



# Scania's New Bus & Coach Powertrain: Efficiency Today, Zero-Emission Zones Ready

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**picture: Scania**

Scania has rolled out a new modular powertrain platform for buses and coaches that combines a heavily updated 13-litre combustion engine with a plug-in hybrid

(PHEV) option. Operators can cut fuel and CO<sub>2</sub> now, meet zero-emission zone (ZEZ) rules in cities, and keep long-distance range intact—without waiting for full-battery infrastructure to catch up.

## Why this matters - our view

Public transport decarbonization isn't one-size-fits-all. Intercity and long-distance routes still need range, while cities increasingly mandate zero-emission operation. Scania's platform answers both: it improves diesel efficiency for today's economics and adds real electric capability for ZEZ compliance - an approach we've long called the **hybrid bridge**.

## What Scania announced

- **One platform, two paths:**
  - **Combustion line:** New 13-litre engine + gearbox, brake, and axle upgrades for better efficiency, drivability, and lower TCO in intercity/long-distance use. Scania cites **up to ~8%** fuel efficiency gains from engine + gearbox improvements, plus a **service life up to ~2,000,000 km**.
  - **PHEV line:** Dual **145 kW** e-machines integrated with a new 6-speed gearbox, regenerative braking, and geo-fenced **Scania Zone** automation to switch to **fully electric operation (up to ~80 km)** in ZEZs. Scania indicates **up to ~40%** fuel/CO<sub>2</sub> savings in typical mixed coach traffic (operation-dependent).
- **Driveline & chassis highlights:** New **G25CM** gearbox (quicker shifts, lower RPM at cruise), updated rear/tag axles (R716/R756; A461/AM461) for lower fuel use and noise, and modular brake/retarder options (including **CRB** and the **4700 D** retarder). Wheel configurations span **4x2 to 8x2**.

## Operator takeaway

- **Immediate savings, no range anxiety:** Use the combustion line to reduce fuel and CO<sub>2</sub> on long routes today, with extended service life for uptime.
- **ZEZ-ready without full BEV leap:** Deploy the PHEV to glide silently and emission-free through city centers while keeping highway performance and range. Geo-fencing automates compliance.
- **TCO focus:** Scania provides a calculator for side-by-side TCO, fuel and CO<sub>2</sub> comparisons across duty cycles (urban, intercity, long distance). Use it to

pressure-test scenarios before committing capex.

## How this fits the Hybrid Alliance roadmap

We advocate **pragmatic decarbonization**: scale electrification where the grid and duty cycle are ready, and deploy **hybrid/plug-in hybrid** where they deliver the fastest real-world CO<sub>2</sub> cuts per euro. Scania's platform aligns with that philosophy – **modular** and **duty-cycle aware**, not ideology-driven.

Read more here: [Scania new bus and coach powertrain – built for sustainable travel | Scania Group](#)