine powertrain that sets a new standard for fuel efficient transport operations and delivers an unprecedented fuel savings of up to eight percent and more. The Scania Super 13-litre engine is supremely robust for more uptime, for increased operational life by 30 percent and for extended power range of up to 550hp. It also introduces industry leading engine brake thermal efficiency levels of 50 percent, which is unique in the heavy truck industry. Designed according to Scania's low-rev philosophy it also delivers a smoother drive at peak engine torque from 900 rpm. The gearbox of the Scania Super offers a wider gear ratio spread for faster and smoother gear changes that gives more driver comfort and control while also introducing the most versatile and robust chassis yet for more tailor-made applications and operations. The new Side Curtain Airbags and Steering Wheel Airbag now comes standard with the Super in addition to Anti-Lock Braking System (ABS), Electronic Brake System (EBS) and Traction Control (TC).

The new bus generation of Scania can save up to nine percent in fuel and emissions, without compromising on performance and drivability. The most significant savings coming from enhanced engine efficiency and improved cruise control with active prediction. Beyond the powertrain, driving style is another major factor that affects fuel consumption. Our driver services typically reduce fuel commission and emissions further. Combined with the excellent drivability of Scania coaches, advanced driver assistance systems, and top-quality maintenance services, you can achieve even greater savings. The NBG is built to offer enhanced safety for both drivers and passengers through reinforced chassis construction along with the latest addition of Lane Departure Warning (LDW) to its standard safety systems that already includes EBS with ABS and TC. Developed with driver and passenger environment in mind, the driver area of the NBG offers the best possible work environment in terms of ergonomics, reachability, and excellent visibility while a comfortable passenger experience is achieved through a forgiving suspension and an efficient gearbox with smooth transmission. Additionally, the efficient climate system and low noise environment of the NBG further improves passenger comfort.

Amongst the wide range of digital solutions from Scania, the Scania Driver App was also launched during the event. It is the driver's main contact point into the My Scania digital ecosystem – with the drivers' perspectives and features in focus, integrated with all of the relevant services of the fleet. By streamlining the drivers' administrative tasks with a digital tool, it also benefits the fleet management by simplifying workflows, storage of checklists and defect report handling.

"The driver is the single most important asset of the transport system. The launch of Driver App will put the power of data in the hands of drivers of Scania trucks and buses. Drivers, partnering with Operators, are in better control of their driving towards a more fuel-efficient, safer and environmentally-friendly drive," said Antar.

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MAN Truck & Bus and ST Engineering aim for key role in Singapore's electric bus roll-out

Partnership's innovative offering combines Europe's best-selling e-bus chassis with made-in-Singapore AGIL DriveSafe+ technology

Leading German commercial vehicle manufacturer MAN Truck & Bus SE (MAN) and its partner, ST Engineering, are aiming to deliver a very innovative solution to support Singapore's aggressive overhaul of its public bus fleet.

In line with the Singapore Green Plan 2030, the Land Transport Authority (LTA) plans to rapidly electrify the nation's public bus fleet, with a target of replacing half its fleet of approximately 6 000 buses with zero-emission variants by 2030. The move will provide commuters with cleaner and quieter rides. It will also help reduce emissions from the land transport sector, which currently accounts for 15 per cent of all carbon dioxide produced in Singapore.

In support of the Singapore Green Plan 2030 and LTA's continued drive to electrify its bus fleet, MAN and ST Engineering are developing a solution that meets the latest LTA requirements for public buses. The solution will feature the low-floor variant of MAN's award-winning Lion's Chassis E and configured with three passenger doors. The proposed solution will be equipped with an advanced driver assistance system (ADAS) powered by ST Engineering's AGIL DriveSafe+ technology.

Developed by ST Engineering's Mobility Services business, AGIL DriveSafe+ leverages AI video analytics technology to provide accurate and reliable all-round monitoring and detection of potential collisions in blind spots together with other ADAS capabilities, to improve driver situational awareness and road safety. The AGIL DriveSafe+ technology is currently being trialled in select public buses in Singapore.

"Singapore has a very ambitious electrification programme for its public bus fleet. We are ready to contribute to its successful implementation by offering the right and ready solution in the form of MAN's proven e-bus chassis that can be easily customised to meet LTA's requirements. When further enhanced with the first-of-its-kind AGIL DriveSafe+ technology developed by ST Engineering Mobility Services, our offering would be extremely competitive," said MAN Chief Executive Officer Alexander Vlaskamp.

Vlaskamp, who was on his maiden visit to Singapore for MAN, was speaking at the unveiling of the first unit of right-hand drive electric single deck MAN bus in Southeast Asia at a private showcase for representatives from both public and private transport operators.

"At MAN, we believe that the future is electric. Our main focus is definitely on advancing electromobility. To achieve this, we are working on a wide variety of levers: whether it's employee training, end-to-end consultancy for private customers and transport operators, investments in battery production or the constant further development of our MAN Lion's City E.

"We intend to work closely with our customers in every market. Our goal was and is to offer the best electric city bus on the market. Thanks to our successful partnership with ST Engineering, MAN has evolved into one of the strongest brands in the local commercial vehicle market and we intend to play our part in helping power Singapore towards its net zero emissions aspiration," said Vlaskamp.

"Building on our long-standing collaboration with MAN, we are now teaming up to bring to the market a new generation of electric buses that combine best-in-class technology and reliability, with superior driver safety capabilities. As our AGIL DriveSafe+ technology undergoes trials in Singapore, we are gathering real-world insights to continuously refine and enhance its capabilities, driving advancements in road safety. We believe this will set a new standard for public transit safety in Singapore, making our roads safer for all," said Hoe Yeen Teck, Head, Mobility Road and Services, Urban Solutions, ST Engineering.

MAN's Lion City E is one of the best-selling e-buses in Europe with more than 1 000 units on order and more than 450 units in service in major cities across the continent. In Singapore, MAN has a long history and track record in powering local public transportation needs. Since 2011, MAN has delivered more than some 1 500 buses and 1 000 trucks to transport operators and fleet owners in the country.

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KKKL Travel & Tours Accepted High Decker Buses from Truckquip, Bus Model TQ Z12

From left: Mr. Roger lim, Mr. Yee Hon Vee , Ir. Sampson Yap, Mr. Oscar Wyckman

Scania Singapore recently delivered two Scania New Bus Generation coaches to KKKL Travel and Tours at its group headquarters in Batu Pahat, Malaysia. KKKL Travel & Tours is the subsidiary of KKKL Express Sdn Bhd Malaysia. The operator offers daily bus trips from Singapore to Kuala Lumpur, Singapore to Malacca, Singapore to Genting Highlands, Singapore to Port Dickson, Singapore to Tioman Island, Singapore to Mersing, Singapore to Penang and Singapore to Kuantan.

All their buses come with 27 super VIP seats that are spacious and have plenty of leg space for you to stretch. Committed to providing the best possible comfort and peace of mind to customers who take their bus between Singapore and Malaysia, vehicles are constantly upgraded. All their bus drivers are well-trained to provide the best customer satisfaction and safe driving experience.

“With the Scania New Bus Generation, KKKL is making coach travel even more sustainable with increased fuel savings and carbon emission reductions while delivering heightened onboard comfort and safety to our passengers and drivers,” commented Yee Hon Vee, Executive Director of KKKL Travel and Tours (KKKL). Yee accepted the vehicle keys from Mr Oscar Wyckman, Country Manager of Scania Singapore.

The New Bus Generation, which was introduced in Singapore earlier this year, delivers six percent more fuel savings over Scania’s previous generation of coaches to enable greater profitability for operators and sounder environmental sustainability through reduced carbon emissions.

Wyckman remarked, “Scania continues to be an industry leader in the region in its move towards a more sustainable transport system, and we value our continued and strong partnership with KKKL.” He added, “The two single-decker Scania K410CB4X2NB New Bus Generation coaches delivered to KKKL are ideal for long-distance travel, and we anticipate supplying many more units in both Singapore and Malaysia in the coming years. Scania believes in providing the best in safety, fuel efficiency, and environmental friendliness.”

Safety is enhanced through the reinforced chassis construction along with standard safety features like the Electronic Braking System (EBS) with Anti-lock Braking System (ABS) and Traction Control. Passengers will find three-point auto safety belt at their places. Passenger safety is ensured through the bus design in compliance with ECE-R66 regulations, reinforced super structures and secure seating to protect passengers in the event of a rollover. Meanwhile, the driver can rely on the Advanced Driver Assistance Systems (ADAS), LED running light and 360 degree camera for added safety while operating the vehicle.

Driver ergonomics, reachability, and visibility have been upgraded on the new coaches to provide increased comfort and safety for the driver. These features include enhanced instrument digitalisation, an adjustable steering wheel, and a more user-friendly cockpit. Driver retention is an ongoing problem for many regional coach fleet operators, but Wyckman suggests that the new safety features and more comfortable cockpit design of the New Generation coaches should increase driver retention rates.

The two coaches, model TQ Z12 built by Truckquip, feature just 27 super VIP seats to provide heightened passenger comfort. Comfort is further enhanced through improved suspension and the new, more efficient gearbox, which is capable of faster and smoother transmission. Adding to the on-board comfort are USB port provided to passenger s and 5G Wifi provided free of charge during the journey. The design of the body allows for a big luggage compartment, allowing passengers to store their bags with ease.

Truckquip, a subsidiary of Tan Chong Motors Holdings, a manufacturer, licensed assembler, and supplier of buses, provided the body and interior design of the two new coaches. Truckquip's General Manager and Head of Marketing Operations, Ir Sampson Yap, who also officiated at the handover, commented, "We have incorporated various features for added comfort, including a curved glass front to provide a better view for passengers. Customised features such as lighting USB ports at each seat, colour scheme, seating, and insulation to reduce noise have also been incorporated."

Servicing and maintenance of the coaches is another important feature of these New Bus Generation coaches. The latest coaches feature reworked electricals, which are less complex for maintenance crews. KKKL has signed five-year repair and maintenance contracts for the new coaches to enable peak vehicle performance and minimal vehicle downtime. In addition, their most recent purchases are supported by Scania Financial Services to ensure predictable costs and manageable risks over the life cycle of the coaches.

With the purchase of the new coaches, KKKL will automatically earn 9 300 Scania For Good Loyalty Points, which

can be redeemed for Scania parts and services to further enhance the fleet owner's business sustainability. Thanks to the Euro VI engine technology, these buses boast a drastically reduced carbon emission, aligned with the sustainability plan for KKKL.

KKKL plans to keep upgrading the sustainability of its Singaporean and Malaysian fleets by investing in the latest and most innovative Scania coaches as they become available in both countries. Yee commented, "We

have a policy of replacing coaches every ten years in Singapore and up to every ten years in Malaysia, so we will have more new generation coaches on the road in the coming years."

KKKL Travel and Tours was established in Singapore in 2013 as a subsidiary of the KKKL Express Malaysia Group. With its latest coach acquisition, the group continues its strategy of operating Scania fleets, now comprising seven coaches in Singapore and 64 coaches in Malaysia. The group will consider hybrid and electric models in the long term, but at the present moment, it is not convinced that the charging infrastructure is in place in its operational sphere.

Yee noted that "In Singapore, KKKL Travel and Tours offers coach express services, inbound and outbound chartering, travel packages, and customised MICE events in Malaysia. The new coaches will be used for tours that the company packages to popular Malaysian destinations, including Kuala Lumpur and the Genting Highlands. We will progressively introduce new generation buses on the major routes we service in Malaysia."

In conclusion, Kee remarked, "Scania's emphasis on innovation for profitability and sustainability provides KKKL with long-standing trust in a product that offers unmatched cost efficiency and fuel savings."

GML and FAMCO Sign New Contract for 76 Double-Decker Buses for Dubai

Gemilang Coachwork Sdn Bhd (GML) and Al-Futtaim Auto & Machinery Company (FAMCO) have officially signed a significant contract for the delivery of 76 Volvo double-decker buses to the Roads and Transport Authority (RTA) in Dubai. The signing ceremony, held today in Johor Bahru, was graced by distinguished guests, including Malaysia's Minister of Transport, Yang Berhormat Tuan Anthony Loke Siew Fook.

This contract represents a pivotal milestone in the collaboration between GML and FAMCO. The project will feature double-decker buses built on Volvo chassis and complemented by GML's innovative aluminium superstructure, utilizing Constellium's Swiss Aluminium Alloy and Bolted System Bus Body Technology, renowned for its durability and performance in Europe for over 50 years.

Pang Jun Jie, Executive Director of GML, expressed pride in this partnership. "These 76 buses reflect our commitment to delivering high-quality, innovative transportation solutions and the trust we have established with FAMCO and our international partners. We are honored to contribute to the development of Dubai's public transport system as a Malaysian company," stated Pang.

In addition to the double-decker buses, GML will also provide Volvo BZL electric buses to FAMCO, further demonstrating GML's commitment to sustainable transportation. "The electric buses being handed over today signify our forward-thinking approach to mobility. At GML, we prioritize sustainability and are proud to align our products with global green transportation initiatives," he added.

Mr. Ramez Hamdan, Regional Managing Director of Al-Futtaim Industrial Equipment (FAMCO), spoke at the ceremony and highlighted the strategic significance of this collaboration. "This project transcends the mere delivery of buses; it aims to enhance the entire public transport infrastructure in Dubai. At FAMCO, we believe that true innovation arises from collaboration with the best. We are proud to leverage the global expertise

of Volvo and GML to provide world-class transportation solutions that establish new benchmarks for safety, efficiency, and sustainability in the region," remarked Ramez.

Ramez told Asian Buses that the decision to appoint Gemilang was based on stringent criteria. Having set out on an agenda to have 30 percent of the bus fleet on electric drive trains by 2030 with the aim to transition all public transport to be carbon neutral by 2050. "We believe that we need strong, capable partners for our ambitions. Gemilang has, with many years of experience, demonstrated that they are at the forefront of developments." One of the deciding factors for the Gemilang bodies was the fact that they are environmentally friendlier as a result of the module aluminium constructions. The buses ordered are unique, specifically designed for Dubai and will be officially launched in the UAE.

The event also allowed GML to showcase its latest innovative bus models, reaffirming the company's commitment to quality and sustainability. Among the featured products was an electric Bas Kilang, soon to be delivered to a local customer. "These buses represent the forefront of sustainable transport solutions, featuring GML's expertly crafted bus bodies," Pang stated.

In his address, Minister of Transport Yang Berhormat Tuan Anthony Loke emphasized how this collaboration signifies Malaysia's strengthening position in the global automotive manufacturing sector. "GML's achievement in securing this contract is a testament to Malaysia's manufacturing capabilities. The trust placed in our vehicles to meet Dubai's public transportation needs showcases Malaysia's readiness to compete on the world stage, offering quality, innovation, and reliability," the Minister noted. He further underscored the importance of such events in demonstrating Malaysia's potential as a key player in the global automotive industry.

He further emphasised that Gemilang's partnership with FAMCO is a shining example of how Malaysian companies deliver world-class products that meet international standards. It demonstrates that our industry is prepared to compete at the highest levels. Malaysia's ability to export vehicles—whether they are conventional diesel-powered models or cutting-edge electric buses—attests to the strength and diversity of our automotive sector. This achievement underscores the strategic role we play in the global value chain, contributing to economies and public transport systems far beyond our borders.

He further elaborated on current efforts to make the bus industry more dynamic. Under review, the regulations for the colour-coding of buses may be revised. "Taking the Bas Perkerja for example, want them to be exciting, and after many years, we may need to revise these regulations." Eliciting cheers from the chassis suppliers, Gemilang staff and present guests, he added that only new buses would be allowed to have new colourschemes and bus operators are therefore encouraged to purchase new buses to liven up their fleets.

The buses Gemilang showcased, including the electric models, especially the full electric Bas Pekerja, exemplify the vision the Malaysian government sharse for a cleaner, greener future. These innovations are a testament to Malaysia's leadership in developing the next generation of transport solutions—vehicles that will not only reduce emissions but also contribute to smarter, more efficient urban mobility worldwide.

The delivery of these buses marks a significant contribution to Dubai's public transport landscape, aligning with the city's sustainability objectives and supporting its vision for a more efficient and greener future.

Alexander Dennis Launches Enviro100EV "big small bus" in Hong Kong

Alexander Dennis launched its next-generation Enviro100EV small zero-emission bus at the ReThink HK sustainability event in Hong Kong. It is the first time Alexander Dennis has shown the Enviro100EV in the territory, where it complements the high-capacity Enviro500EV zero-emission double decker.

With a length of just 8.5m and a narrow width of 2.35m, the Enviro100EV is ideal for operators who run services in narrow streets or are otherwise limited in space. This makes the small bus a perfect choice for private residential services as well as corporate or education transport and other shuttle duties. A low floor ensures easy access for wheelchair users boarding through the main passenger door and makes the Enviro100EV well suited to serve hospitals and other healthcare establishments.

In Hong Kong specification, the compact and manoeuvrable bus offers a comfortable and spacious interior with room for up to 28 seats and capacity for up to 45 passengers in total.

The Enviro100EV is powered by the medium-duty Voith Electrical Drive System, which has been designed for deliver market-leading energy efficiency that keeps operating costs low. A choice of 236kWh and 354kWh batteries provides ample energy storage for different range requirements. Alexander Dennis provides comprehensive route modelling to determine expected operational range and performance.

Andy Boulton, Managing Director Asia Pacific for Alexander Dennis, said: "The Enviro100EV is a fantastic combination of high passenger capacity with a small vehicle footprint and stylish, modern design, ready to make a landmark statement of any operator's investment in zero-emission buses.

"This zero-emission bus is ideal for operators with limited space, giving them a durable vehicle with an expected operational life of up to 20 years thanks to its uncompromising design as a heavy-duty vehicle. The Enviro100EV builds on almost 50 years of Alexander Dennis experience in Hong Kong and is fully backed up by our comprehensive customer support."

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Venue : Suntec Singapore Exhibition and Convention Centre
Contact : https://www.sitce.org/

LTA-UITP Singapore International Transport Congress & Exhibition (SITCE) is a leading transport event held every two years in the Asia-Pacific region, jointly organised by UITP, Singapore's Land Transport Authority (LTA) and MSI Global Pte Ltd.

SITCE has established itself as a key platform for urban mobility stakeholders to come together to discuss and redefine the public transport landscape! The event gathers policymakers, urban planners, operators as well as solution providers across the globe to forge partnerships, network, and exchange knowledge.

Automechanika Shanghai

Date : 2 – 5 December 2024
Venue : National Exhibition and Convention Center
Contact : https://automechanika-shanghai.hk.messefrankfurt.com/shanghai/en.html

Automechanika Shanghai expects to host 6,500 exhibitors (15 percent increase from the previous edition) and 16 country and region pavilions, encompassing the entire 350 000 sqm space (16.7 percent increase from the previous edition) across 14 halls of the National Exhibition and Convention Center (Shanghai). This year, the show will pivot on innovations and transformations that drive a sustainable future, showcasing the latest automotive products, services and technologies that are shaping a greener tomorrow.

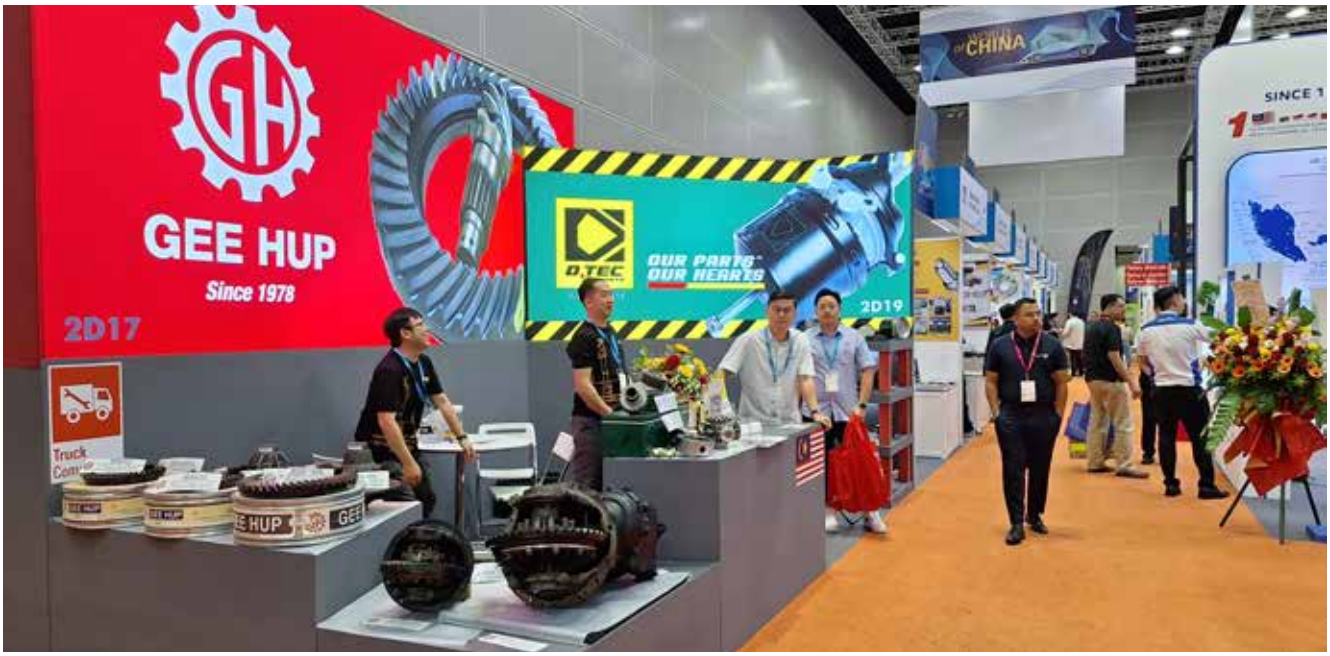
CIBE China International Bus Expo Shanghai

Date : 18 – 20 December 2024
Venue : Shanghai New International Expo Center (SNIEC
Contact : http://www.sg-busexpo.com/About%20CIBE/

The CIBE China International Bus Expo, founded in 2012 as BUS EXPO in Shanghai, is a trade fair for buses and coaches. With over 400 exhibitors CIBE aims to promote the development of the industry, providing domestic and foreign exhibitors with an internationalized and professional communication platform that accelerates the communication among local and international bus and vehicle component companies. The CIB Expo is one of the leading trade fairs in the bus and coach sector in China, where industry experts gather annually to explore purchasing and cooperation opportunities. Among others, visitors to the CIBE China International Bus Expo come from the following areas: whole vehicles, vehicle components, new energy technologies, intelligent Bus systems, charging facilities, city transportation facilities as well as public transport equipment repair and maintenance facilities. Relevant aspects of public transport, such as green energy for buses, energy-saving technologies, automation and intelligent operation/intelligent maintenance of buses, can be discussed on discussion platforms and seminars and conferences will treat topics such as hydrogen as a key technology, maintenance experiences, bus information technology as well as China public transport safety and development.

The 14th INAPA 2025

Date : 21- 23 May 2025
Venue : JIExpo Jakarta
Contac t: https://inapa-exhibition.net/event-info/
The 14th INAPA 2025 together with sub-events INABIKE 2025, EV Indonesia 2025, BusTruck South East Asia 2025, and Transport and Logistics Indonesia 2025 will take place from 21 - 23 May 2025 at JIExpo Jakarta. The show will feature the latest trend and technology for automotive aftermarket, parts, components, bus, coach, logistics, e-bike, e-Bus, and EV Manufacturing Solutions including Battery, Automotive Engineering, Automotive Manufacturing, Automotive Electronics, IT systems, Material, Equipment Services, etc. INAPA 2025 is expected to bring together over +2,000 exhibiting companies and +45,000 trade visitors in 3 days



Automechanika Kuala Lumpur 2024 Concludes as Success

Ms Fiona Chiew, General Manager of Messe Frankfurt (HK) Ltd, said: "I was delighted to see such strong levels of engagement from participants across numerous aspects of the show. As we continue to respond to the market's needs, Automechanika Kuala Lumpur, once again, proved to be an invaluable platform for business exchange, education, as well as entertainment. It validates that changing to an annual show was the right move."

A full coverage product showcase has always been an offering at Automechanika Kuala Lumpur. The debuting Automotive Mobility Solutions Zone spotlighted the industry's shift towards electrification and digitisation, as well as automation and manufacturing, logistics, and supply chain. Exhibitors presented cutting-edge technologies and solutions for new energy vehicles, battery systems, charging facilities, automation, manufacturing and more. The area was further reinforced by the Automotive Mobility Solutions Conference, which hosted 35 speakers delving into topics around these trends. Participants found that this setting created synergy between product sourcing and information exchange, providing a comprehensive experience at the show floor.

Taking up position in their usual space, D-Tec Parts showcased aftermarket parts for trucks and buses. A familiar face at events, Law Poh Hong, General Manager, took time to explain their approach to the event. "We are present here with two brands, whereby Gee Hup is specialised on Japanese truck parts, and D-Tec is focused on European brands." This is not the first time Law and his team participates in Automechanika and he praised the platform as one where the brands can portray themselves as proud Malaysian businesses. Taking the lead from the Malaysian government's push to enhance road safety, Law is showcasing quality brake parts. "When we look at the many cheaper alternatives, we do not know the quality. We need to educate the market that there is a correlation between quality and the cost of a part," he told Asian Trucker. Being involved in the industry, he opines that local business should make it a point to come together for events such as this to show support of the industry.

The fair also featured representation from leading brands in the Commercial Vehicle & Fleet Zone, as well as Automotive Repair, Maintenance & Care / Body & Paint / Accessories & Customising Zone. These focused on solutions for fleets, in addition to

technologies for diagnostics and repair, customising, car care, car wash, and more. Professional buyers travelled to Malaysia from 69 overseas countries and regions, including the likes of Australia, Cambodia, Canada, France, Indonesia, Italy, Japan, the Philippines, Saudi Arabia, Singapore, the UAE, and Vietnam.

Within the realm of electrification of the transportation industry, one cannot forget about batteries that are traditionally needed. Showcasing their batteries, Camel Power Trading Sdn Bhd was present at the show. “We are known for our lead-acid batteries, and we are displaying our various ranges here at the Automechanika,” Eric Tsang said. The main reason for the company to exhibit is to create brand awareness and to reach out to local businesses. Being able to connect with overseas customers has been highly beneficial for them as they managed to secure business with foreign buyers.

Hailing from China, the Malaysian branch is heavily involved in the supply to the local automotive industry. From Malaysia, Camel Power Trading is also severing the overseas market, using the strategic location of the country in combination with the availability of resources needed to produce batteries. Tsang explained that producing locally is also giving Camel Power Trading an advantage as batteries need to be adjusted to the climatic conditions of where the battery is being used. “Our batteries are adapted to the high humidity and heat of the tropics. Batteries sold to other parts of the world would have different specifications,” he explained. With increased competition through myriads of battery suppliers and the shift to Lithium-based batteries, Camel Power Trading sees the investment into a presence at exhibitions as positive as Tsang and his colleagues have generated a long list of potential customers.

Many found that the fair reflected the region’s offerings across various aspects of the automotive supply chain with 37 percent exhibitors from ASEAN, a mark-up on the participation from the previous edition. Meanwhile, exhibitors from further afield highlighted a desire to leverage the show’s resources to establish a broader network of distributors globally.

Recognising the Malaysian market as a strategic location was Australian exhibitor PartsCheck. Mr Mathew James, Marketing Coordinator, PartsCheck, made his way to the show for the second time where he spoke to Asian Trucker about the company’s plans. PartsCheck was launched just before the Pandemic shut the world down and now is the right time to make advances again, James said. In Malaysia, the local distributor has a long-standing history in the repair industry. Wanting to streamline the operation, PartsCheck is just what Lim Fang Chen, PartsCheck Sdn Bhd, needed. Now, the brand is rolling out the service in Malaysia, building on 14 years of experience in Australia.

PartsCheck connects workshops with parts suppliers. When a repair job is entered into the workshop management system, PartsCheck then compares the prices of the required spare parts available from the suppliers. Suppliers participating in this system will maintain the database of their parts and by means of this online tool, both suppliers and workshop staff save valuable time. “Now, both parties don’t have to make multiple calls anymore, the information is available immediately.”

Beyond the ease of use of the PartsCheck platform, James also highlighted the many benefits of having an online workshop management system in place. Through such system, the resources can be scheduled more efficiently and staff managed more effectively. “Our system allows the user to see exactly what stage the vehicle is in, how much time there is still available for other jobs to be scheduled for any specific day.” One challenge James and his colleagues face is that some workshops don’t think they are big enough to justify the investment. PartsCheck though would not incur cost for the workshop. A small percentage for the brokerage is levied onto the sales cost to be collected from the supplier. “As this is a vey small amount, that is easily offset by the time saved, plus the electronic system offers a complete order history, from quoting to payment.”

James praised the Automechanika in Kuala Lumpur for its positive and exhilarating atmosphere. In particular, the fringe programs add a layer of entertainment and business interactions.

The Fringe Programme Offers a Completely Unique Experience

Throughout the three-day event, Automechanika Kuala Lumpur presented a comprehensive programme of fringe activities, delivering valuable insights and personal experiences to participants.

The programme’s standout highlight was autoFEST@KL, which showcased a collection of customised and classic cars. It also offered DIY workshops for soundproofing and car wrapping, motorsport simulators, esports gaming, and other immersive activities. Popular motorsports drivers YS Khong, Leona Chin and Adele Lew also joined the show to share their experiences racing.

Meanwhile, the Collision Repair Training Workshop was also a crowd favourite, attracting over 200 attendees. Expert trainers from 3M, ESnet Academy, ISQ, LAUNCH, and Magic Cube clearly demonstrated practical knowledge and techniques on diagnostics and maintenance for EVs, ADAS, measuring systems, body and paint, and workshop management.

Participating in the Automotive Mobility Solutions Conference was Mr Sean Cheah, Chief Financial Officer, Diamond Technique Sdn Bhd, who said, “We are an SME and would like to know more about the transformations in digitalisation, automation, warehousing, and supply chain. I am looking at how we can implement upgrades using the technologies recommended here. The speakers have been very informative and so continuing to have these kinds of useful sessions is a good first step for us. In fact, I was here last year as well and decided to join again to keep up with the market trends.”

Your Bus Innovations have Arrived at IAA

AA TRANSPORTATION 2024 Sets New Records and Delivers a Clear Message: The Industry Impresses with Market-Ready Innovative Products, Government Needs to Enable Progress Through Infrastructure Initiatives.

During the exhibition, 145 world premieres demonstrated the impressive innovation of the industry. The IAA TRANSPORTATION was more international than ever and saw record bookings for test drives. IAA TRANSPORTATION 2024, held from September 17-22 in Hannover, was a resounding success, captivating attendees and showcasing an industry setting new standards with investments and innovations.

As the global leading platform for the commercial vehicle, logistics, and transport sectors, the event attracted nearly 1 700 exhibitors from 41 countries—a 21 percent increase compared to 2022. International participation reached a record-breaking 72 percent, proving that the future of mobility in this industry is already a reality.

Several bus manufacturers utilised the exhibition to launch their innovations. Asian Buses scooped the latest in this extensive report about the key players and significant developments.

Higer Bus Shone at the IAA Transportation 2024 in Hannover

The IAA Transportation is also a compass for technological innovation and development trends in the global commercial vehicle industry. At this exhibition, Higer Bus showcased its star product, the Azure 7 new energy bus, and Scania-Higer luxury bus Fencer F1 also provide test drive services in the test drive hall.

Embodying the characteristics of safety, environmental friendliness, efficiency, and high-end, Azure 7 exhibited at the show is tailored to meet the various operational scenarios in Europe. Since its launch, Azure 7 has ignited a fervour in the market, securing sales in multiple countries including Italy, Bulgaria, Israel, and Mexico. In addition, the Fencer F1 could be test driven during the exhibition. The advanced exterior design, exquisite craftsmanship, and its exceptional driving performance captivated numerous reporters, earning their praise.

The Azure 7 exhibited at the event is a new product meticulously developed by Higer Bus, catering to the specific demands of the European market. Boasting a myriad of advanced intelligent configurations, it delivers unrivalled stability and superior performance. As an extension of the successful overseas promotion of the Higer Azure series products, the Azure 7 ventures further into the medium and small vehicle segment. It aims to provide customers with electric and intelligent solutions for various operational scenarios, effectively tackling the transportation challenges faced by operators in navigating narrow city streets. The Azure 7 finds its purpose in community buses, feeder buses, and point-to-point shuttles, seamlessly connecting communities, schools, hospitals, commercial centres and rail transit hubs, effortlessly facilitating the flow of urban life, becoming the ideal solution for solving the last-mile travel conundrum and enhancing the intricate transportation network.

World Premiere of the new Mercedes-Benz eCitaro K

Daimler Buses was celebrating the world premiere of the new Mercedes-Benz eCitaro K, the 10.63-metre short version of the successful eCitaro, at IAA Transportation 2024. Its forte is narrow, angular routes in suburbs and old towns, as well as operations with a limited number of passengers. Safety and assistance systems from Daimler Buses once again set the standard for buses and coaches. This was demonstrated during the media days at IAA Transportation 2024 in Hanover, as it is here that the company is presenting the new Mercedes-Benz Tourismo Safety Coach to the public for the first time – equipped with the latest safety and assistance systems.

Till Oberwörder, CEO Daimler Buses: “We are actively driving the transformation towards locally CO2-neutral passenger transportation. Our new eCitaro K means that, in the meantime, we have five electrified city buses in our portfolio, enabling us to cover virtually all relevant use-cases in public local transportation. Over and above this, we offer together with our subsidiary Daimler Buses Solutions GmbH turnkey solutions for the operation of a fleet of electric city buses.”

The 10.63-metre-long Mercedes-Benz eCitaro K, is now offering a short version of the popular, all-electric low-floor bus in addition to the 12.14-metre-long eCitaro and the 18.13-metre-long eCitaro G. Despite its compact size, the eCitaro K is a fully-fledged public service bus with all the qualities of its larger siblings. With a wheelbase of 4,398 millimetres, shorter than the eCitaro by around 1.5 metres, the eCitaro K offers outstanding manoeuvrability.

The eCitaro K is available with a minimum of four and a maximum of six battery packs, with a total capacity of up to 588 kWh. In the maximum configuration, the eCitaro K reaches a range of more than 300 kilometres under favourable conditions – over the entire service life of the battery. For even longer routes, intermediate charging using a pantograph is also possible in the eCitaro K.

The new eCitaro K is available with either two or three doors. The layout of the eCitaro K passenger compartment is identical to that of the Citaro and eCitaro. Just as the passengers don't have to adapt, neither does the driver of the eCitaro K. The cockpit and operating concept of the city bus correspond to those seen in the eCitaro, ensuring quick driver changeovers, as usual. Like its longer siblings, the eCitaro K is also powered by the ZF AVE 130 electric portal axle with two motors, each with a peak output of 125 kW. It has also been equipped with the latest safety and assistance systems.

The Mercedes-Benz eCitaro K is optionally available with cameras instead of the previous exterior mirrors. The advantages of the MirrorCam camera system are obvious: an extended field of vision for the driver through the windows and significantly better visibility to the rear in the dark, thanks to residual light amplification. Compared with conventional mirrors, the MirrorCam barely or only slightly protrudes beyond the vehicle edges. This means easier manoeuvring and less damage.

New Safety and Assistance Systems in Buses and Coaches from Daimler Buses

Since July 2024, the EU's updated "General Safety Regulation" (GSR-B) has been mandatory for all newly registered buses and coaches. The current safety and assistance systems in Mercedes-Benz and Setra brand buses and coaches do not simply meet the requirements of the GSR; some functions even go beyond the level required by the GSR from 2024. They form the new standard in all vehicle variants and represent further added value for the city, intercity and touring coaches of the Mercedes-Benz and Setra brands.

A good example of going beyond mere compliance with the GSR is Active Brake Assist 6 (ABA 6). The system is able to respond to pedestrians and cyclists up to a speed of 60 km/h – for ABA 5 this was already 50 km/h. The ABA 6 safety system can react to cyclists and people who are crossing the road, approaching the vehicle or walking in the vehicle's lane with automatic emergency braking. Recognition of the lane markings enables optimum mapping of objects and can thus reduce false alarms. Even on typical motorway bends with a radius from approx. 260 metres, the system can react reliably to vehicles in front, as well as stationary obstacles. Accident prevention is possible at speeds of up to 90 km/h, and up to 70 km/h in bends with a radius of approx. 260 metres or more. Under optimal conditions, the severity of an accident can be significantly reduced at higher speeds.

Sideguard Assist 2 now monitors not only the front passenger side, but also the driver's side, and thus goes beyond the level required by the GSR. To ensure a broad view to the front and side, a combination of five short and long-range radar sensors and a camera are used for Sideguard Assist 2 and the new Frontguard Assist. At speeds above 40 km/h, Sideguard Assist 2 also assumes the role of a lane change assistant.

In order to avoid accidents when moving off, for example at traffic lights or bus stops, the new Frontguard Assist from Daimler Buses can prove to be a very helpful feature. Frontguard Assist detects and warns of potential collisions with unprotected road users in the immediate vicinity of the front of the vehicle.

The intelligent Traffic Sign Assist speed assistant compares the current speed of the vehicle with the permissible vehicle speed and warns the driver if the permitted speed is exceeded. The system can cope with the different signage throughout Europe. Traffic Sign Assist can thus reduce the risk of accidents caused by speeding and inattentiveness. It also reduces the risk of fines due to speeding.

The tyre pressure monitoring system (TPM) now also forms part of the standard equipment on all bus and coach models from Daimler Buses. TPM prevents tyre damage by displaying any pressure loss. Setting the correct tyre pressure also decreases both wear and fuel consumption. In addition, TPM also monitors the tyre temperature and warns the driver if any overheating is detected. The standard equipment also includes Attention Assist (AtAs) as well as an interface for the use of alcohol testers in the driver's workplace. The same applies to the previously optional reversing camera.

Wisdom Motor at IAA 2024: New Vehicles and Technologies Powering Tomorrow with Hydrogen

Wisdom Motor (Wisdom) has targeted the upscale commercial vehicle sector with the strategic objective of becoming the leader in the FCEV (Fuel Cell Electric Vehicle) transportation new era by promptly responding to market demands and adapting hydrogen systems upgrades. Widom's products have increased capabilities with more power, different tonnage, and driving range requirements.

Innovations revealed by Wisdom Hydrogen Transportation Solutions include modular concept, compact lightweight, and superior fuel cell solution integration bringing optimized energy efficiency, improved vehicle dynamic, driving safety, and comfort for drivers. In summary, these efforts reduce the Total Cost of Operation (TCO) for operators using Wisdom products.

"Through decarbonization incentives and regulatory requirements, such as subsidies and infrastructure construction, countries are promoting the adoption of zero-emission technologies," says Tay Cheong Lip, Global President of Wisdom Motor "Hydrogen can be produced in a decentralized manner for transportation worldwide, and this is currently happening. Industrial and transportation applications are driving credible hydrogen demand."

This initiative represents more than just a commercial transaction; it's a visionary step toward establishing a sustainable transportation ecosystem. Many countries have shown keen interest and urgent demand for zero-emission commercial vehicles. Last year, Wisdom launched Hong Kong's first hydrogen fuel cell-powered double-deck bus on public roads, making a meaningful breakthrough towards zero emissions. Additionally, it has achieved a significant landmark by introducing the first 12-meter FCEV city bus into the G.C.C. (The Gulf Cooperation Council) market in Abu Dhabi, demonstrating a practical, sustainable, innovative solution across public transportation.

With the proliferation of projects, there is an accumulation of mature experience and the progressive enhancement of local supporting facilities. Wisdom has ensured the successful operation of the prototypes; this assurance is integral to the readiness facets of the whole industrial chain to cater to commercial orders, which are ready for batch delivery.

Earlier this year, the arrival of the first FCEV bus in South Korea and Germany marked another momentous achievement for Wisdom. Through successful experience with volume delivery, Wisdom is sharing its knowledge and skills related to FCEVs with regions facing infrastructure challenges that hinder the adoption of green hydrogen. In current Pilot Projects, Wisdom is leveraging concentrations on local support efforts and industrial chain operation growth, aiming to drive green advancements in Australia, Hong Kong, and the U.A.E., with other markets closely following suit.

FCEVs have enormous potential in providing power for more than public transportation due to their high capacity in the cargo sector. Completing Australia's first on-road operation of a fuel-cell prime mover is a significant achievement for Wisdom Motors, demonstrating practical experience in long-distance heavy-duty scenarios. This highlights a shared commitment to advancing sustainable transportation

Features of the Wisdom HyWiSure integrated FCEVs platform include:

- The driver's cab is equipped with an ECE-approved unwinding feature to promote safer driving practices.
- Hydrogen systems with multiple leak detectors and prevention devices along with an ECE-approved emptying mechanism.
- Blind Spot Coverage with 360° Camera Systems to bolster safety measures.
- Wisdom Intelligent controller contributes to an enhanced driving experience, with the maximum speed restricted to 100 kilometers per hour.
- Intelligent driver assistance and Advanced Emergency Braking System (AEBS) ensure travel security, travel healthy and travel updates.

Wisdom is changing the approach to humanizing and designing vehicles, employing a more comprehensive strategy for vehicle dynamics. "Our aerodynamic design helps the air to flow smoothly along the body lines, reducing aerodynamic drag at the front and throughout the entire vehicle. Our clients can count on the design to enhance energy conservation through fuel efficiency, thus can help in reducing their total cost of operation," said a Wisdom Engineer. "Our vehicles adhere to the standards set forth by ECE, DOT, and ADR for the transportation of bulk deliveries in commercial operations."

The Wisdom's aerodynamics incorporate a set of mature design solutions, especially in the truck format. These designs take into account the initial impact of air on the vehicle. The bumper and body lines are curved to guide airflow and minimize air turbulence around the

vehicle. Furthermore, the raked front windshield, integrated cab roof fairings, and lateral spoiler gap reducers further reduce airflow vortice resistance.

Launched FCEVs equipped with advanced 110-200kw fuel-cell batteries, boast an impressive maximum operational range of 1 000 kilometres. The versatile design makes them suitable for various commercial transportation requirements, encompassing intercity freight and long-haul provincial transportation. Trucks that need long-distance trips are especially flexible in the route and can benefit from 10 minutes of refuelling at the HRS station.

On its stand, Wisdom showed the core technologies reducing its weight can significantly improve its efficiency and payload capacity, thereby meeting eco-friendly regulations and efficiency challenges. Heavier vehicles require more energy to start moving due to increased inertia and rolling resistance, leading to higher fuel consumption. To tackle this issue, Wisdom stays focused on developing lightweight composite materials, intelligent VCU architecture, and distributed onboard hydrogen systems tailored to market demands.

The hydrogen vehicle industry is currently undergoing a phase of sustained exploration involving multiple stakeholders. At this pivotal demonstration stage, the primary objective is to efficiently identify large-scale application scenarios, expand the scope of demonstrations, and devise sustainable business models for industrial development. Wisdom believes in high-speed hydrogen energy, which stands as the paramount entree and breakthrough point for commercializing hydrogen vehicles.

King Long Prototype Merry Combo

Among other bus manufacturers from China, King Long stood out with the presentation of one of their bus prototypes, called Merry Combo.

Here, the Chinese manufacturer surprised everyone at the fair a little by raising the curtain on what is still a prototype, but will be the new in-house electric coach. Its name: Merry Combo. Its design is a truly eye-catching shape. It is a Class III 12,250 millimetres long, 2 550 wide and 3 880 high, with a wheelbase of 6 300 mm. The minimum turning radius is 9.5 meters, while the suspension (independent front) is supplied by ZF. Since this is a touring

bus, King Long emphasizes that the luggage compartment has a volume of 10 cubic meters.

Coming to the engine, its maximum power output-from the data sheet-is given as 240 kW or 480 kW, while the battery capacity is 528 kWh. Under normal conditions, this will give the Merry Combo a range of up to 516 kilometres. Charging relies on the standard CCS2.

BRT Sunway Line: Testbed for Full Roll-out of Electric Buses

Running on an elevated road, the BRT Sunway Line has been an iconic addition to Subang Jaya for many years. It is also a testbed for the upcoming electrification Rapid Bus is rolling out for Kuala Lumpur.

Connecting six stations on a 5.4-kilometre-long track, the BRT Sunway Line has made moving around the Bandar Sunway neighbourhood easier for residents, students and tourists. In an ground-breaking move, this highly publicised project was the first BRT in the country as well as the first bus line that uses electric buses. On 2 June 2015, the line was officially opened to the public and today, almost a decade later, this testbed is providing a treasure trove of insights for Rapid Bus as the rollout of electric buses is about to commence. Asian Buses spoke with Syed Mohd Faisal Bin Syed Kamaruddin, Senior Vice President, Head of Fleet Planning & Acquisition, Rapid Bus Sdn Bhd, to find out how the BRT Sunway Line is instrumental in the decarbonisation of transportation in Malaysia.

As Syed explained, the BRT Sunway Line is unique in many ways. For instance, no other vehicles are allowed onto the elevated track. This allows for in-depth assessment of the vehicles and how to optimise their operations. “What we have started back then is already aligned with the ambition to drastically reduce carbon emissions,” he said. Not only were these buses running on the BRT Sunway Line the first electric buses in Malaysia, but these were also the first-generation electric bus chassis from BYD. Rapid Bus Sdn Bhd (Rapid Bus) used this opportunity to manage the line in order to gain insights and have references for future expansions of electric fleets throughout the Klang Valley.

Assessing the new drivetrain technology, Rapid Bus has managed to learn a lot about the operation and maintenance of battery electric buses by way of managing this one line. Although there are only 15 buses in service for the BRT Sunway Line, the learning curve has been very steep. “For us, the key issue was to learn from smaller fleets before we scale up to large numbers of vehicles being replaced with the new technology.” Rapid Bus’ own research is supported by case studies and

reports from other countries, such as China, where large scale projects involving electric buses are being rolled out. Over the past ten years, technology has greatly advanced, which is also evident by the fact that Rapid Bus has changed the chargers from being AC to now DC, the latter being more reliable and faster.

It is a known fact that battery capacity will deteriorate over time, and it is commonly accepted that eight years of battery life is a parameter to work with. Rapid Bus, through the BRT Sunway Line, has confirmed that this is a fact that needs to be considered. Over time, the range of the buses has been diminished and thus, the operation had to be adjusted to meet these technical parameters. Syed expects that newer batteries will have longer lives.

Evaluating the entire system, Rapid Bus found that the operation offers cost savings of between 30 to 40 percent. As the battery electric buses are devoid of engine oils, gearboxes and other components required in ICE engine-powered vehicles, there significantly less maintenance work that needs to be carried out. Although the buses represent a higher investment to start, after seven to eight years, the battery electric vehicles will be offering a significantly lower Total Cost of Ownership (TCO). “We also have to be critical as the energy used for instance, in Malaysia, is still generated by using fossil fuels. However, we analysed that the operation of such buses will significantly reduce CO2 emissions.”

Based on the decade of running the BRT Sunway Line, the rollout plan for the electric fleets to be deployed in Kuala Lumpur is derived. Syed said that the plan foresees the replacement of all ICE engines with electric vehicles. However, this cannot be done overnight and hence, the replacement will take place in batches. As the environment on the public roads in Kuala Lumpur and the Klang Valley is different from the isolated BRT line, Rapid Bus will need to apply the learning from running this one line while at the same time understand on how to manage the buses in shared traffic. “This would be the first time we will have electric buses operating on public roads and we will need to carefully study how that works,” Syed explained. The first tender for electric buses calls for 250 buses, while the goal is to work towards carbon neutrality by the year 2050.

Since the order for the first electric buses, more suppliers have started offering alternative drive trains and hence, Rapid Bus is now able to choose from a wider range of brands that will be able to meet the requirements as per the tender. “Which brand or brands we will ultimately choose will depend on which supplier best meets our requirements.” Of the first batch, half will be deployed in the Klang Valley, while the other half will be used in Penang. In connection with the deployment of electric buses in Penang, Rapid Bus is also mulling using smaller buses during off-peak hours to better meet the needs of the island’s commuters.

The key requirement for the new buses would be that they have to run a full day with one charge. As the buses will come back to the depot overnight, they can be fully charged while not being deployed. In addition, Rapid Bus is aiming to have the suppliers committed to eight years warranty for the batteries. Generally, Rapid Bus aims to handle the service and maintenance work in-house, having mechanics and workshops that are fully equipped to handle the works required. Fast turnaround is crucial: Rapid Bus is also considering outsourcing the service and maintenance; however, this is yet to be decided. Syed acknowledged that own staff would have to be trained on the new technology.

From the BRT Sunway Line, Rapid Bus has also learned that drivers need to be trained in order to use these buses to their full potential. In particular, managing the remaining range is something that requires different thinking as there are currently only few charging stations. “With Diesel it is easy at the moment, however, if a BEV runs out of power, then it is a bigger problem to rescue it and to return it back to active duty.” To train drivers, Rapid Bus relies on the in-house training academy of PRASARANA, which is fully equipped to handle the curriculum for BEV.

Concluding the discussion, Syed pointed out that the plan is to replace some 1 200 buses in the near future. This rollout is impacted by two aspects: the need to learn how to operate these vehicles using new technology and the fact that the charging infrastructure needs to be build up in parallel. Even with depot charging, there needs to be sufficient energy and power points available. “You cannot simply pump hundreds of these vehicles into the operation, it needs to be done in stages in order to be successful,” he stated.

Scania Delivers First Double-Deck with ADAS to Super Nice

Scania delivered the first double-deck coach with Advanced Driver Assistance (ADAS) to Super Nice Express (Super Nice). Ms Joyce Antar, Managing Director of Scania Southeast Asia handed the keys to Mr. Roy Chew, Chairman of Super Nice Group. The ceremony was attended by Guest-of-Honour YB Anthony Loke Siew Fook, Minister of Transport, Malaysia (MOT). “Scania’s double-deck chassis equipped with ADAS ensures that Super Nice continues to be at the forefront of technology. Our passengers will enjoy the best in safety, comfort, and reliability,” stated Chew.

Having in their fleet a single deck bus with ADAS, which Super Nice acquired during MCVE 2022, the company can already draw on positive experience from using these systems. Chew added that “We noticed that drivers feel very comfortable with these vehicles, and that adds another layer of safety.”

The handover ceremony took place at Scania Malaysia, in Bukit Jelutong and was also witnessed by Mr Robert Lejon, Deputy Head of Mission, Embassy of Sweden, Datuk Azlan Shah Al Bakri, Director General of Land Public Transport Agency (APAD), and Professor Dr Wong Shaw Voon, Chairman of Malaysia Institute of Road Safety Research (MIROS). The latest addition of four units of Scania K410EB6X2 double-deck coach is equipped with Lane Departure Warning (LDW) and Advanced Emergency Braking (AEB), two ADAS features that reduce the risk of accidents on the road.

Together with Electronic Braking System (EBS) with Anti-Lock Braking System (ABS) and Traction Control as standard safety features, the driver area also offers excellent visibility and control for enhanced safety and driveability. Additionally, Scania’s efficient gearbox with a seamless transmission, and remarkable front and rear suspension promises a comfortable passenger experience.

“Road safety can be enhanced in several ways; general knowledge, improvement in infrastructure, driver behaviour, vehicle specification and inspection, just to mention a few. Safety features are being developed to mainly support the driver to avoid accidents, but also minimise the traffic casualties in case of an accident. Therefore, I would like to applaud both, Scania and Super Nice Express, for the continued strong and sustainable partnership,” stated Loke. Although technology can help to enhance road safety, Loke acknowledged that it is the drivers that are still the most important component. He added that there have been recent campaigns to ensure that bus operations are safe and that the ministry will continue to enforce rules and regulations rigorously as road safety is of utmost importance.

Scania’s vision and mission in driving the shift towards a sustainable transport system with safer and smarter mobility is in line with the Malaysia Road Safety Plan 2022-2030, which targets a 50 percent reduction in the number of fatalities due to road accidents by the end of 2030. “We are continuously developing our offering to meet current and future demands in each market where we are present. Safety is a part of Scania’s purpose to drive the shift towards a more sustainable transport system. We are driving the development and as road safety is high on the agenda in Malaysia, ADAS is an offering that is and continuous to be of importance for our market. Features that today are available from Scania have proven to be effective in reducing traffic accidents and casualties,” stated Antar.

The four Scania coaches purchased by Super Nice come with two years Inclusive Maintenance, two years Scania Assistance and ten years Scania Fleet Management. Super Nice's recent purchase is also supported by Scania's Financial Services for an unmatched solution that is like no other. "We understand the challenges of managing business especially when it comes to ensuring the best safety. That is why we designed our Financial Services to make it easier for Super Nice to own the best technology available from Scania," stated Anson Phua, Country Manager, Scania Credit Malaysia, and Singapore. Super Nice continues to have a strong and sustainable partnership with Scania for more than nine years. They are the first express coach operator in the northern region of Peninsular Malaysia to sign an Ecolution partnership with Scania to reduce their carbon emissions. They were also the first to receive the single-deck coach with ADAS back in 2022. As of today, their Scania fleet has grown to a total of 27 units.

Hengst Filtration's New and Sustainable Aftermarket Products in OE Quality

Efficient, reliable, sustainable: As a true OE insider, original equipment manufacturer Hengst knows the current requirements of workshops and wholesalers.

Whether filters, crankcase ventilation or transmission oil pans - the same applies to the independent aftermarket: OE quality is always inside at Hengst. With its comprehensive OE expertise, Hengst Filtration is now expanding its portfolio to include further product groups for workshops and wholesalers. The company presented these under the motto "OE INSIDE" from September 10 to 14 at Automechanika in Frankfurt am Main in Hall 4.0, Stand A71. "As an OE supplier, we have the decisive insights and also focus on quality, sustainability and cost-effectiveness in the aftermarket. We understand the needs and have the corresponding know-how for the required technologies and services. This makes us unique in the market", explained Oliver Nabrotzky, Group Vice President Aftermarket Sales at Hengst.

Green Filter "Blue.balance" Saves 30 Percent CO2

The filter color says it all: With the first green oil filter insert "Blue.balance", Hengst shows that the company mission "purifying our planet" is not just an empty phrase. As the raw materials used so far account for 76 percent of the CO2 footprint Hengst is now using new media and end discs. In its own TechCenter, the developers have modified the filter medium and developed a recyclate for the end caps. In an analysis, the certification company ClimatePartner confirms that the use of oil filters saves around 30 percent of CO2 emissions compared to conventional filters, from material procurement to disposal. This CO2 reduction over the average service life of a vehicle (10 years) corresponds to around 6 100 cell phone charges.

In the Independent aftermarket: Crankcase Ventilation from Hengst

Even supposedly long-life components can wear out due to the increasingly long service life of vehicles. It is therefore important for garages and wholesalers to be prepared for their repair or replacement. And that is why Hengst Filtration is now bringing its exceptional OE expertise in the manufacture of Crankcase Ventilation to the independent aftermarket.

In the package: Transmission Oil Pans and Transmission Oil Change Kits for Automatic and Dual-clutch Transmissions

Transmission oil pans have been part of the Hengst portfolio in the OE sector for years. From now on, workshops and wholesalers will also benefit from these reliable components - in OE quality, of course. And now also from a single source for efficient and cost-effective maintenance. Hengst now supplies transmission oil change kits with transmission oil filter, transmission oil pan, premium oil and the appropriate gaskets and screws as a complete package.

Picking Parts the Smarter Way

Diamond Technique is one of Malaysia's leading commercial vehicles spare parts wholesalers. Since 1996, the company keeps abreast with the latest market trend, innovating to ensure that customers experience superior service. Besides digitization, Diamond Technique established the Dtec Plus platform that specifically caters to the needs of the local commercial vehicle market and successfully penetrated the Southeast Asian and Asian markets.

"In order to make Dtec Plus more accessible to customers, we set up a new branch at Batu Caves commercial are in 2021. This is Dtec Plus's flagship store that focuses on over-the-counter sales to attract walk-in customers," Law Poh Hong, General Manager, D.TEC-PARTS told Asian Buses This new branch is housed in a 4-storey shop lot, in a conventional set up. All products would be stored in open shelves spread across different floors. It will be time consuming for a staff to locate the spare parts and complete the transaction within what Law deems to be a reasonable time frame. These problems were solved when they came across the Kardex Shuttle 500 Vertical Storage Solution.

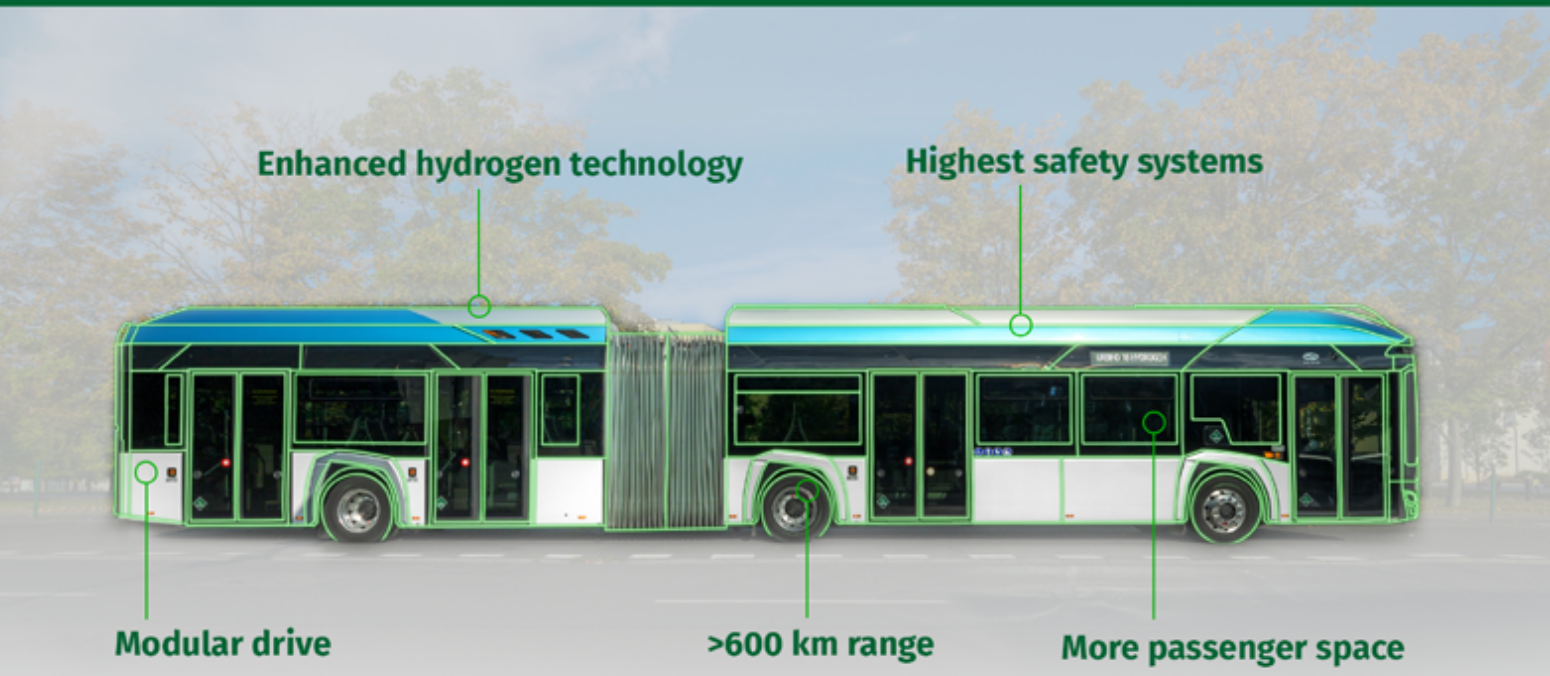
Kardex has enabled the Dtec Plus platform to achieve multiple breakthroughs, empowering our team to be more creative and innovative in the future.

Kardex set up a 16-meter-high vertical storage machine that is equivalent to the height of the 4-storey building. "We are able to fully maximize the space by assigning storage trays and levels according to the products' height and weight. By having a modern, cutting-edge machine at the shopfront, we are not only providing customers with simple, fast and accurate service, we also create a favourable impression on customers," Law added. Staff can access any product within a few clicks on the monitor, the machine will deliver the right tray straight to the staff. The digitized and automated system of the Kardex machine has significantly improved the speed of transactions and the operational efficiency of staff, hence offering a superior solution to address customer's needs.

The Kardex Shuttle 500 features two access openings. The front opening is located at the sales counter for outgoing products, while the rear opening faces the warehouse to facilitate product replenishment. The ergonomic design has improved the working environment and efficiency levels. Staff no longer need to climb stairs to retrieve spare parts. Additionally, employees require a password to access the unit, ensuring expensive spare parts remain secure.

A database stores all product information and easily provides access to any product. The machine significantly reduces picking errors and accelerates transactions by delivering the parts straight to the staff. Law concludes that "Kardex has enabled the Dtec Plus platform to achieve multiple breakthroughs, empowering our team to be more creative and innovative in the future."

Solaris Urbino 18 hydrogen



Solaris Urbino 18 Hydrogen Named Bus of the Year 2025

Solaris Urbino 18 hydrogen has been awarded the prestigious Bus of the Year 2025 title by the International Jury of the Bus of the Year. This historic win marks the first time a hydrogen-powered vehicle has received this honour. The Solaris Urbino 18 hydrogen bus has earned a highly prestigious title of Bus of the Year 2025. The award was presented on September 16 at the IAA Transportation show in Hannover, where Javier Iriarte, CEO of Solaris, accepted the honour. The Bus of the Year award is granted by the International Jury of the Bus of the Year. This achievement is particularly significant for Solaris, as it is the first time a hydrogen bus has won in the competition. The Solaris Urbino 18 hydrogen stands out with its cutting-edge hydrogen technology, which allows it to travel up to 600 kilometres on a single refuelling without any emissions – making it a sustainable and efficient solution for modern public transport. Solaris is a European leader in hydrogen technology, having delivered over 260 hydrogen buses, with nearly 600 more on order.

Technical data

DIMENSIONS AND WEIGHT	
Turning radius	Min. 11,475 mm
Interior headroom	Max 2,280 mm
Gross vehicle weight	29,000 kg
PASSENGERS AND DRIVER'S SPACE	
Number of seats	Up to 52, up to 18 low floor seats
Standing places	Up to 88
Total capacity	Up to 140
Driver's seat	Seat with integrated headrest and seatbelt
ENTRANCES	
Entrance height	320/320/320 mm
Door width	Min. 1,200 mm
Door type	1st – IG (Inward Gliding) / 2nd-4th – PS (Plug Sliding)
Door drive	Electric
Door layout	2-2-2-2
HVAC	
Air-conditioning	2 x CO2 heat pump Driver's workspace air-conditioned by AC of the passenger space
Heat pump	Yes
Refrigerant	CO2
Cooling / heating capacity	2 x 25 kW (cooling) + 2 x 21 kW (max heating) / Heating: 37 kW (electric heater)
Type of auxiliary heating	Electric heater (boiler) – acts as a support, heating is mainly done by heat pump
Type, fuel	Electric
DRIVE	
Drive	Modular drive, SiC technology
Motor	240 kW
Arrangement to front axle	Rear mounted motor, left side
Continuos power	240 kW
Peak power	240 kW (electronically limited)
Continuous torque	1,470 Nm
Peak torque	2,100 Nm

FUEL CELL	
Rated power	100 kW
Type	BALLARD FCmove HD+
Maximum efficiency	57%
Estimated lifetime of the product	>30,000 hours of operation
Cold start	From -25°C (no need for preconditioning and external power supply)
Operation in temperatures	-30°C to +50°C
HYDROGEN TANKS	
Type	Type IV, composite
Nominal working pressure	350 Bar
Refuelling connector	Over the right 1st wheelarch (on both sides as an option)
Capacity	2,142 l, 51.2 kg (at 350 bar and 15oC)
BATTERIES	
Type	Solaris High Power
Cell chemistry	LTO
Placement	Roof
Total capacity	60 kWh
CHASSIS	
Front axle	Independent, with stabilizer
Rear axle	Drive axle, ratio i = 9.8
Max. internal steering angle	45.5° +0° -0.5°
Suspension	Pneumatic
Stabilizer	Front axle

MAN More than Ready to Meet Demands

Impacting today, yesterday's and upcoming challenges require delicate planning and thinking to ensure that bus customers will be able to capitalise on their assets. MAN's Barbaros Oktay told us how the German brand is going to do that.

Touring Southeast Asia, Mr Barbaros Oktay, Senior Vice President, Head of Bus, MAN Truck & Bus SE for the first time stopped in Malaysia to gain first-hand impressions from the market. Taking care of MAN's bus and coach offerings globally, such visits are extremely important to understand each market better, as he told Asian Buses in this exclusive interview held at the end of August 2024.

Globally, the entire bus industry is currently affected by geopolitical and economical challenges. "There are several factors that currently impact us, as well as anyone in this industry. Several conflicts and high interest rates are among them," Oktay said. Consequently, customers are currently treading carefully. Considering investments carefully, bus operators turn to those that provide extra value and peace of mind; Oktay sees that there is an uptake in orders for MAN buses along with an increase in demand for the services offered to support the buses. "We have seen that during the pandemic operators stopped ordering buses. Now, post pandemic, they need to replenish or replace their fleets, and these orders are now coming in."

This situation, however, is bringing with it new challenges. "Buses are, in fact, more complicated to manufacture and thus, the output is slower than compared with trucks," he explained. A bus, in contrast to trucks, requires more steering units using processors and semiconductors. This complexity is illustrated by the fact that a truck requires four to five such steering units, while in even a "simple" bus one can find up to 26 steering units. "Therefore, fulfilling our order book at the moment is posing some challenges."

Supporting the global push for the electrification of transportation, the MAN Lions City E is available globally. The drive train and battery technology available is 1:1 identical for export market with the chassis available in Europe. "Two days ago, we have been to Singapore where we handed over buses using that particular chassis. It is available now and we hope that more customers will opt for it."

Oktay noted that the demand for electric buses from Asia is lagging behind European markets. However, "This is because of a lack of push from the decision makers, meaning governments. In Europe, we see a lot more incentives being offered, which is missing in many countries outside our home market." At the same time, Oktay is seeing a sophisticated level of product knowledge and demand for hi-end specifications. The lack of subsidies and incentives is most likely what holds back customers in Southeast Asia from adopting the new technology. In combination with favourable fuel prices, in Malaysia for example, makes for a compelling argument for the continued use of ICE-powered buses.

Although electrification may not happen as fast as in Europe, Oktay is proud to say that MAN is offering alternatives to support the ambitions for cleaner, greener transportation through the offering of EURO V and EURO VI emission technology. Being able to offer the entire spectrum of latest engine technology, specialising on emission standards of EURO V and up, allows MAN to respond to the changes in demand from individual markets. Oktay relays how South Africa has taken the bold step of skipping the EURO VI engine technology by going straight to zero-emission technology.

With more Asian brands pushing into overseas markets, MAN is also faced with increased competition. Typically, these brands would often be observed competing on price. "Let's be blunt: this is B2B and our customers invest in assets. They do not invest for fun." Acknowledging the rise of new entrants, Oktay stressed that it is the service network that is crucial in running bus fleets. Rephrasing this, Oktay said that "MAN is selling commitment, not products." A bus may be used for up to 20 years and thus, these assets have to be dependable and profitable over many years. Therefore, customers will not look for exaggerated, short-term opportunities, but the promise of long-term benefits. "Reliability pays off and MAN is a reliable company." In Europe, electric fleets are now being replaced with the second batches and Oktay is visibly proud to say that clients opt for MAN. Again.

To support customers opting for electric buses, MAN is offering an extended consultancy to ensure that the right solution is being selected. When deciding on an electric bus, a lot more consideration regarding the missions, the topography of the routes, charging infrastructure and other factors is to be taken into consideration. "We are selling more than a product, we pride ourselves in the service we offer alongside the hardware." Leading the way in electromobility, MAN is using this consultancy to tailor the vehicles to the exact need of the client. Battery packs for buses equal range, but also cost. Being able to reduce the number of battery packs needed to fulfil the missions equates money saved when buying the vehicle and energy consumption reduced in the daily operation. "Right now, we are able to reduce the number of batteries needed, thus giving our customers tangible advantages."

Elaborating on the topics of dependability and taking advantage of MAN's legacy, Oktay also explained that the fact that MAN is part of a bigger consortium offers the ability to share and accelerate technological advancements. As part of the Traton Group, MAN would be able to draw on data gathered from millions of vehicles, rather than thousands. In addition, MAN is able to support local markets with ample spare parts being readied on site along with highly trained technicians. "In Malaysia for example, we have this fully equipped training centre now; with this, our service level is way ahead of that of other brands." In expectation of an increase in demand for battery electric vehicles, Oktay is confident that the team around the Malaysian leadership of MAN is more than prepared to make an impression.

To sum it up, Oktay said that "MAN was here, MAN is here, and MAN will be here. This is our commitment to the market and we are more than ready to take on the challenges that we will face in each market."

Barbaros Oktay, Senior Vice President, Head of Bus, MAN Truck & Bus SE

How will Public Transport help Brisbane Achieve a Climate-positive Olympics

In 2032, Brisbane has pledged to host a climate-positive Olympic and Paralympic Games. The ambitious target is already transforming the whole city, not least its public transport.

Brisbane is the first city in the world contractually obliged to hold a climate-positive Olympic Games. In practice, this means the city needs to remove more carbon from the atmosphere than the Games emit. It's an incredibly ambitious target but also an opportunity for the city to create a more sustainable and livable Brisbane for the future. And it is already having a big impact on the city's infrastructure and public transport.

How Setting a Deadline Accelerates Action

The Olympics are set to accelerate the Queensland Government's Climate Action Plan, which aims for net zero emissions by 2050, because it creates a distinct deadline – one that cannot be pushed back or renegotiated. If it is to be achieved, the city needs to act drastically, and it needs to act now. To obtain long-lasting sustainability gains, however, heavy investments in deep decarbonization are required.

Leaving a legacy through public transport

One area that is already showing signs of rapid change is the city's public transport, which plays a key role in sustainable urban development. The new Brisbane Metro, a high-frequency rapid transit system utilizing high-capacity electric buses, is expected to begin operations by the end of 2024. Construction is underway in the Cross River Rail project, which will see new underground train stations in operation from 2026. And linking them all together are an increasing number of pedestrian bridges and bicycle paths.

Meanwhile, electric buses are increasingly replacing diesel, which is set to continue under the Zero Emission Bus program. From 2025 onwards, all new buses purchased for public transport in southeast Queensland will be zero-emissions. The aim is to reduce emissions from Brisbane's bus fleet by 50 percent by 2030, and 80 percent by 2035.

Dr. Cle-Anne Gabriel, Sustainability Expert at the University of Queensland, and founder and CEO of ThinkZero, has extensive experience consulting private companies and public institutions on issues surrounding sustainable development. Since Brisbane won the Olympics, she has noticed a distinct shift in people's attitudes and growing urgency when it comes to climate change.

"The Games organizers are hoping that 90 percent of spectators and athletes will take public transport, and that's going to need a really big investment from the city," says Gabriel. "But the result means more connections and more choices for everyone, making it easier for everyone in Brisbane to get around. What we're all hoping for is that the Games will not only leave a sustainability legacy but lead to some well-being outcomes as well."

Is a Climate-positive Olympics even Possible?

Dr. Tony Heynen, Senior Lecturer and Sustainable Energy Expert at the University of Queensland, has done extensive research and modelling into how Brisbane might achieve a climate-positive Games. His conclusion is that it is indeed possible, however how it is achieved will have a big impact in shaping the Olympics' long-term legacy.

The most Important Contributor of all: the Public

The heavy investment in renewable energy and zero-emission public transport are welcomed by Heynen as being in line with the types of decarbonization measures required to achieve long-lasting sustainability gains. However, he also stresses that behavioural changes will be just as important. Changing the way people travel, and commute will be critical to achieving a climate-positive Olympics and a zero-emission future.

The Sudden Arrival of Chinese Busess in Europe

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The new vehicles launched by established European OEMs at this year's IAA Transportation were anticipated, but what drew considerable attention was the entrance of Chinese bus brands. Taking up significant space, several Chinese brands were on display, including some that we have been accustomed to here in the Southeast Asian markets.

The design of the Chinese trucks visibly differs from the European brands. However, their technological advancements have prompted quiet discussions among attendees. These busess, once considered less refined compared to their European counterparts, have clearly progressed. The question now arises: have Chinese buses reached a level where they can compete directly with European brands? Is this a new contender making a serious bid for market share in Europe?

In recent conversations, some have asked why Chinese buses have taken so long to enter the European market. My response is that the domestic Chinese market is vast, reducing the need for earlier exports. By contrast, brands from smaller markets, like Sweden, quickly recognized that they needed to sell abroad due to limited local demand. Chinese-made buses have been active in Southeast Asia for over a decade, particularly in countries like Malaysia. It's possible that these markets served as testing grounds, helping to refine the trucks for more competitive regions like Europe.

Interestingly, a Tesla Semi was also showcased at IAA Transportation, yet it didn't generate the same buzz as the Chinese brands making an entrance. The confidence displayed by these new arrivals suggests they are serious about establishing a foothold.

It's worth noting that many European manufacturers have joint ventures with Chinese OEMs. These partnerships have facilitated knowledge sharing, blurring the lines between competition and collaboration. This exchange has likely contributed to the rapid advancement of Chinese brands. In some cases, there have been concerns about intellectual property issues, but the reality is that Chinese manufacturers now offer technologically advanced portfolios. One could argue that Europe's collaborations helped fast-track the rise of these new players.

Another key factor aiding the entrance of Chinese buses into Europe is the Belt and Road Initiative, which has extended into the continent. If Southeast Asian infrastructure projects, such as Malaysia's East Coast Railway Link, are any indication, Chinese buses could soon become a familiar sight servicing European construction sites, supported by Chinese infrastructure projects. There are concerns, however, that these projects may offer limited economic benefits to local economies, as Chinese conglomerates tend to supply not only the vehicles but also labour and expertise.

While I haven't had the chance to extensively test-drive the buses, my brief experiences indicate that Chinese buses have made significant strides in both quality and capability. Shifts in political will also play a role in this transformation. For instance, when China aimed to clean up Beijing's air quality ahead of the Olympics, it drove changes in the transport industry, leading to the widespread adoption of electric and hydrogen-powered trucks and buses. In comparison, countries like Germany may face more political obstacles in advancing similar green initiatives. The Chinese trucks now entering the market might offer solutions that align better with the growing demand for greener, more sustainable transportation.

By: Joel Cheong

Fake Stuff, Real Consequences

It's often assumed that no one gets hurt when dealing with counterfeit goods and, the makers and sellers of original goods will not feel a thing since they have made their profit. But as one unfortunate auto parts supplier would find out, dealing with fake stuff can have real consequences.

Perusahaan Otomobil Nasional Sdn Bhd, also more commonly known as Proton, needs no introduction. Proton owns various trademarks such as the PROTON and PROTON GENUINE PARTS trademarks in respect of motor cars, commercial vehicles, and land vehicles as well as components, spare parts, accessories and fittings for motor vehicles.

Bidara Prisma is a corporate distributer of goods bearing the PROTON trademarks and has an approved dealer status from Edaran Otomobil Nasional Berhad (EON) and is an authorized distributor of Proton.

In civil suit no. D5(IP)-22-1049-2008, Proton alleged that Bidara Prisma had supplied counterfeit products bearing the PROTON trademark to the Royal Malaysia Police (or known as "Polis Di-Raja Malaysia" [PDRM]) though 9 batches of deliveries and sought a permanent injunction as well as a public apology and compensation for losses suffered.

So how does an authorized distributor go from supplier of genuine goods to supplier of counterfeit goods?
Bidara Prisma became PDRM's supplier by virtue of appointment by the National Security Council (or known as "Kementerian Keselamatan Dalam Negeri" [KKDN]). So when KKDN issued local orders (LOs) for parts to be supplied to the PDRM, Bidara Prisma complied by delivering 19 delivery orders pursuant to the LOs.

After receiving the goods, PDRM suspected that something was amiss when parts labelled "Condensor Assy" with "Paco" and "Made in Thailand" were in the deliveries. Subsequently, some sample parts from the deliveries were brought for verification at Proton Parts Centre Sdn Bhd (PPC) and they were found to be fake goods.

PDRM then asked PPC to verify authenticity of all parts delivered to them and so PPC went over and collected all of them. Out of the 94 types of products delivered to PDRM, 68 were discovered to be counterfeit products. PDRM then informed Bidara Prisma that there were counterfeit products in the deliveries and requested that the counterfeit products be replaced with original PROTON products. On another front, Proton sent Bidara Prisma a letter asking them to cease all infringing activities.

Bidara Prisma responded by collecting some of the counterfeit products but was unable to collect all of them. They then sent apology letters and tried to explain that they were able to take back the counterfeit products and replace them with genuine ones. However, PDRM replied, stating that they cannot return all spare parts supplied to them as they had become evidence for investigation.

It was very clear now that things were getting very serious. Bidara Prisma tried sending a Letter of Undertaking (LOU) to Proton, stating that they will cease their actions. However, Proton informed them that the LOU was not accepted, as they did not comply with Proton's demands. Proton then initiated proceedings to take Bidara Prisma to court.

At the get-go, Proton's case was very well set up as they had the goodwill and registrations with respect to the PROTON trademarks and the evidence to show that Bidara Prisma had infringed their trademark rights.

Bidara Prisma, in their defence, indicated that they were instructed by PDRM, specifically DSP Hashim, to purchase parts from a company named Isumishi Sdn Bhd. They therefore presumed that

all products coming from that supplier are genuine in nature. Further, all goods purchased from Isumishi were sent directly from Isumishi to PDRM without Bidara Prisma taking possession of them at any point of time.

Bidara Prisma also argued that evidence held by PPC was not properly managed and could have been tampered with. This was because the verification reports sent as evidence to the Court contained items that were unilaterally released from PDRM to PPC and kept by PPC for 2 years. There was no indication that these items were tagged or stored securely.

To get to the root of the issue, the Court had to determine the following issues:

- Whether the counterfeit goods were indeed supplied by Bidara Prisma to PDRM through their 9 deliveries and DOs
- Whether Bidara Prisma's activities were infringing on PROTON's trademark
- Whether Bidara Prisma had passed off its products as PROTON's products

As all the trade mark on all the counterfeit goods were the same exact trade mark belonging to PROTON, there was no doubt that trade mark infringement had already occurred. Therefore, the Court focused on the issue of whether Bidara Prisma did indeed supply counterfeit goods to PDRM.

The answer to this was a resounding "yes", as Bidara Prisma were the only supplier of PROTON products to PDRM and there were no other company or entity authorised to do so. Additionally, there was other unmistakable evidence to show that the goods did indeed originate from them.

Furthermore, it was shown that the items in the verification reports were transferred from PDRM to PPC with proper procedure and documentation. Additionally, each item had a label and a barcode that allowed the particular part to be identified exactly. By scanning the barcodes, it was shown that they were exactly the same items as recorded in the verification report. Bidara Prisma could also not supply proof to show that there was any tampering with the items kept by PPC.

In addition to trademark infringement, the Court found that passing off had occurred. Proton had sufficient goodwill in its trademarks and getups, and there was a likelihood of confusion. since the products supplied by Bidara Prisma had the PROTON trademarks all over them and PDRM would have been deceived into thinking that they were genuine parts.

In summary, the Court held that Bidara Prisma had infringed Proton's trademarks and also passed off their products as Proton's products.
Key takeaways:

If an unsuspecting vehicle owner buys a poor-quality, counterfeit product bearing the PROTON trademark, thinking it's genuine, installs it, and suffers an accident due to the part failing, whose reputation will suffer? It will not be the seller of the counterfeit product.

- Ignorance is not a defence for trademark infringement
  Bidara Prisma claimed that they were unaware the goods supplied by Isumishi were not genuine, but this is not an acceptable defense in court. When considering trademark infringement, the key question is whether there is a likelihood that people could be deceived or confused into thinking the offending trademark is the same as the original.

- Remember the name
  Trademarks serve an important role in informing consumers of one crucial thing: where the product comes from. PDRM relies on genuine parts, thoroughly tested and compliant with necessary standards, for their vehicles. A PROTON trademark on a part or component indicates it comes from Proton, not from an unverified third-party OEM.

- Take action!
  As selling counterfeit goods is a criminal activity in Malaysia, trademark owners should take action against infringers to protect the good reputation of their trademarks and educate users on how to differentiate between fake and genuine products.

Joel Cheong is the Assistant Manager of the Patent Division at KASS International, a renowned firm specializing in Intellectual Property, Franchising, and Translation services, with offices across Malaysia, Singapore, Indonesia, Myanmar, Thailand, Vietnam, and the Philippines.

IVECO BUS and ZF Collaborate to Accelerate the next Generation of E-mobility Solutions

IVECO BUS, the urban, intercity and tourist bus brand of Iveco Group N.V. and ZF, a global technology leader supplying advanced mobility products and systems for passenger cars, commercial vehicles and industrial technology, chose the international stage of IAA Transportation in Hannover, Germany, to advance their collaboration on deploying innovative e-mobility solutions for the decarbonization of passenger transport.

IVECO BUS and ZF share the same commitment to transforming the transport sector and leading the change to a more sustainable future, combining solid technological expertise in alternative energy propulsion solutions, such as electrification. The commercial collaboration with ZF will support the IVECO BUS overarching electrification strategy and the development of a new zero-emission-born architecture that will equip the next-generation of vehicles, complementing the technological capabilities.

“This new partnership demonstrates our commitment to collaborating with innovative players who are driven to push the boundaries of technological innovation in support of the energy transition”, commented Domenico Nucera, President Bus Business Unit, Iveco Group. “Electrification is an essential enabler for achieving the decarbonization objectives of the bus industry. By enhancing our collaboration with ZF, a global technology leader in advanced mobility products and systems, we will accelerate the development of the next generation of our e-mobility solutions.”

“This next step in our relationship with IVECO BUS focusing on our innovative e-mobility solutions underlines how our strategic investments in decarbonization technologies are paying off,” says Prof. Dr. Peter Laier, Member of the ZF Board of Management and responsible for the Commercial Vehicle Solutions division. “We are honored by the trust that IVECO BUS has placed in us as a partner for the strategic development of e-mobility solutions. We look forward to further deepening our relationship as we work together to deliver more sustainable passenger transport solutions.”

Continental Highly Efficient and Sustainable Tire Solutions at IAA Transportation

These innovations are focusing on efficient and sustainable solutions that are also optimized for electric vehicles. Visitors to the Continental booth were able to experience the new Conti tyres. Continental was showcasing its most sustainable tire for city traffic to date: the Conti Urban NXT, which recently entered pilot production. It is composed of an extremely high proportion of renewable, recycled and ISCC PLUS mass balance-certified materials, coming in at 59 percent. Its low rolling resistance also makes it a game changer for electrified commercial vehicles. With the Conti EcoPlus HT3+, the tire manufacturer will present the latest iteration of its innovative trailer tire that is specifically designed for trailers with an electrified drive axle.

According to the European Automobile Manufacturers' Association (ACEA), one in six new buses exceeding 3.5 tons that were registered in 2023 were partially or fully electrified. Continental is responding to this trend with the Conti Urban NXT – a new original equipment tire designed for city transport. It combines a high proportion of sustainable materials with exceptional energy efficiency, making it ideal for electrified city buses and delivery vehicles. The pre-production version of the all-season tire will be on display at IAA Transportation, with market launched planned for 2025. It will initially be available in the size 275/70 R 22.5.

With up to 59 percent renewable, recycled and ISCC PLUS mass balance-certified materials the Conti Urban NXT has a very high share of sustainable materials. Up to 25 percentage points more than the average share of renewable and recycled materials used in Continental's commercial-vehicle tires. For the Conti Urban NXT, Continental has allocated up to 24 percent ISCC PLUS mass balance-certified materials, i.e., synthetic rubber and carbon black from circular and bio-circular materials. The proportion of recycled materials is three percent. This includes recycled rubber originating from mechanically processed end-of-life tires as well as recycled steel. The Conti Urban NXT has a sustainable raw materials content of 32 percent, consisting mainly of natural rubber.

The Conti Urban NXT's rolling resistance has been reduced by 25 percent versus the comparable Conti Urban HA3 model. This translates into lower CO2 emissions for combustion-engine vehicles and an increased battery range of up to 15 percent for electric vehicles. High-density interlocking sipes ensure a secure grip, superior tracking and excellent braking performance – also in wet conditions and throughout the entire service life of the tire. The specially developed rubber compound reduces tire abrasion and enhances resistance against cuts, cracks, chips and breakage. The mileage of the Conti Urban NXT is also around 15 percent higher than the predecessor model. Boasting very low external rolling noise, the Conti Urban NXT is an EU Taxonomy-eligible tire and thus perfectly tailored to the requirements of electric vehicle fleets.

All new tire developments presented by Continental at IAA Transportation are in keeping with its "Lowest Overall Driving Costs" (LODC) advisory approach. The goal is to provide the transport industry with an effective lever to withstand increasing cost pressure and at the same time make its fleets more sustainable. Tire-related costs generally account for around two percent of a fleet's budget. However, tires have a considerable impact on fuel, maintenance and repair costs, which together can account for up to 50 percent of total fleet operating expenses. Premium tires, data-based service management and on-schedule tire checks can significantly reduce the costs of running a fleet.

Solaris Urbino 18 Hydrogen Named Bus of the Year 2025

Solaris Urbino 18 hydrogen has been awarded the prestigious Bus of the Year 2025 title by the International Jury of the Bus of the Year. This historic win marks the first time a hydrogen-powered vehicle has received this honour. The Solaris Urbino 18 hydrogen bus has earned a highly prestigious title of Bus of the Year 2025. The award was presented on September 16 at the IAA Transportation show in Hannover, where Javier Iriarte, CEO of Solaris, accepted the honour. The Bus of the Year award is granted by the International Jury of the Bus of the Year. This achievement is particularly significant for Solaris, as it is the first time a hydrogen bus has won in the competition. The Solaris Urbino 18 hydrogen stands out with its cutting-edge hydrogen technology, which allows it to travel up to 600 kilometres on a single refuelling without any emissions – making it a sustainable and efficient solution for modern public transport. Solaris is a European leader in hydrogen technology, having delivered over 260 hydrogen buses, with nearly 600 more on order.

Customers in Germany and Austria can obtain the innovative Solar Bus Kit from Sono Motors through Hofmeister & Meincke

The Solar Bus Kit by Sono Motors is a highly efficient retrofit solution designed to reduce diesel consumption and lower CO2 emissions for public transportation buses. Optimized for common 12-meter bus models such as the Mercedes-Benz Citaro and MAN Lion's City, the kit includes lightweight, semi-flexible solar panels that integrate seamlessly onto bus roofs. Each kit can save up to 1 250l diesel per bus per year and up to 3.3t CO2 per bus per year.

Hofmeister & Meincke is a long-established Bremen-based company and a reliable partner for commercial vehicle workshops, vehicle manufacturers and industry throughout Germany. With 18 locations nationwide, Hofmeister & Meincke is one of the leading wholesalers on the German market for commercial vehicle parts and vehicle construction components and is also part of the FRICKE Group. The FRICKE Group is successfully active in the international trade in spare parts, agricultural machinery, commercial vehicles and garden technology in 27 countries at a total of 84 locations with more than 3 700 full-time employees.

ASEAN BUSES FORUM

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