



SCANIA

PRESS info

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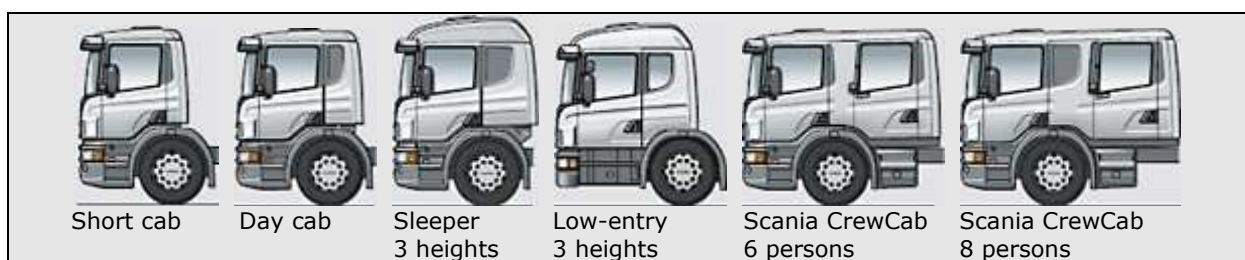
P 360 and P 400 Euro 5 added to range **Scania P-series available with bigger engines**

Together, Scania's P-series and the new high-torque 13-litre EGR engines open new potential to specify compact, powerful trucks that are highly competitive in terms of weight. EGR technology combines excellent fuel economy with the convenience of not requiring additives, leaving space on the chassis for extra fuel or other equipment. The broad P-series cab range enables space to be optimised for a multitude of applications.

Scania has now developed the installation of the new 13-litre Euro 5 EGR engines in the P-series. Torque outputs of up to 2100 Nm are available without any restrictions, providing exceptional driveability for this class.

230 hp 1050 Nm Euro 5 and EEV	9-litre EGR
270 hp 1200 Nm ethanol EEV	9-litre EGR
280 hp 1400 Nm Euro 5 and EEV	9-litre EGR
320 hp 1600 Nm Euro 5 and EEV	9-litre EGR
360 hp 1900 Nm Euro 5	13-litre EGR
380 hp 1900 Nm Euro 5	12-litre SCR
400 hp 2100 Nm Euro 5	13-litre EGR
420 hp 2100 Nm Euro 5 and EEV	12-litre SCR

The Scania P-series offers one of the broadest cab ranges in the market. The range includes short cabs, day cabs and sleeper cabs, as well as low-entry and crew cabs.



These cabs can be combined with innumerable chassis options and wheel configurations, including four frame strengths and four chassis heights. Examples of P 360 and P 400 applications:

- **6100 kg** fuel tractor
- Light 8 cu m 8x4 mixer turns the scales at **13400 kg**
- 8x4 tipper with **20-tonne payload**
- **2.7 m** high car transporter
- **Fast and compact** emergency vehicle

More technical data, weights and dimensions can be found below. The comparisons start with a typical basic specification and go through examples of options that operators may consider in search of a vehicle optimised for their application.

For more information and images:

- Go to www.scania.com/media/P2009/ for the media site.
- At <http://imagebank.scania.com/> you can search for related images by entering "P2009" in the "Quick search" field.

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Lightweight fuel tractor: 6100 kg

This comparatively well equipped tractor unit for fuel transport weighs in at 6100 kg, ready for an operating range of 6-700 km and maximum carrying capacity. This also opens up for a range of options, some of which increase weight while saving fuel.

P 400 LA4x2MNA	<ul style="list-style-type: none"> • 400 hp Euro 5 EGR engine, 2100 Nm • Short cab CP14 (air conditioning, long dashboard for Interactor, medium driver seat, foldable passenger seat, adjustable passenger mirror) • Axle distance 3550 mm • 12-speed manual or automated gearbox GRS895 • Rear axle R665, ratio 3.07 or 3.42 • Normal chassis height, 7 mm frame F700 • Fixed direct-mounted fifth wheel • 200-litre fuel tank, including fuel • 315/70 tyres on aluminium rims, dual-mounted, no spare wheel • Technical axle weights, front 6700 kg, rear 11500 kg • Parabolic front suspension (2x30) • Rear air suspension (4-spring) • ADR-FL (flammable liquid) equipment • Weight complete 	6100 kg
Typical German specification	<ul style="list-style-type: none"> • As above, but with 400-litre fuel tank, normal sleeper cab CP19N and spare wheel. • Weight complete 	6555 kg
Options	<ul style="list-style-type: none"> • Super-single rear tyres 455/45 including ESP and TPM (available to special order) -62 kg • Aluminium air tanks (available to special order) -13 kg • 400-litre aluminium tank, including fuel +185 kg • 380 hp Euro 5 SCR +73 kg • 420 hp Euro 5/EEV SCR +73 kg • Scania Retarder +121 kg • Without passenger seat -15 kg • Electric windows +2 kg • Side air deflectors, low roof air deflector (3% fuel saving) +61 kg • Rubber flaps on air deflectors (0.5% fuel saving) +11 kg • Sideskirts (1% fuel saving) +37 kg • Spare wheel +120 kg • Day cab CP16 +34 kg • Normal sleeper cab CP19N +150 kg • Highline cab CP19H +179 kg • Safety equipment: Driver's airbag, ESP, ACC, LDW, TPM +11 kg 	

Light 8 cu m 8x4 mixer: 13400 kg

Thanks to its robust single frame, this is one of the lightest four-axle mixers in the market. The chassis weighs 9.5 tonnes and the CIFA mixer body less than 4 tonnes. Available as Scania ReadyBuilt ex-factory from mid-2009.

P 360 CB8x4MHZ	<ul style="list-style-type: none"> • 360 hp Euro 5 EGR engine, 1900 Nm • Short cab CP14 (air conditioning, short dashboard, medium driver seat, foldable passenger seat, electric mirrors) • Axle distance 4300 mm • 8+1-speed manual gearbox GR905 • Hub reduction rear axles RBP735+RP735, ratio 3.67 • 12 R22.5 tyres, steel wheels • Medium-duty high chassis, single skin frame (F950) • Technical axle weights, front 7100 kg, rear 21000 kg • Parabolic front (2x32) and rear (4x41) suspension • Chassis weight • Weight complete • Technical gross weight 	9500 kg 13400 kg 35200 kg
Options	<ul style="list-style-type: none"> • Day cab CP16 • Long dashboard • Passenger bench • Single-reduction rear axles RB662+R660 • Single-reduction rear axles RB662+R660, rear air suspension, disc brakes all round, front underrun • Aluminium wheels • Scania Retarder • 12+2-speed gearbox GRS905, manual or automated, also available with overdrive, GRSO905 	+43 kg +2 kg -15 kg -100 kg -180 kg -180 kg +121 kg +5 kg

8x4 tipper with 20 tonnes payload

This tipper chassis weighs 9 tonnes fitted with a single frame, single-reduction bogie, parabolic springs and aluminium wheels. With a lightweight one-way tipper body, the kerb weight could be as low as 12000 kg, permitting a payload of 20000 kg at 32 tonnes gross weight.

P 400 CB8x4MHZ	<ul style="list-style-type: none"> • 400 hp Euro 5 EGR engine, 2100 Nm • Day cab CP16 (air conditioning, short dashboard, medium driver seat, foldable passenger seat, electric mirrors) • Axle distance 4300 mm • 8+1-speed manual gearbox GR905 • Single-reduction rear axles RB662+R660, ratio 3.42 • 295/80 R22.5 tyres, aluminium wheels • Medium-duty high chassis, single skin frame (F950) • Technical axle weights, front 7100 kg, rear 21000 kg • Parabolic front (2x32) and rear (4x41) suspension • Chassis weight • Technical gross weight 	9000 kg 35200 kg
Typical UK specification	<ul style="list-style-type: none"> • As above, but with special double-skin frame above bogie and heavy-duty rear crossmember, eliminating need for subframe • Front suspension 3x29 • Axle distance 5100 mm (5300, 5500, 5700, 5900mm optional) • Chassis weight • Typical weight including bodywork • Payload potential 	9100 kg 11250 kg 20750 kg
Options	<ul style="list-style-type: none"> • High-forward-control day cab CG16 • Long dashboard • Passenger bench 	+47 kg +2 kg -15 kg

- Front underrun protection +44 kg
- Hub reduction rear axles RBP735+RP735, ratio 3.67 +100 kg
- Steel wheels +180 kg
- Scania Retarder +121 kg
- 12+2-speed gearbox GRS905, manual or automated, also available with overdrive, GRSO905 +5 kg

2.7 m low-height car transporter

With three cab lengths, three cab heights and four chassis heights to play with, a highly productive car transporter can be specified to accommodate a car on top of the cab within an overall height of 4 metres.

P 400 LB4x2MLB

- 400 hp Euro 5 EGR engine, 2100 Nm
- Low roof sleeper cab CP19L (air conditioning, long dashboard for Interactor, medium driver seat, foldable passenger seat, electrically adjustable passenger mirror, wide angle, front and close up mirrors, electrically adjustable driver and passenger window, 4-point air suspension)
- Axle distance 5700 mm
- 12-speed manual or automated overdrive gearbox GRSO905
- Single-reduction rear axle R780, ratio 3.08
- 400-litre fuel tank, including fuel
- 315/60 R22.5 tyres, steel wheels
- Low chassis, single skin 8 mm frame (F800)
- Technical axle weights, front 7100 kg, rear 11500 kg
- Front air suspension
- Rear air suspension (2-spring)
- Dimensions
 - Cab height from ground, laden 2683 mm
 - Cab height from frame 1822 mm
 - Height of frame, laden, front 861 mm
 - Height of frame, laden, rear 861 mm
- Chassis weight 6750 kg

Fast and compact emergency vehicle with Scania CrewCab

The P-series includes the Scania CrewCab in two lengths as factory option. The use of EGR frees space on the frame for auxiliary equipment, while keeping down the weight. With a kerb weight of 14 tonnes and 400 hp, this fire engine has electrifying performance, accelerating from 0-50 km/h in 14 seconds with a manual gearbox and 9 with an automatic, and a top speed of 100+ km/h.

P 400 LB4x2MNA

- 400 hp Euro 5 EGR engine, 2100 Nm
- Short Scania CrewCab CP28, 6 persons, optionally CP31, 8 persons
- Axle distance 4300 mm
- 8+1-speed manual gearbox GR905 or Allison automatic
- Single-reduction rear axle R665, ratio 3.42 or 4.88 with automatic gearbox
- 315/80 R22.5 tyres
- Normal chassis height, single skin 8 mm frame (F800)
- Technical axle weights front 7100 kg, rear 11500 kg
- Parabolic front suspension (2x32)
- Rear air suspension (2-spring)
- Chassis weight ≈7000 kg
- Weight complete ≈14000 kg

Powertrain options, Scania P-series

	5-cylinder	6-cylinder
Engine	230 hp 9-litre EGR, Euro 5 or EEV 270 hp 9-litre EGR, ethanol, EEV 280 hp 9-litre EGR, Euro 5 or EEV 320 hp 9-litre EGR, Euro 5 or EEV	360 hp 13-litre EGR, Euro 5 380 hp 12-litre SCR, Euro 5 400 hp 13-litre EGR, Euro 5 420 hp 12-litre SCR, Euro 5
Gearbox	6-speed manual (230 and 270 hp) 8-speed manual or automated 12-speed manual or automated 8+1-speed manual 12+2-speed manual or automated, overdrive optional 6-speed automatic	12-speed manual or automated 8+1-speed manual 12+2-speed manual or automated, overdrive optional 6-speed automatic

Cab and chassis options, Scania P-series

	<i>Low-entry CP19E (low, normal, Highline)</i>	<i>Short cab CP14 Day cab CP16 Sleeper cab CP19 (low, normal, Highline)</i>	<i>Short crew cab CP28 Long crew cab CP31</i>
Cabs			
Wheel configurations	4x2 6x2/4 (twin-steer) 6x2*4 (rear-steer)	4x2, 4x4 6x2/4 (twin-steer) 6x2*4 (rear-steer) 6x4, 6x6 8x2*4 (rear-steer) 8x4, 8x6, 8x8	4x2 6x2/4 (twin-steer) 6x2*4 (rear-steer)