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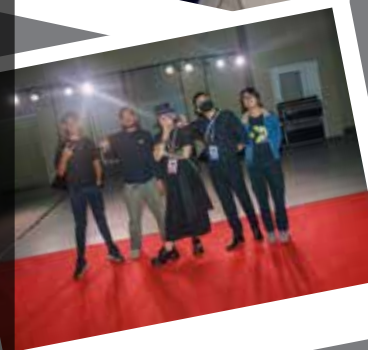
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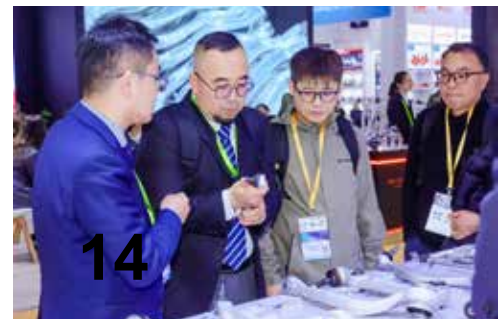
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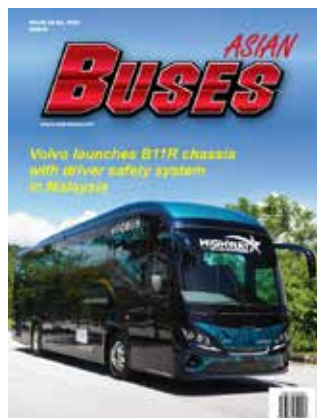
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New Faces, New Brands, New Models

There are different ways how one can design the Editor's note page. Some titles do not have a picture of the editor, but rather just text. Others have the same photograph of their editor. Some, like Asian Buses, change the photo in that page from issue to issue. I like doing so as this also chronicles the journey the magazine and its team is taking. For instance, I can pick up an older edition of the magazine, look at the editorial and remember what happened during those weeks and months leading up to the publication of the magazine. It is also a nice way of showcasing all the beautiful vehicles we see along the way.

In this issue of Asian Buses, I have a lot of news for you. Naturally, as that is the purpose of producing it. When I speak about news this time, there are a lot of new buses, brands and players we present to you in this edition. For instance, the surprise debut of Vinfast in Brussels in

2025 has prompted a lot of people to comment that they did not know Vinfast offered buses. Hence, we profile them in more detail.

Big news from Scania is their latest offering: Scania Malaysia introduced its Battery Electric City Bus, marking a significant milestone in the country's transition towards cleaner, safer, and more sustainable public transportation. Having driven Scania's ICE buses, I am looking forward to trying this one too. Scania has long since been known for their emphasis on sustainability and this latest offering should sit well with the current direction we are headed to create a more environmentally friendly transport ecosystem.

Meanwhile, new partnerships are being formed. In our exclusive interview with Bus Cap, I learned about their ambitious plans, which the group is planning to put in motion together with BYD. It is with a little pride that I talk about Malaysian bus and coach builders when I meet people on my overseas trips. Malaysian bus manufacturing is world renowned: we may even ride on buses made here when we are abroad.

A few interesting trends and concepts emerge from China. I have been intrigued by some of them and have put some thoughts together here for you. What we see is that transport companies are using their assets in new and creative ways to enhance the user experience and profitability at the same time.

The trip to take would be on the newly launched luxury coach plying the roads from Kuching to Miri. As a first for East Malaysia, so we learned, brand new coaches have been put to use on these routes. During the launch, the VIP was so impressed, that he requested a second tour of the city to fully experience the smooth ride. There is a strong case to be made now for bus travel in East Malaysia as the highways are now cutting travel times.

I was also excited to see all the Rapid KL buses at the Sepang International Circuit to support the Formula 1 race. One of our earlier covers had one such bus in front of the circuits logo. However, seeing dozens of doubledeck buses parked there was a different sight to behold. Although there had been some initial problems, I think the use of the buses was a very good move and it also points at the fact that BRT work.

Drive Safe when heading to an event, in a bus,

Stefan Pertz
Editor, Asian Buses

ÖBB Postbus and Otokar Tests Fully Autonomous Electric Bus in Public Transport



ÖBB Postbus, the leading public transportation company of Austria, chose Otokar, the pioneer and leading bus brand of Türkiye, as its technology partner to bring an electrically powered bus with fully autonomous driving functionality at SAE Level 4 to Austria for pilot operation. This level enables fully autonomous driving without permanent intervention by the driver.

The autonomous e-Centro was presented in the press conference held 13 August, 2026 in Vienna and will begin pilot operation at the European Forum Alpbach 2026, to take place in Austria between August 24 and 4 September, 2026. During the initial phase, a driver is still required to be present inside the vehicle for safety. Subsequently, the fully autonomous e-Centro is planned to be deployed in regular operation at the Wolfurt Campus.

During the press conference Peter Hanke, Federal Minister of Austria, emphasizes in this context the importance of automated mobility for Austria as a business and innovation location: "Autonomous mobility is an important element of a more modern, safer and more efficient mobility system and at the same time a great opportunity for Austria as a business and innovation location. I see particularly great potential in public transport. Autonomous buses can complement and expand existing services, for example on the first and last mile, in rural regions or at times when conventional scheduled services are difficult to operate. Austria should not merely observe this

development, but actively help shape it, keep value creation in the country and make Austrian know-how visible internationally."

"Autonomous driving is no longer a vision of the future, but a technology with great potential for public transport. Our aim is to actively help shape this development and gain experience at an early stage. In this way, we are creating the basis for using new technologies responsibly and, in the long term, providing passengers with even better mobility services," emphasizes ÖBB CEO Andreas Matthä.

"For many years, we have been investing extensively in technologies for autonomous mobility that will shape the future of public transport. Today, we offer far more than an innovative vehicle—we deliver a fully integrated, turnkey mobility solution based entirely on Otokar's own engineering expertise and proprietary software, and validated according to the highest international standards," says Kerem Erman, Head of Commercial Vehicles.

Key Technology in Public Transport

For ÖBB, autonomous driving is a key technology for the future of public transport. While the technology is developing rapidly worldwide, it is now important to build experience, secure know-how and test concrete applications.

The focus is on the question of how autonomous mobility can meaningfully complement and further strengthen public transport. Future applications range from clearly defined routes within

regional mobility services to solutions for the first and last mile. With this project, ÖBB is creating the basis for gradually testing autonomous mobility solutions and, in the longer term, deploying them in further regions and additional fields of application.

Technology from International Real-World Applications

The fully electric Autonomous e-CENTRO from Otokar will be used. The vehicle features SAE Level 4 technology. This means that, within a clearly defined operational area, the bus can generally take over the driving task autonomously. Under Austrian law, however, a trained safety driver is still required to be on board. The autonomous vehicle can accommodate up to 32 passengers and features barrier-free low-floor access with a wheelchair ramp.

Otokar already brings international experience in autonomous scheduled services. The Turkish manufacturer has already put its autonomous e-CENTRO into regular operation in Madrid and therefore has practical experience in deploying autonomous buses under real-world conditions. These findings will now feed into the projects in Austria.

From Pilot Operation to Series Deployment

The autonomous bus will initially be tested on a defined route as part of the European Forum Alpbach. Following the initial tests in Alpbach, the autonomous e-bus is intended to connect companies at the Campus Wolfurt industrial park to the S-Bahn. This will allow the contribution that autonomous mobility solutions can make to attractive and efficient public transport in the future to be tested under real-world operating conditions.





New Canter Extra Long Bus Showcased in Indonesia

Mitsubishi Fuso Truck and Bus Corporation (MFTBC) announces that PT Krama Yudha Tiga Berlian Motors (KTB), Mitsubishi Fuso's distributor in Indonesia, showcased new products and solutions designed to address customers' business needs at the GAIKINDO Indonesia International Auto Show (GIIAS) 2026, held in Jakarta, Indonesia, from July 30 to August 9, 2026. Among the highlights, KTB introduced the new Canter Extra Long Bus and presented initiatives supporting the "Zero Down Time" approach through enhanced after-sales services aimed at maximizing vehicle uptime and operational efficiency.

The newly launched Canter Extra Long Bus was introduced in response to growing demand from tourism operators, public transportation providers, and intercity transportation services. Based on the proven Canter platform, the vehicle features a 4.2-meter long wheelbase, enabling flexible body configurations while combining a compact turning radius with enhanced ride comfort. Designed to meet a wide range of passenger transportation needs, the Canter Extra Long Bus offers a practical solution for diverse operating environments.

In addition to the Canter Extra Long Bus, Mitsubishi Fuso showcased a total of five vehicles at GIIAS 2026, including the battery-electric eCanter, the light-duty truck Canter FE 84G, the medium-duty truck Fighter X FM65F Tractor Head 4x2, and the Fighter X FN61FSL Logistic Package. These vehicles represent solutions designed to address a wide range of transportation and logistics needs in Indonesia.

Speaking exclusively to Asian Buses, Mr. Yosuke Odake and Mr. Aji Jaya as Sales and Marketing Directors PT. Krama Yudha Tiga Berlian Motors added further insights. PT. Krama Yudha Tiga Berlian Motors is the authorised distributor of Mitsubishi Fuso in Indonesia. The case of the Canter converted to a bus is an engineering case study that leverages on the particular situation present in this market: all FUSO trucks are imported as CKD and are individually build. All vehicles are assembled and the vast majority of them is individually tailored to the specific needs of each and every customer. "You can say that we have an expertise in assembling vehicles whereby the customisation is our strength," Odake said.

The converted Canter is aimed to be deployed anywhere one can see the highways in Indonesia. The country is experiencing a new trend whereby longer distance bus transportation is now developing, especially for the tourism industry. "So, we are now focussing on this area, especially for longer distance transportation, like from Jakarta to Surabaya or from Surabaya to Malang,

Yogyakarta, this kind of interstate,” Aji Jaya added. One of the aspects of selling such vehicles in Indonesia is the fact that the country is not just one landmass, but thousands of islands. One of the challenges is to ensure sufficient aftersales coverage, not just for this particular vehicle, but for all commercial vehicles. “The Canter, as a tried and tested vehicle, is an ideal platform for this kind of project,” he said.

For this project, the Indonesian team very closely collaborated with MFTBC in Japan. Tapping into the pool of experts in FUSO’s home market and injecting the local insights of the Japanese colleagues from MFTBC stationed in Indonesia station ensured that the vehicle complies with the high standards of the principal. The creation of this vehicle was possible through inputting the request from the customer or from the market and then working closely with the research and development people from MFTBC. Experts were working together to determine one by one specification requirement and how to accommodate the customer’s request in the Indonesian market.

Eventually, the project took a year from ideation to realisation. Most importantly, the feasibility of such a specialised vehicle had to be assessed in order to ensure that it meets the need of the market. For now, the expected sales volume for this newly created vehicle is about 20 to 30 units per month. Test drives by potential customers have yielded positive comments with strong indications that purchase orders will be placed soon.

To further advance the “Zero Down Time” approach, a range of after-sales initiatives were introduced to maximize vehicle uptime and operational efficiency. These initiatives include 24-hour service support at key locations, dedicated service facilities situated closer to customer operations and expanded spare parts solutions that help optimize maintenance costs while maintaining vehicle reliability.

Customer-focused transportation solutions continue to be supported through a comprehensive aftersales network and digital services in Indonesia. By combining reliable products, extensive service support, and innovative technologies, these

efforts help improve operational efficiency while contributing to the sustainable growth of the transportation and logistics industry. Customers can rest assured of the high quality of these customised vehicles as stringent approval processes mandated by the Indonesian government are followed. ■

FUSO is a brand of Mitsubishi Fuso Truck and Bus Corporation (MFTBC), part of the ARCHION Group. The brand provides commercial vehicle products and services to customers in approximately 170 countries and regions. The origins of FUSO date back to 1932, when the name “FUSO” was selected through an internal employee contest for a newly built bus, marking the birth of the brand. For over 90 years, FUSO has been built on Japanese quality and craftsmanship, delivering efficiency, safety, and reliability across a wide product lineup. Under the brand slogan “Future Together,” FUSO is committed to supporting safe and sustainable transportation.





“At E-MUTIARA, our focus has always been on the safety of our passengers, drivers and other road users. What we like most about MAN is that their chassis are not just well-engineered but come equipped with the latest Advanced Driver Assistance Systems (ADAS) as standard. Most importantly, their aftersales service support has also exceeded our expectations. All our MAN coaches are under covered by a hassle-free Repair and Maintenance Contract, which ensures that they are always in tip-top condition and under the care of MAN’s expert technicians,” she said.

Konsortium e-Mutiara Deploys Latest Generation MAN Coaches to Singapore

Vehicles are equipped with advanced safety features for fast-growing Kuala Lumpur – Singapore route

E-MUTIARA’s new MAN coaches are equipped with Telematics, Fleet Management System and tamper-proof, factory-set speed that is limited to 90 km/h on highways and 70 km/h on downhill stretches. Some of the crucial ADAS features include Electronic Braking Assistance (EBA), Lane Departure Warning (LDW) and Cruise Control. MAN Malaysia’s Head of Bus Kasimov said that this was the company’s third bus handover event in the span of 16 months and that company was more than ready to support E-MUTIARA as it continued to revolutionise the express bus industry in Malaysia.

“MAN bus chassis is designed to meet diverse requirements and deployment needs and offer the ultimate flexibility and reliability, allowing visionary companies like E-MUTIARA to lead the market with innovative ideas,” he said. In the next few months, the E-MUTIARA plans to take delivery of more ground-breaking new MAN coaches. These include the first locally-assembled 14.7-metre long single-deck coach for new routes and a fleet of new-generation, even more luxurious MAN coaches for its premium Mutiara LUXE service. ■



Konsortium e-Mutiara Berhad (E-MUTIARA), one of the largest express bus operators in Malaysia, has taken delivery of its latest batch of premium MAN double-deck coaches as it continues to renew its fleet with technologically advanced coaches that offer superior safety, passenger comfort and sustainability.

The eight units of 12.9-metre, 38-seater coaches featuring the signature Alpha DD12 body by Truckquip Sdn Bhd and built on MAN’s next-generation RR5 ELSA chassis with the latest advanced electronics and driver assistance systems, will be deployed in the fast-growing Kuala Lumpur – Singapore route.

The new MAN coaches were officially handed over to E-MUTIARA by Truckquip and MAN Truck & Bus (M) Sdn Bhd (MAN Malaysia) at a ceremony witnessed by Land Public Transport Agency (APAD) Deputy Director (Operations) Puan Masita binti Mat Isa.

Speaking at the event, Puan Masita commended E-MUTIARA for its willingness to invest in a fleet that not only offers world-class passenger safety and comfort but also meets sustainability standards with its low-emission Euro V-specification diesel engines.

E-MUTIARA Managing Director Puan Naemah bt Ya’acob said that the company was delighted with its expanding partnership with MAN that has enabled the company to equip its fleet with coaches featuring the most advanced technology and innovations from Germany.





Rapid Bus Tests Electric Buses in Preparation for the Operation of 250 New Electric Buses

Rapid Bus Sdn Bhd (Rapid Bus), a subsidiary of Prasarana Malaysia Berhad, is currently testing five electric buses (EVs) on the Sunway Bus Rapid Transit (BRT) route in preparation for the phased introduction of 250 new EV buses.

The procurement of these electric buses is part of Rapid Bus' efforts to enhance the quality of public transport services through the use of more modern, energy-efficient and sustainable technology.

Through the ongoing tests, Rapid Bus is evaluating various aspects of electric bus performance, including energy efficiency, battery performance, driving range and charging systems, as well as the passenger experience in terms of comfort, ride smoothness and noise levels throughout the testing period.

Rapid Bus Sdn Bhd Chief Executive Officer, Mr Syahrul Azmir Ahmad Zaki, said the tests are an important step in ensuring that the operation of electric buses can be implemented smoothly before being extended to other routes.

"The procurement of 250 new EV buses is an important step in our efforts to renew the Rapid Bus fleet and enhance the quality of services provided to users. The transition to electric technology reflects our commitment to continuously improving service quality while developing a more sustainable public transport system."

"Through the tests currently being conducted on the Sunway BRT, we are able to evaluate the buses' performance under actual operating conditions and obtain the information required before they are introduced more widely. At the same time, we want to ensure that users continue to enjoy safe, comfortable and reliable services," he said.

In addition to operational testing, Rapid Bus is also undertaking the preparations required to support the wider use of electric buses, including

charging infrastructure, maintenance facilities, technical training and related operational requirements.

The selection of the Sunway BRT as the testing location enables Rapid Bus to evaluate the performance of electric buses in an actual operating environment before their operation is progressively expanded to other service networks.

The procurement of 250 new EV buses will be carried out in phases, in line with the company's plans to provide a more modern and sustainable public transport system that meets future mobility needs. 





Automechanika Shanghai 2026 Aligns with Global Shifts in Innovation and Sustainability

The 21st edition of Automechanika Shanghai will continue to champion the transformation of the automotive industry. Held at the National Exhibition and Convention Center (Shanghai) from 2 to 5 December 2026, the show will occupy the entire venue, including 390,000 sqm across 16 halls and mezzanine floor to host an anticipated 7,600 exhibitors. In line with the latest global and domestic automotive trends, the show will comprehensively highlight three core themes: technological innovation, product evolution, and service enhancement. By integrating the extensive exhibition platform with a highly impactful conference programme, Automechanika Shanghai 2026 offers comprehensive resources for the automotive industry and its ever-growing ecosystem. With approximately 100 conferences, workshops and forums running across the four-day show, the programme bridges themes across the show floor through a mix of interactive demonstrations and global industry dialogues. These sessions will feature insights from market leaders, experts, and legislators on the trends shaping the future automotive industry. Some highlights include the International Automotive Industry Conference – CEO Summit, a series of technical seminars focusing on autonomous driving, intelligent cockpits, battery technologies, and semiconductors, as well as the Global Collective, a conference designed to promote global investment, facilitate international cooperation, and advance business globalisation. Automechanika Shanghai also offers a range of matchmaking sessions within the likes of the Automotive Supply-Demand Matching Series fostering strategic partnerships among OEMs, parts suppliers, and automotive technology companies. In fact, the fair offers opportunities to connect year-round in China maintaining consistent momentum across the entire supply chain.

Technologies and Innovations take Centre Stage

The fair will offer participants a preview of next-generation automotive technologies and innovations shaping the sector. Reflecting this, nearly half of exhibitors at Automechanika Shanghai will present new energy-related products and services. The New Energy & Connectivity sector is set to expand by 20 percent to accommodate displays of electric powertrains, autonomous driving, embodied AI, charging and battery swapping infrastructures, intelligent chassis, and thermal management

systems. Hybrid, fuel cell, and hydrogen solutions to elevate vehicle performance, safety, and user experiences will also be on display. Moreover, upgrades across parts and components, electrical and electronic systems, accessories and customising, diagnostics and repair, body and paint, as well as tyres and wheels will be prominently showcased. Advanced components, smart tyres, lightweight wheels, advanced maintenance and inspection for new energy vehicles, infotainment electronics, and high-performance upgrades reflect significant advancements in automotive technology for both passenger cars and commercial vehicles. Responding to the expanding scope of the automotive sector, “Automotive +” launches as a defining theme for 2026, woven through both the exhibition and fringe events. The principal centres around how vehicles can collaborate with emerging technologies and more to create an intelligent mobility infrastructure. With Innovation4Mobility serving as the key platform for this concept, focus will be placed on how fields such as AI, new energy solutions, hardware- software integration, and robotics are coming together, exploring what this means for the next generation of vehicles. As technologies evolve and accelerate the value chain, the need for standardisation and certification rises in parallel, making global alignment essential for all players. Automechanika Shanghai continues to work closer with testing and certification bodies to shine a light on industry standards. The aim is to facilitate product safety, reliability, and alignment to meet wider global market

requirements, enabling manufacturers to benchmark standards, learn from peers, and accelerate development.

Driving Sustainability Across the Industry and the Fairground

A major driver behind these advancements is the global push for sustainability and environmental protection. This has spurred government initiatives and a broader shift towards a green future, including efforts to reduce carbon emission and leverage digitalisation to improve ICE efficiency. Automechanika Shanghai will support and advance this movement through its expanded product showcase, designated zones, and themed fringe events. For instance, remanufacturing will play a key role in the industry's shift towards circular economy practices, supporting wider efforts to reduce waste and expand reuse solutions. In response to challenges such as the projected retirement of 14 million EV batteries by 2040¹, and with the aim of driving a sustainable future, the Remanufacturing Zone has expanded its coverage of NEV components such as power batteries, electric motors, electronic control systems, air conditioning compressors, and thermal management units. The zone is also set to focus on innovative recycling solutions for fuel engine vehicle parts. The inclusion demonstrates



maturing remanufacturing processes with inspections and certifications that further boost the awareness of the segment in the industry. Sustainable practices also extend to talent development and cultural aspects, points that Automechanika Shanghai bring attention to throughout the fairground. For example, the Elite Pathway Programme supports young professionals through executive dialogues, lectures, and academic exchanges, while new energy vehicle-oriented workshops delve into developing skillsets in aftermarket services. Enthusiasts and professionals alike can also engage with activities themed around motorsports, automotive lifestyle, and advanced high-performance customisation. 

¹Lithium-ion battery recycling: a perspective on key challenges and opportunities, November 2025, <https://qr.messefrankfurt.com/e81bc>. Retrieved: April 2026

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MG Latest Debutant on Bus Market



During the IAA Transportation 2026, one of the leading events for the commercial vehicle industry, MG Commercial, the MG sub-brand dedicated to the new-energy commercial vehicle segment, made its debut at the event with two all-new battery-electric buses: the iEV12 city bus and the iEV12LE intercity bus.

With its portfolio of medium- and large-sized buses, MG Commercial is further expanding the MG product range and positioning itself in the premium new-energy bus segment. By delivering high-tech, high-value-added mobility solutions, MG Commercial aims to accelerate the development of a comprehensive MG mobility ecosystem spanning both personal and public transportation.

MG Commercial's participation at IAA Transportation marks another milestone following the brand's European debut at Busworld Europe in October 2025.

Making its global premiere in Hannover, the iEV12LE is a battery-electric low-entry intercity bus designed for Class II operations. Targeting the intercity and suburban transport market, the vehicle integrates battery, electronic control and key technologies. Its low-entry architecture combines passenger accessibility and comfort with efficient operation, while delivering a driving range of more than 650 km under the e-SORT 2 test cycle.

Speaking at the event, Ma Zhengang, CEO of Sunwin Bus, said that the debut of the iEV12 series at IAA Transportation not only showcases MG Commercial's latest technological achievements in battery-electric buses, but also reflects the company's commitment to supporting society's transition toward sustainable mobility.

He emphasized that the iEV12 and iEV12LE integrate highly efficient battery-electric powertrain technology, advanced

driver assistance systems and a lightweight yet safety-focused body structure. These technologies are closely aligned with the ongoing transition of European public transport toward lower-carbon and increasingly digitalized mobility.

The two models are designed to provide passengers and operators with a more efficient, safe and comfortable public transport experience, while contributing to greener mobility solutions for cities and communities.

Building on MG's century-long brand heritage and technological expertise, its expansion into public mobility further strengthens MG's strategic portfolio in the new-energy commercial vehicle sector. It also demonstrates how the century-old MG brand continues to embrace technological innovation while contributing to the evolving mobility needs of society. 



Events & Exhibitions

Persontrafik

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Venue: Stockholmsmässan
Contact: <https://persontrafik.se/en/>

The largest trade fair for the public transport industry in the Nordic region: Persontrafik is the public transport industry's most important meeting place and is organized in collaboration with the industry organizations The Swedish Bus and Coach Federation, The Swedish Public Transport Association, Swedish Taxi Association and Association of Swedish Train Operating Companies. It brings together the entire public transport industry to drive development forward together and contribute to a sustainable society. As the leading meeting place in the Nordic region, Persontrafik offers a unique opportunity to network, develop skills and find the latest solutions.

Singapore Urban Mobility Week

Date: 4 – 6 November 2026
Venue: Suntec Singapore Convention & Exhibition Centre, Singapore
Contact: <https://sgurbanmobility.com/>

The Singapore Urban Mobility Week (SUMW) is a premier biennial event, connecting global transport leaders, policymakers, solution providers, and industry experts who are passionate about shaping the future of urban mobility.

Jointly organised by the Land Transport Authority of Singapore, MSI Global Pte Ltd, and MP Singapore, with support from the Ministry of Transport, the inaugural edition will take place from 4 – 6 November 2026, under the theme, Drive the Future Autonomous Innovation, Smart Infrastructure, and Urban Mobility.

Fenatran

Date: 09 - 13 November 2026
São Paulo Expo
Contact: <https://conference.glafamily.com/>

Fenatran is one of the most important transport trade shows in the world and each new edition presents the latest products and services to the market.

To make Fenatran happen, RX works with the market for 24 months to identify trends, generate content and connect with transport

fleet owners from different industries, including cargo transporters, dealerships and service centers, so that over the 5 event days they are ready to make decisions for the renewal and acquisition of fleets of trucks, road implements, equipment, accessories, auto parts and products and services for management, tracking and maintenance.

Automechanika Shanghai

Date: 2 – 5 December 2026
Venue: National Exhibition and Convention Center (Shanghai)
Contact: <https://automechanika-shanghai.hk.messefrankfurt.com/shanghai/en.html>

As automotive companies navigate evolving market dynamics, business expansion requires an ecosystem-driven approach whereby entire networks move into new spaces, including market segments and geographical locations. This is particularly noticeable in China's commercial vehicle sector as electrification grows across the market segment. Automechanika Shanghai brings these trends to light, enabling players to connect and strategise opportunities both at home and abroad. The fair will converge 7,600 exhibitors from 2 to 5 December at the National Exhibition and Convention Center (Shanghai) covering passenger and commercial vehicles with various powertrains.

China International Bus Expo

Date: 9 – 11 December 2026
Venue: Shanghai New International Expo Center, No.2345 Longyang Road, Pudong New District, Shanghai, China
Contact: <https://bus-news.com/event-exhibition/china-international-bus-expo/>

The China International Bus Expo (CIBE) returns to Shanghai in December 2026, bringing together manufacturers, operators and industry professionals from across the global bus and coach sector. The event takes place at the Shanghai New International Expo Center, Pudong New District.

CIBE is an established international trade exhibition focused on the public transport and bus industry. Now in its fourteenth edition, the event has grown to become one of the leading platforms in the Asia-Pacific region for the bus and coach market, attracting exhibitors and visitors from more than 30 countries. The event is organised by China International Bus Expo and held across a large-scale exhibition floor at the Shanghai New International Expo Center.

Malaysia Commercial Vehicle Expo 2028 (MCVE)

Date: 15 - 17 June 2028
Venue: Malaysia International Exhibition & Convention Centre (MINEC), Malaysia
Contact: <https://www.mcve.com.my/#contact>

MCVE 2026, the Malaysia Commercial Vehicle Expo, will be held from 15 - 17 June 2028 at MIECC, Kuala Lumpur. It is Southeast Asia's largest commercial-vehicle exhibition, featuring trucks, buses, parts, components, fleet solutions and logistics technologies. The event gathers manufacturers, suppliers, hauliers, workshop operators, fleet managers and government agencies. With exhibitors filling the space across 8 000 sqm, MCVE offers product showcases, industry seminars and networking sessions such as Coffee Table Talks and the Asian Trucker networking night. It serves as a key platform for discovering innovations, strengthening partnerships and understanding trends in the region's commercial-vehicle and transport industry.



Elevating Mobility in East Malaysia: Volvo Buses Malaysia and Miri Belait Transport Roll Out Euro V Fleet



Public transportation across East Malaysia marked a defining milestone recently as Volvo Buses Malaysia officially handed over its latest generation of long-distance coaches to Miri Belait Transport. The ceremony in Sarawak was not merely a fleet delivery—it marked the official rollout of Volvo's Euro 5 standard technology in East Malaysia, setting a new benchmark for clean emissions, fuel efficiency, and road safety along vital regional transport routes.

The milestone is backed by a strong tripartite partnership between Volvo Buses Malaysia, local operator Miri Belait Transport, and authorized dealer partner Dai Lieng Machinery, whose extensive local presence ensures seamless operational and aftersales support on the ground in Sarawak.

A Green Leap Forward: Euro V for Long-Distance Corridors

Long-distance transit corridors across Sarawak demand heavy-duty performance, exceptional reliability, and maximum fuel efficiency. By introducing Euro 5 technology to these high-frequency routes, the new fleet drastically lowers harmful exhaust emissions while optimizing fuel economy for operators.

This technological leap provides Miri Belait Transport with an eco-efficient operational platform that directly supports Malaysia's national sustainability goals—reducing overall environmental impact without compromising power or route performance.

Uncompromising Protection: The Volvo Driver Safety Shield

Beyond environmental efficiency, safety remains the cornerstone of the new fleet. The coaches are integrated with Volvo's advanced Driver Safety Systems—creating an intelligent "safety shield" around the driver to manage the unique challenges of regional Malaysian roads.





Key active safety technologies built into the platform include:

- Collision Warning with Emergency Braking (CWEB): Scans the road ahead to detect potential impacts, automatically applying emergency braking if necessary to avoid or mitigate accidents.
- Electronic Stability Control (ESC): Actively prevents skidding, jackknifing, and rollovers by maintaining vehicle control during sharp maneuvers or on slippery road surfaces.
- Lane Keeping Support (LKS): Monitors lane markings and alerts drivers if the vehicle unintentionally drifts, ensuring safe highway positioning on long-haul routes.



Together, these proactive systems reduce driver fatigue, minimize accident risks, and safeguard passengers, drivers, and surrounding road users alike.

Driving Community Confidence & Sustainability

Every reduction in traffic incidents represents lives saved, families kept whole, and communities empowered to travel with complete confidence. By combining Euro 5 environmental performance with world-class active safety, the partnership aims to encourage more commuters across Sarawak to choose public transport over



private vehicles—helping to ease highway congestion and lower regional carbon footprints.

With Dai Lieng Machinery delivering localized technical service and Miri Belait Transport continuing its reputation for service excellence, this handover signals a bright, safer, and cleaner future for public transit in East Malaysia. 🚦

Partnership Highlights

- Vehicle Technology: Volvo Euro 5 Chassis equipped with advanced exhaust after-treatment and fuel-optimization software.
- Key Safety Features: Collision Warning with Emergency Braking, Electronic Stability Control, Lane Keeping Support.
- Operating Partner: Miri Belait Transport (Long-Distance Regional Routes).
- Local Dealer & Aftersales Partner: Dai Lieng Machinery (Sarawak Support Network).



Scania Malaysia Introduces a Battery Electric City Bus

With a Complete and Sustainable E-Mobility Solution, Scania Malaysia introduced its Battery Electric City Bus, marking a significant milestone in the country's transition towards cleaner, safer, and more sustainable public transportation.

The Scania Battery Electric City Bus reinforces Scania's commitment in driving the shift towards a sustainable transport system by delivering a complete and sustainable e-mobility solution for city transport that puts the future of people first. Designed to meet the evolving needs of cities, operators, drivers, and passengers, the new battery electric bus combines efficient performance, advanced safety technologies, passenger comfort, and zero-tailpipe emissions operation.

"As cities in Malaysia continue to strive for more sustainable mobility solutions, Scania is ready to support that transition



with proven battery electric technology and a complete e-mobility ecosystem," said Shahril Othman, Solution Sales Director for Bus of Scania Southeast Asia. "Scania's Battery Electric City Bus demonstrates our commitment to helping transport operators reduce emissions while providing a safer, quieter, and more comfortable travel experience for passengers and drivers."

Built specifically for urban public transport operations, the Scania Battery Electric City Bus is powered by an electric machine delivering a continuous power output of 240 kW, ensuring smooth and responsive performance throughout its operating cycle. Unlike conventional solutions, the bus features a two-speed gearbox, enabling more efficient gear changes that contribute to improved startability, smoother acceleration, and enhanced driving stability.

To maximise operational uptime, the Scania Battery Electric City Bus also offers the industry's largest charging inlet capacity of up to 325 kW for both front and rear charging. This enables faster recharging and reduces charging downtime by up to an hour, helping operators increase vehicle availability and operational efficiency. Beyond the vehicle itself, customers also benefit from Scania's end-to-end support in planning

and implementing charging solutions that fit their operations, enabling a smoother transition to electrified transport while maximising uptime, flexibility, and long-term operating efficiency.

The Heart of the Matter: The Battery

When discussing the specifications of a battery electric bus, the focus is naturally on the battery. The successful and profitable deployment of such a vehicle depends on getting the battery to be the perfect fit for the mission.

Therefore, Scania spends a lot of energy, time and development effort on the battery technology. These are the factors that play into the creation of a fit-for-purpose bus:

Getting the battery capacity that is needed is the starting point. Scania offers electric buses and coaches with several options of installed energy and provides specification guidance to make sure the vehicles are optimised according to actual needs.

As conditions vary in each market, batteries need to be designed for global and varying operations, Scania ensures that battery electric bus and coach platforms are suitable for usage all over the world; in both medium- and heavy-duty operations. To meet the needs of transport owners, buses are available as class I, class II, and class III, meeting the needs in many different kinds of operation.

Fast, safe and flexible charging is vital for bus operations. Scania's charging solutions are continuously improved. Their charging interfaces, battery management system, and battery packs allow for charging speeds of up to 325 kW, providing short charging time and high vehicle availability. All while ensuring protection against hazards and also being both reliable and durable, also in harsh environments. With the option to place the charging port in either the front (195 kW) or rear (325 kW), the vehicles can be specified according to particular requirements.





Being long-term investments, Scania's electric buses are designed to be smart, connected and future proof. Connected digital solutions enhance your vehicles with everything from advanced safety features and remote diagnostics to real-time maps and geofencing functionality. And to help drivers quickly adopt the new technology, the Smart Dash provides the ultimate interface for confident electric operation in every sense. It is done so with a seamless user centric and dynamic approach. With continuous wireless updates and full integration in the transporters' fleet management tools. Thus, they are future proof from the start.

Battery electric buses and coaches from Scania come in many shapes and forms, providing flexibility to meet the needs of various operating assignments and conditions. The advanced e-machine and its integrated two or four-speed gearbox results in a highly energy-efficient powertrain that offers the power and startability needed, even in hills or heavy-duty operations. Fully harmonised in our battery electric platform, it comes with integrated cooling- and control systems that meet the highest cyber security demands.

Safety has always remained a key priority in Scania's approach to sustainable transport. Scania's Battery Electric City Bus comes equipped as standard with a comprehensive suite of Advanced Driver Assistance Systems (ADAS), including Vulnerable Road User Collision Warning, Lane Departure Warning, Blind Spot Warning, and Tyre Pressure Monitoring. These technologies are designed to support drivers in navigating increasingly complex urban environments while enhancing protection for passengers, pedestrians, cyclists, and other road users.

Safety is another crucial aspect, whereby Scania's batteries are even safer: inside and out. Scania's multiple advanced state-of-the-art driver assistance systems (ADAS) provide the safest possible operation for the driver, the passengers and surrounding road users, while of course meeting the strict EU safety regulations for heavy commercial vehicles.

In addition to performance and safety benefits, the Scania Battery Electric City Bus is designed to enhance the overall passenger experience. Its electric drivetrain delivers quiet operation with reduced noise and vibration levels, creating a more comfortable and pleasant journey for passengers travelling through cities. Combined with zero

tailpipe emissions, the bus contributes to cleaner urban air quality while supporting local and national sustainability ambitions, making it an ideal solution for modern cities seeking to create more liveable communities.

Complementing the vehicle and charging infrastructure, Scania offers a total solution that includes contracted services and Scania Digital Services designed to maximise fleet uptime and operational efficiency. Customers can benefit from contracted repair and maintenance services delivered by trained and certified technicians equipped with the specialised tools and expertise required to service battery electric vehicles. With in-depth knowledge of Scania's battery and e-machine technologies, Scania's

service teams are well positioned to support the safe, efficient, and reliable operation of the vehicle throughout its lifecycle, helping customers maximise uptime and maintain consistent performance.

Through the Scania Fleet Management System Control Package, accessible via the My Scania portal and Fleet app, operators gain access to valuable insights including charging services, real-time vehicle positioning, performance monitoring, environmental reporting and service planning, enabling fleet managers to identify opportunities for continuous improvement. Drivers also gain access to the My Scania digital ecosystem through the Scania Driver app, allowing them to conduct pre-departure checks, view vehicle information, monitor driving performance and driving time, manage service bookings, and locate the nearest Scania workshop with ease.

Scania's Battery Electric City Bus technology has already proven its capability globally, with complete e-mobility solutions deployed in over 30 cities worldwide since 2019. The experience gained from these operations has enabled Scania to develop a comprehensive offering that combines vehicles, charging capabilities, digital services, maintenance support, and operational expertise to ensure a successful transition to electric public transport. ■



BATTERY ELECTRIC PEOPLE TRANSPORT

CHARGE YOUR URBAN POWER





Vinfast - Quick Moves in Overseas Markets

VinBus is the new transport brand of Vingroup, established on 25 April 2019 with a total charter capital of 1 000 billion VND (approx. USD 38 Million).

Operating using a non-profit model, the biggest goal of VinBus is to contribute to building a civilized and modern green public transport, thereby reducing air and noise pollution in urban spaces of Vietnam. With the hope of increasing people's awareness and participation in green public transport, VinBus strives to increase passenger experience through comfort, class, friendliness and safety.

VinFast benefits from the strategic backing of Vingroup, Vietnam's largest private conglomerate and one of Southeast Asia's most prominent multi-sector corporations. Vingroup was recently recognized by TIME magazine as one of the "World's Best Companies," becoming the first and only Vietnamese enterprise to earn a place on this prestigious global list — further solidifying its international standing.

VinFast's tightly regulated supply chain and highly-automated, efficient production facility with a capacity of between 1 500 and 2 000 eBuses a year, enables the Vietnamese manufacturer to work closely with customers to deliver fully EU-compliant EB 12 eBuses within 10 to 12 months. By utilising technology that has been honed in the Vietnamese domestic market and refining specifications to optimize EB 12 for Europe, VinFast is showcasing its agile manufacturing capability and dedication to making long-term improvements to urban air quality.

Entering Europe

VinFast debuted its public transport solution, VinFast electric buses at Busworld Europe 2025, Brussels, Belgium, October 3-9. By adding its advanced, smart buses to its European offerings, VinFast was asserting its position as an all-electric vehicle

manufacturer with one of the most comprehensive and wide-ranging e-mobility ecosystems. The launch of VinFast e-bus was designed to directly contribute to Europe's green transition, broadening the zero-emission public transport network.

At the event, the largest bus and coach exhibition of its type in the world, VinFast will showcase two advanced electric bus models, the.

Showcasing their EB 8 and the EB 12 variants, both models are engineered to meet EU standards, with the EB 12 being fully homologated to meet UNECE and CE regulations. It is specifically designed for European operations, taking into account local regulations and infrastructure, from size and configuration to range and charging compatibility, to ensure a smooth integration into the market.

The EB 8 and EB 12 come equipped with LFP battery packs from trusted global leaders like CATL and Gotion, offering capacities up to 422 kWh and a real-world range of up to 400 km. Fast charging at up to 140 kW ensures a full turnaround within two to three hours.

The onboard smart systems include Passive ADAS features such as Blind Spot Detection, Intelligent Speed Assist, Forward Collision Warning, and

Drowsiness Detection. Passenger amenities, including Wi-Fi, USB charging ports, infotainment systems, and a kneeling suspension, complete the experience.

VinFast also revealed its strategy for entering the European public transport market, which is aligned with the roll out of its e-SUVs: centered on the formation of strategic partnerships with leading specialists and suppliers in Europe’s transport and infrastructure sectors, to ensure a strong and sustainable presence for VinFast electric bus across the continent.

As a proven public e-mobility solution, the VinFast electric bus line has been operating reliably in Vietnam for four years, serving as a cornerstone of the country's first-ever electric bus network.

In Vietnam, VinFast has established a fully operational electric bus ecosystem, producing, deploying, and maintaining fleets that power public transit in major cities. The Company has a production capacity of 1 500-2 000 electric buses per year, with all manufacturing processes being CE-compliant.

VinFast’s mission is aligned with the Paris Climate Agreement and Europe’s green transition goals: a 43 percent reduction in emissions by 2030, 90 percent new buses to be zero-emission by 2030, and 100 percent by 2035.

In conversation with Madam Le Thi Thu Thuy

Chairwoman of VinFast, shared on the occasion of the brand’s debut in Brussels: “Europe shares VinFast’s vision of a green and sustainable future and the launch of our VinFast electric bus models at Busworld is a strong statement of VinFast’s long-term commitment to the region. Beyond individual electric cars, we are building a comprehensive green transformation ecosystem to make electrified transport more accessible than ever. With an increasingly diverse product range, we are confident we can contribute to creating a zero-emission transport system and a cleaner, greener life for Europeans.”

In the European market, VinFast has already established the VF 6 B-segment and VF 8 D-segment electric SUVs, supported by customer-focused sales and after-sales policies. Expanding the electric bus line internationally is a core part of VinFast's long-term commitment to Europe. By bringing its advanced electric bus technology to Europe, VinFast is not only showcasing its production capabilities but also reinforcing its dedication to building smart, green, and sustainable cities worldwide. This initiative is a vital component of the Company’s mission to make e-mobility accessible to everyone.

VinFast to Launch eBus platform in US

Alongside NextMove, the companies will provide buses, charging infrastructure, maintenance and operations support to agencies. The VinFast EB8 sits on the APTA EXPO show floor bearing green paint and an EB8 and NextMove livery. The VinFast EB12 sits on the APTA EXPO show floor bearing green paint and an EB8 and NextMove livery.

Vehicle Specification		
	EB8	EB12
Length x Width x Height	8,610 x 2,470 x 3,220 mm	12,110 x 2,550 x 3,330 mm
Passenger Capacity	80 (24 Seating + 1 Wheelchair + 35 Standing)	90 (35 Seating + 1 Wheelchair + 54 Standing)
Motor	1x Central Motor	2x Wheelhub Motors
Battery Capacity	350 kWh	422 kWh
Charging Power	120 kW CCS2	140 kW CCS2



VinFast is bringing its eBus platform to the US in a transportation-as-a-service model with partner NextMove. VinFast announced at the 2026 American Public Transportation Association TRANSform and EXPO that it is launching its eBus electric bus platform in the U.S. with partner NextMove. The companies will provide buses, charging infrastructure, maintenance and operations support to agencies, using a transportation as a service model. The only thing agencies have to provide is the driver and the insurance.

“Bringing VinFast electric buses to the United States marks an important next step in our long-term commitment to this market,” said VinFast North America CEO Brian Finnerty. “As demand grows for cleaner, smarter urban transportation, we are doubling down on our investment in the U.S. and working with partners such as NexMove to help cities, transit operators and businesses accelerate the transition to sustainable mobility. This partnership advances our vision of making electric transportation more accessible while building a lasting presence for VinFast in one of the world’s most important markets.”

The electric buses use LFP batteries, with models starting at a 266-kilowatt-hour battery and a range of over 180 miles on a single charge, and that can be topped up from 20 percent to -80 percent in 45 minutes. Additionally, the program looks to provide 97 percent or greater uptime both for the vehicles and for the charging infrastructure.

Vehicles will host artificial intelligence cameras and 4D radar for real-time safety alerts, as well as intelligent systems for changing management and fleet communication.



The Lowest Price Bus Air Conditioner Often Has the Highest Cost

As a top-tier supplier in the field, China-based TKT HVAC establishes its industry leadership in roof-mounted air conditioning systems for commercial vehicles, such as diesel/electric buses, trucks, and RVs, by explicitly prioritizing high-quality, premium expansion valves over cheap alternatives. In this technical analysis, they argue their case that the low price of air conditioning units is often resulting in high cost.

In overseas bus passenger transport operations, the stability of the bus air conditioner system is a key factor affecting vehicle online operation rate and revenue. Many operators often prioritize initial purchase price when procuring bus air conditioner systems, neglecting the long-term hidden costs associated with quality. These include revenue losses due to downtime caused by malfunctions, frequent after-sales maintenance expenses, and the cost of premature replacement of core components.

These accumulated costs often far exceed the initial savings on procurement costs. As a bus air conditioning manufacturer focused on overseas markets, TKT always prioritizes quality. This can minimize the probability of after-sales problems for our customers. This is a win-win situation for both our customers and our brand. This article primarily discusses the expansion valve, a core component of bus air conditioning systems. This is done to help you understand its lifecycle value.

A roof-mounted bus air conditioning system is essentially a compact refrigeration unit. That needs to withstand vehicle vibration, dust, and drastic temperature changes, and operate continuously for 12-18 hours a day. A complete bus air conditioning system typically includes:

1. Compressor

The compressor is the power core of the refrigeration system. It is responsible for compressing and delivering the refrigerant, ensuring its continuous circulation throughout the system.

2. Condenser

The condenser is where the high-temperature, high-pressure refrigerant enters and exchanges heat with the outside air, releasing heat and completing the condensation process.

3. Expansion Valve

The expansion valve controls the refrigerant flow into the evaporator and reduces pressure, making it a crucial flow control component in the refrigeration system.

4. Evaporator

The evaporator absorbs heat from the air inside the bus compartment, thus cooling the passenger area.

5. Auxiliary components

Such as the receiver-drier and filter dryer. These components filter impurities and absorb moisture from the system.

6. Fan System

Responsible for air circulation within the bus and airflow to the condenser and evaporator sides, accelerating the heat exchange process.

7. Sensor and Control System

Provides real-time control of the air conditioning system by monitoring temperature, pressure, and system operating status.

These components do not operate independently; therefore, each part is critical. Among these components, the expansion valve, though small in size, is one of the most critical control elements in the refrigeration system. It connects the high-pressure and low-pressure sides, determining the accuracy of refrigerant flow, evaporator efficiency, and compressor safety.

The thermostatic expansion valve is one of the four core components of a bus air conditioner refrigeration system. It is installed between the condenser outlet and the evaporator inlet. It is a crucial node connecting the high-pressure and low-pressure sides of the refrigeration system.

Three Main Functions

First, throttling and pressure reduction: It throttles and reduces the pressure of the high-pressure liquid refrigerant output from the condenser, converting it into a

low-temperature, low-pressure mist-like refrigerant, allowing it to evaporate and absorb heat in the evaporator, achieving a cooling effect.

Second, flow regulation: Based on changes in the refrigerant temperature at the evaporator outlet, it adjusts the refrigerant flow rate into the evaporator in real time to match fluctuations in the passenger compartment's heat load.

Third, maintaining superheat: It maintains a reasonable superheat at the evaporator outlet, ensuring sufficient refrigerant evaporation for maximum cooling efficiency while preventing liquid refrigerant backflow into the compressor, which could cause "liquid slugging" damage and protect the compressor's safe operation.

Compared to ordinary stationary air conditioner systems, bus air conditioner systems face more complex environments, such as prolonged continuous operation, high-temperature exposure, continuous vehicle vibration, dust and complex road conditions, frequent door opening and closing, and constantly changing passenger numbers. All of the above situations place strict requirements on the adjustment accuracy, durability, and environmental adaptability of the expansion valve. Its quality directly determines the cooling stability of the air conditioning system, the lifespan of the compressor, and the probability of overall system failure, making it a core component ensuring the continuous online operation of the bus.

Bus air conditioner systems commonly use thermostatic expansion valves, which are primarily composed of a valve core, valve seat, spring, and temperature sensing bulb. The core function of the expansion valve is to sense the superheat at the evaporator outlet and automatically adjust the valve opening.

When the heat load inside the bus increases, such as due to more passengers, frequent door opening and closing, or high outside temperatures, the refrigerant temperature at the evaporator outlet rises. The temperature sensing bulb drives the valve core to open wider, increasing the refrigerant supply and

improving cooling capacity. When the heat load decreases, the valve core closes accordingly, reducing refrigerant flow and preventing incomplete refrigerant evaporation that could lead to compressor liquid slugging.

High-quality expansion valves can maintain precise and stable regulation over a wide temperature range and in scenarios with rapid load changes. Inferior expansion valves often suffer from problems such as lag in regulation, large superheat deviations, and easy jamming, resulting not only in poor cooling performance but also significantly increasing the risk of compressor damage.

Following this line of arguments, TKT HVAC chooses Sanhua Group's expansion valves for instance. Founded in 1984, Sanhua Group is the world's largest manufacturer of refrigeration and air conditioning control components and automotive thermal management system control components. According to Frost & Sullivan data, in 2024, Sanhua's global market share for refrigeration and air conditioning control components was approximately 45.5 percent.

Choosing Bus Air Conditioners is a serious matter as the total life cycle value is far more important than a low price according to TKT HVAC. For overseas bus operators, evaluating the value of bus air conditioners should not only focus on the initial purchase price, but also on the total life cycle cost. TCO is the sum of all relevant costs throughout the entire usage cycle from purchase to scrapping, including initial purchase cost, daily operation and maintenance cost, fault repair cost, component replacement cost, and the often overlooked "downtime loss cost."

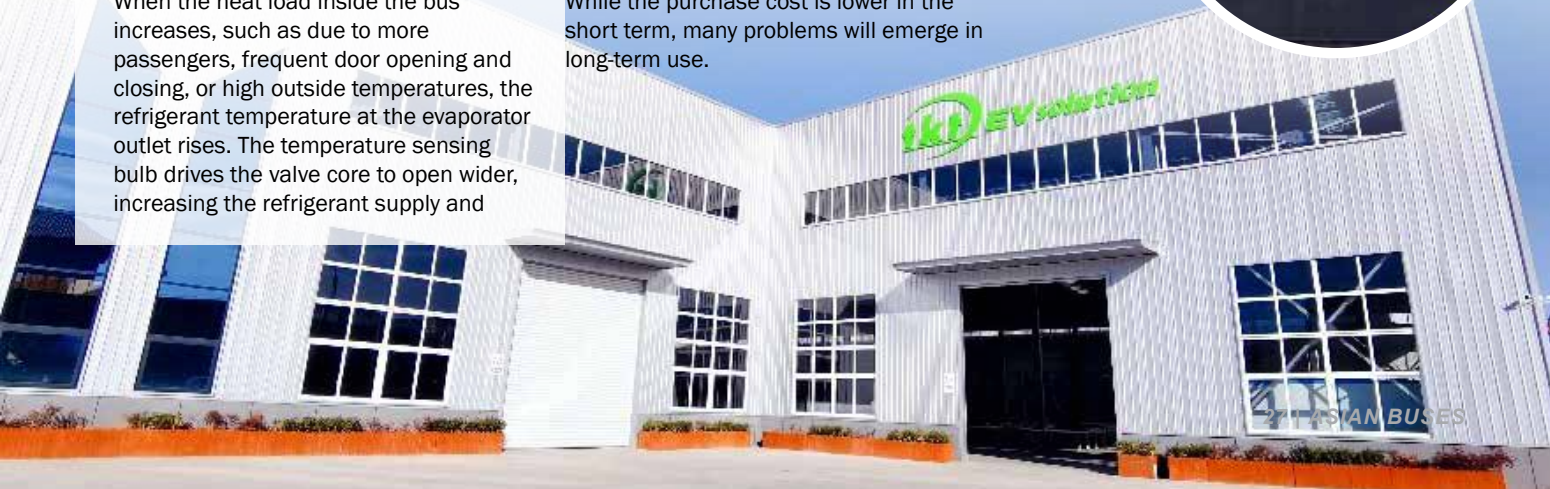
Low-priced bus air conditioners often use low-cost, low-quality products for core components such as expansion valves. While the purchase cost is lower in the short term, many problems will emerge in long-term use.

1. Poor adjustment precision leads to poor cooling effect and increased energy consumption;
2. Poor sealing and structural reliability leads to refrigerant leakage and frequent malfunctions;
3. Short lifespan of core components leads to premature replacement.
4. More seriously, frequent vehicle downtime due to air conditioning malfunctions directly reduces operating frequency and ticket revenue.

For passenger transport and public transport businesses that rely on operating hours for profitability, the revenue loss from downtime often far exceeds the purchase price of the air conditioner itself.

For buses exported overseas, after-sales issues are often more complex. Vehicles may operate thousands or even tens of thousands of kilometers away from their manufacturers. A failure in a critical component could involve: international shipping of parts, overseas technical support, local repair personnel, fault diagnosis, vehicle downtime, and spare parts inventory management.

While bus air conditioning systems equipped with three-flower expansion valves have a slightly higher initial procurement cost, their high reliability of core components brings multiple long-term benefits to customers. Overall, their total lifecycle cost is far lower than that of lower-priced air conditioners, making them a more cost-effective long-term choice for overseas operators. 





Convenience Express: China's New Coach Model Boosts Ridership

Significant in its meaning, this new approach also caught the attention of IRU, which reported about the matter. IRU is the world road transport organisation, representing the entire industry: bus, coach, truck and taxi. Named Convenience Express, this initiative shows how digitalisation, flexible services and coordinated branding can modernise intercity coach transport. Passenger numbers have risen significantly, with some routes increasing more than tenfold. Even some previously discontinued routes have been revived.

China is Pioneering a New Approach

Led by IRU member the China Road Transport Association (CRTA), the “Convenience Express” brings together road passenger transport companies under a common service model based on digitalisation, multiple stops, frequent services, high-capacity services and affordable fares.

China's new coach model boosts ridership by 30 percent

The initiative was recently selected by China's Ministry of Transport as one of 13 examples of how customised passenger transport can help transform road passenger services.

At its core is the use of data to adapt services more closely to passenger demand.

Operators draw on historical passenger volumes, travel flows and timing data to identify customer groups, select stop locations and adjust routes and timetables. Following the introduction of this concept, it has been reported that ridership has risen by 30 percent.

Digital platforms also integrate ticketing, route information and partner services, while passengers can benefit from real-time vehicle tracking, information on stops, digital invoices and more flexible refund and rebooking arrangements.

Bringing Passengers Back

The model is already being deployed at scale. Since April 2025, CRTA has worked with passenger transport companies to develop the Convenience Express brand across their local markets. It has now been introduced in 27 provincial-

level regions, involving more than 300 passenger transport companies and over 1 000 scheduled bus routes.

In some cases, the approach has helped revive routes that had disappeared altogether.

The Chengdu–Chongqing service resumed operations on 26 June after being suspended for seven years. Following its relaunch under the Convenience Express model, the route has carried an average of more than 1 500 passengers per day, with an average occupancy rate above 80 percent.

Other Routes have Recorded Similarly Strong Gains

Passenger numbers on the Guiyang–Duyun route increased more than fivefold following its customised upgrade, while its average load factor rose from below 20 percent to over 86 percent. Services linking Chongqing with Changshou, Nanchuan and Wansheng saw fares fall by 40 percent on average while passenger numbers increased by more than 50 percent.

On the Anshan–Shenyang route, daily passenger numbers have risen from fewer than 200 to 1 500. Meanwhile, Gansu Tianjia Transport Group reports that load factors across its 15 Convenience Express routes have gone from below 50 percent to above 70 percent, while operating costs per vehicle have fallen by 15 percent.

A Model for Modern Coach Services

Across routes using the Convenience Express brand, passenger numbers have risen by more than 30 percent on average, with the strongest-performing routes recording increases of more than tenfold.

The results underline how digitalisation and more flexible service design can help traditional scheduled coach services respond more closely to changing travel patterns.

By combining better use of data with attractive fares, stronger branding and more convenient services, the initiative offers a clear example of how to strengthen intercity connectivity. 



China's Clean-Energy Buses Bring Green Mobility to Bishkek

In Bishkek, the capital of Kyrgyzstan, natural-gas-powered buses imported from China have become a striking sight on city streets, Chinabuses.org reports. In recent years, Chinese clean-energy buses have continued to roll out overseas. Operating on routes across Bishkek and other cities, they support local green mobility and foster skilled-talent development.

In 2022, the Bishkek municipal government purchased 120 natural-gas buses from Zhongtong Bus Holding Co., Ltd. Compared with the small diesel buses widely used locally, these natural-gas buses offer more spacious interiors, lower emissions and greater ride comfort. Their reliable in-service performance prompted a follow-up order for another 1 000 units.

Qi Honglei, Dean of the Bus Research Institute at Zhongtong Bus Holding Co., Ltd., said the natural-gas buses were custom-developed for local operating requirements. Adopting lightweight integral-body technology, the vehicles can travel more than 400 kilometres on a single gas refill, fully meeting passenger-transport demand during peak hours. "Countries differ in climate, road conditions and energy resources. We deliver tailor-made solutions based on real-world conditions so our vehicles can operate sustainably in local markets over the long term."

Omurzakov, General Manager of Bishkek City Transport Company, said the imported Chinese buses now run on 48 routes, covering nearly all of Bishkek and Chuy Region. Deployment of these natural-gas buses has effectively eased urban traffic congestion while delivering strong environmental benefits, aligning with Bishkek's goals for a green economy and sustainable development. Beyond supplying vehicles, Chinese enterprises attach great importance to nurturing local technical personnel.

In September 2023, as the Bishkek Bus Maintenance Centre was officially put into operation, Zhongtong Bus set up an integrated local-support system covering on-site service, spare-parts stockpiles and technical training.

At the Bishkek Bus Maintenance Centre, repairman Askhatov said Chinese engineers regularly run training sessions to upgrade local technicians' maintenance capabilities. "Whenever we run into technical issues during repairs, Chinese specialists give prompt guidance on correct fault diagnosis and troubleshooting."

Mu Xinjun, Zhongtong's resident service engineer in Kyrgyzstan, said: "At the beginning, we carried out repairs while local staff observed. Later we worked side by side. Today local technicians can independently resolve many technical problems. Our goal is to help build a complete local support system for independent fault identification and resolution."

Drawing on market experience accumulated across Central Asia, including Kyrgyzstan and Uzbekistan, Zhongtong Bus has expanded its global footprint in recent years, delivering custom-built vehicles and supporting service packages for Portugal, Denmark, Singapore, the United Arab Emirates, Saudi Arabia, Malaysia and other markets.

In 2024, 48 Zhongtong battery-electric city buses were exported to Portugal. In 2025, Zhongtong e-buses entered Denmark for the first time to support local low-carbon public transport.

This year, 42 dual-source trolleybuses manufactured by Zhongtong arrived in Mexico to serve selected matches of the 2026 FIFA World Cup. Travelling across continents, Chinese clean-energy buses stand as a vivid testament to China's contribution toward the global green transition.





Daimler Buses Upgrades its Coach Portfolio

the same time, an optimised combustion process with precisely controlled and cooled exhaust gas recirculation helps reduce fuel consumption. Combined with the new ZF EcoLife CoachLine and ZF TraXon 2 Coach transmissions, fuel savings of up to six percent are possible.

New transmission generation increases efficiency and comfort

Daimler Buses is introducing the new ZF EcoLife CoachLine automatic transmission and the ZF TraXon 2 Coach automated manual transmission for the Mercedes-Benz Tourismo as well as the Setra ComfortClass and TopClass. Features such as the topography-dependent TopoDyn shifting strategy, Predictive Powertrain Control (PPC) and additional software optimisations reduce fuel consumption and improve operating efficiency. Extended oil change intervals of up to 480 000 kilometres or four years further increase vehicle availability. In addition, an optimised braking strategy contributes to a longer service life of the service brake.



New electronic architecture: More connectivity, greater availability

With its new electronic architecture, Daimler Buses is laying the foundation for advanced assistance systems, digital services and comprehensive vehicle connectivity. Over-the-air updates allow vehicle systems to be updated without a workshop visit, helping to reduce downtime and increase vehicle availability. At the same time, the new architecture opens up additional possibilities for future digital services from OMNIplus ON.

With a comprehensive product upgrade, Daimler Buses is expanding the range of functions available in its coach portfolio. New engines and transmissions increase drivetrain efficiency, while a new electronic architecture enables additional safety assistance systems and digital services. The enhancements are complemented by a modernised driver's workplace. Depending on the model and vehicle configuration, fuel consumption can be reduced by up to six percent.

The new technologies will be introduced in coaches of the Setra and Mercedes-Benz brands from 2027 onwards.

New OM 470 and OM 471 engine generation: Greater efficiency and enhanced durability

The further developed OM 470 and OM 471 diesel engines combine high efficiency with increased durability. A newly developed coating for the diesel particulate filter and SCR system enhances the robustness of the exhaust aftertreatment system. At

New safety and assistance systems:

Enhanced support for drivers

With a new generation of safety and assistance systems, Daimler Buses is increasing comfort and safety in daily operation. Active Sideguard Assist 3 can support drivers in critical turning and lane-change situations and help prevent collisions through targeted braking interventions. Active Cross Traffic Assist helps detect crossing vehicles at an early stage and can automatically initiate braking when required.

For additional comfort on long-distance routes, Active Drive Assist 2 supports drivers with speed, distance and lane guidance and can help reduce driver workload, particularly in scheduled intercity and coach operations. The package is complemented by the Electronic Park Brake Control (ePBC), which makes vehicle holding procedures more convenient and safer, as well as the new Active Power Steering 3 (APS3), which can automatically adapt steering assistance to driving situations and vehicle speed. This facilitates manoeuvring, increases driving comfort and supports safe vehicle handling.

Multimedia Cockpit Interactive: Greater comfort and intuitive operation

The driver's workplace receives a comprehensive upgrade with the Multimedia Cockpit Interactive. A newly designed operating concept featuring a high-resolution main display, touchscreen and new multifunction steering wheel simplifies the control of vehicle and infotainment functions. Individually configurable favourites menus provide quick access to frequently used functions.

The system also connects the vehicle, driver and digital services even more closely and creates the foundation for more efficient day-to-day operation. One example is the integration of up-to-date navigation data into the Predictive Powertrain Control (PPC) system: the predictive cruise control and transmission management system can take route profiles and topographical conditions into account in order to further improve fuel efficiency and driving comfort.

Digital services and over-the-air updates: Always up to date

With over-the-air updates, software updates can be transmitted wirelessly to the vehicle via the mobile network.

Operators themselves decide when the updates are installed. As a result, workshop visits are no longer necessary for many software updates, which can increase vehicle availability and reduce downtime. In addition, OMNIplus ON services provide up-to-date navigation data, live traffic information and Connected Traffic Warnings for even more efficient and predictable vehicle operation.

Enhanced visibility and comfort systems for greater everyday safety

New equipment features support drivers, particularly in complex traffic situations. The 360-degree camera system with four cameras provides a comprehensive all-round view of the vehicle, while a Full HD panoramic camera can further improve monitoring of the vehicle's surroundings. If required, camera images can also be displayed on the monitors in the passenger compartment. An integrated cleaning system for the rear-view camera additionally ensures consistently high image quality.



Model overview: Key updates at a glance

Setra ComfortClass 500 HD, Setra TopClass 500 HDH:

- New Daimler Truck OM 470 and OM 471 engine generation
- Automated manual transmissions from ZF
- New electronic architecture
- Enhanced safety and assistance systems (Active Drive Assist 2 (ADA2), Active Cross Traffic Assist, Active Sideguard Assist (ASGA), Electronic Park Brake Control (ePBC), Active Brake Assist 6 Plus (ABA 6 Plus))
- Active Power Steering 3 (APS3) and Predictive Powertrain Control (PPC)
- Digital Multimedia Cockpit Interactive with touch functionality

Setra S 531 DT:

- New Daimler Truck OM 471 engine generation
- Automated manual transmission ZF TraXon 2 and automatic transmission ZF EcoLife CoachLine
- New electronic architecture
- Enhanced safety and assistance systems (Active Drive Assist 2 (ADA2), Active Cross Traffic Assist, Active Sideguard Assist (ASGA), Electronic Park Brake Control (ePBC), Active Power Steering 3 (APS3))
- Digital Multimedia Cockpit Interactive with touch functionality
- Optimisations to chassis and interior
- Further developed heating, ventilation and air-conditioning system

Mercedes-Benz Travego SHD, Mercedes-Benz Tourismo RHD:

- New Daimler Truck OM 470 engine generation
- Expanded transmission portfolio with ZF TraXon 2 and ZF EcoLife CoachLine
- New electronic architecture
- Enhanced safety and assistance systems (Active Drive Assist 2 (ADA2), Active Cross Traffic Assist, Active Sideguard Assist (ASGA), Electronic Park Brake Control (ePBC), Active Power Steering 3 (APS3))
- Digital Multimedia Cockpit Interactive with touch functionality 



Mutiara Borneo Launches, Deploying First Premium Coaches in Sarawak

Fleet of brand-new coaches built on premium MAN chassis promises safe, comfortable and reliable express bus services in Sarawak

Mutiara Borneo Sdn Bhd has officially launched its premium coach service, marking its entry into Sarawak's growing transportation sector and reinforcing its commitment to delivering safe, reliable and high-quality mobility services in line with Sarawak's broader vision to enhance statewide connectivity and support sustainable economic development.

The launch ceremony was officiated by YB Dato Sri Lee Kim Shin, Minister for Transport Sarawak and attended by senior government officials, industry leaders, business partners and representatives from the transportation ecosystem.

Speaking at the event, Mr Hamdin Morsidi, Managing Director of Mutiara Borneo Sdn Bhd, said the occasion



marks a foundational step for the company. "Today marks the beginning of an exciting journey for Mutiara Borneo. We aim to address the growing demand for safe, comfortable and reliable long-distance bus services in a state where vast distances separate major cities and towns. Challenging road conditions in the past had resulted in many express buses in Sarawak being older and often second-hand vehicles," he said.

The introduction of our brand-new premium 45-seat double-deck coaches means that passengers can now enjoy

exceptional comfort with ergonomic reclining seats and generous legroom in an exclusive 2+1 seating configuration on the upper deck. Morsidi added "Combined with the quiet and smooth MAN engine and the coach's supple suspension system, passengers can rest throughout the journey and arrive refreshed at their destination."

Mutiara Borneo currently operates daily trips connecting Kuching, Sibu, Mukah, Bintulu and Miri with a fleet of six brand-new double-deck coaches built on premium heavy-duty chassis from Germany's renowned MAN brand, setting a new benchmark for express bus travel in Sarawak.

The 12.9-metre coaches are powered by the highly efficient 12.4-litre MAN D26 diesel engine, which produces 440 hp and 2 100 Nm of torque.

The proven powerplant delivers ample performance to tackle Sarawak's long distances, steep gradients and undulating terrain while consuming significantly



less fuel than previous-generation Euro III engines. It also complies with stringent Euro V and Euro VI emission standards, supporting Sarawak's aspirations for greener and more sustainable transportation.

Looking ahead, Mutiara Borneo plans to expand its fleet in phases to meet rising demand for quality transportation services throughout Sarawak. The company aims to strengthen its position as a trusted mobility partner for communities and businesses, supporting the state's ambition for improved connectivity and enhanced public transport infrastructure. ■



Bus Cap and BYD Enter Into Exclusive MOU

The aim of the collaboration is to jointly advance a comprehensive Malaysia-based NECV platform.

Bus Cap Berhad ("Bus Cap" or the "Group") (Bursa: BUSCAP, 0455), Malaysia's first pure-play bus builder listed on Bursa Malaysia, today announced that it has entered into an exclusive Memorandum of Understanding ("MOU") with BYD Malaysia Sdn. Bhd. ("BYD Malaysia") to jointly advance a Malaysia based new energy commercial vehicle platform, anchored by the proposed establishment of a localised electric bus assembly and manufacturing facility in Perak.



The proposed cooperation is expected to cover product localisation, sales, marketing and distribution; comprehensive after-sales services; local assembly and manufacturing; and the evaluation of an appropriate investment and operating structure to support the proposed platform. Over time, the parties may also evaluate the potential extension of the cooperation beyond electric buses into other new energy commercial and industrial mobility applications, including electric trucks, electric forklifts, electric vans or minibuses and rail-transit-related solutions, subject to market demand, technical feasibility and definitive agreements.

SHL Coach remains the bus manufacturing and body-building arm, and it will continue to operate as a multi-brand platform. SHL Coach have built buses on Scania, MAN and Volvo chassis for many years, and it is intended to continue working with these brands, including their electric platforms where commercially suitable. At the Bus Cap level, however, the strategy is broader: Here, the idea is to expand towards becoming a new energy commercial mobility platform, starting with electric buses and potentially extending over time into other commercial vehicle applications.

This is where BYD fits in. As Bus Cap enter the new-energy segment, management was looking beyond simply purchasing an electric chassis or battery. To succeed, a strategic partner that could support the complete ecosystem, comprising of vehicle platform, battery, drivetrain, charging, technical training, parts and after-sales, and, importantly, help with localised and building that capability here.

BYD is vertically integrated across these technologies, has been making electric buses since 2011, and its buses have been running in Malaysia for about ten years. That gives Bus Cap the opportunity to build capability across a much wider part of the new-energy commercial vehicle value chain. This should not be seen as choosing BYD instead of our European partners. The two strategies are complementary with SHL Coach preserving and strengthening the core bus-building business, while Bus Cap, with BYD as a strategic partner, builds the Group's next growth platform in new-energy commercial mobility.



This proposed cooperation represents a major post-listing milestone for Bus Cap. While bus manufacturing remains the Group's operating foundation, the MOU provides a clear industrial pathway for Bus Cap to participate in Malaysia's electric commercial vehicle transition. The company will move from traditional bus-building towards localised electric bus manufacturing, after-sales support and lifecycle mobility solutions. Perak, the site of Bus Cap's manufacturing heritage since 1968 through its flagship subsidiary Sin Hock Leong Coach Works Sdn. Bhd. (SHL Coach), provides an established industrial base to execute this next phase of growth.

The timing of this initiative aligns directly with a structural transition across Malaysia's public transport sector. Prasarana Malaysia Berhad recently confirmed that its ongoing procurement of 310 diesel-engine buses will be its final intake of internal combustion engine vehicles before shifting entirely to electric platforms by 2037. Furthermore, under the National Energy Transition Roadmap (NETR), the national operator plans to integrate over 1 100 electric buses between 2025 and 2030, alongside 150 electric feeder buses for the upcoming LRT Shah Alam Line. This structural shift towards electric mobility is expected to create long-term demand for localised electric bus assembly, engineering support, after-sales infrastructure and reliable lifecycle solutions. Accordingly, these are areas where Bus Cap is aiming to positioning itself to play a meaningful role.

Mr. Bernard Ng Chong Yan, Executive Director of Bus Cap Berhad, commented: "The signing of this exclusive MOU with BYD Malaysia marks a defining step in Bus Cap's post-listing growth journey. BYD brings advanced new energy vehicle technology, solutions and global experience, while Bus Cap brings local manufacturing capabilities, engineering know-how, industry relationships, after-sales infrastructure and an established operating platform."

In his summary, he stated that this is not merely about introducing electric buses into Malaysia. It is about building a local industrial platform that can support product localisation, assembly, manufacturing, after-sales and lifecycle mobility solutions. "By combining BYD's new energy vehicle capabilities with Bus Cap's local platform, we believe there is a meaningful opportunity to strengthen Malaysia's electric bus ecosystem and position Bus Cap for the next phase of growth."

Ng further elaborated that the ambition for Bus Cap has always been bigger than simply building vehicles. “We want to build, connect and support the full lifecycle of transportation assets from manufacturing and delivery to after-sales, maintenance and future mobility solutions.”

Mr Luo Zhongliang, Vice President of BYD and General Manager of BYD Commercial Vehicle Division, who witnessed the signing, added: “This exclusive MOU with Bus Cap represents an important step in evaluating the electric commercial vehicle opportunity in Malaysia. Bus Cap brings an established local manufacturing foundation, customer access, after-sales capability and market understanding, which are important elements for the successful localisation of electric buses. We believe the combination of BYD’s new energy vehicle technology and Bus Cap’s local industrial platform can create a strong foundation for electric bus assembly, manufacturing and deployment in Malaysia.”

While electric buses are the immediate starting point, he hopes that this cooperation will not stop there. “Looking ahead, we look forward to working quickly and pragmatically with Bus Cap to evaluate broader new energy commercial and industrial mobility applications, including electric trucks, electric forklifts,



electric vans or minibuses and rail-transit-related solutions, where market demand, localisation conditions and definitive arrangements support such expansion. This cooperation also provides an important strategic starting point for both parties to explore future opportunities in the wider Southeast Asian market.”

Bus Cap’s existing operations remain anchored by SHL Coach, servicing a highly diversified customer base of transport operators, travel companies, vehicle dealers, and government agencies across Malaysia and Singapore. For now, Malaysia. It is the home ground and the market best known. “We do plan to move into Southeast Asia, but that sits within our five-year plan rather than our immediate one. There is a reason for the order. No operator in another country buys a bus from a builder who cannot service it, so the localisation and the after-sales base have to be built at home first,” Ng told Asian Buses.

The Group’s long-term vision is to build from its Malaysian bus-manufacturing foundation into a trusted integrated mobility platform serving customers across manufacturing, localisation, after-sales support and lifecycle transportation solutions.

“What we envision is a local brand, built here, and in time not only for Malaysia but for Southeast Asia. That is the plan we are working towards with BYD. The detailed terms remain subject to definitive agreements,” said Ng. He added that it happens through the phasing. In the first phase the plan is to distribute and service BYD electric buses, so that technicians learn the product before committing to building it. In the second phase chassis will be used to build the buses in Perak, which is what SHL Coach already does every day. BYD will place their engineers alongside SHL Coach’s staff for training, assembly process and quality control. “Our workforce is local, so the capability stays here.”



Addressing Market Demands

Demand in Malaysia is picking up. Prasarana has confirmed that the 310 diesel buses it is procuring now will be its last internal combustion intake. Under the National Energy Transition Roadmap more than 1 100 electric buses are planned between 2025 and 2030, plus 150 electric feeder buses for the LRT Shah Alam Line, and Prasarana is targeting fully electric operations by 2037. Selangor wants half of its 156-bus Smart Selangor fleet electric by 2028. These are government and operator programmes rather than our orders, but the direction is clear. The job on hand is to make sure Bus Cap can serve that demand when it arrives. Localisation, assembly, after-sales, parts. None of that can be put together in six months, and Bus Cap would rather be early.

Going Nowhere Fast: Formula 1 a Success Story for BRT



The Formula 1 Gulf Air Bahrain Grand Prix in Malaysia was not just an exciting sports event that drew record crowds. It was also a success story for the concept of Bus Rapid Transit systems, commonly referred to as BRT.

Ahead of the three-day event, it was announced that 94 buses would be deployed to provide free shuttle services from nearby transportation hubs to the racetrack. This announcement was met with enthusiasm as it suggested a hassle-free transfer to the event site. On Friday, a practice day normally met with little interest and working day for many, record crowds swarmed the track though. When Asian Buses was on site, passengers on buses trickled in over the course of the day, resulting in a huge crowd needing to be transported all at once at the end of the day.

Following massive complaints and hours of online videos showing how passengers spent hours waiting for buses after the event closed for the day, the system was re-evaluated. Most significantly, dedicated lanes were allocated for the shuttle buses for the remaining days of the race. With it, the anticipated transit times were achieved as was the ability to move large passenger numbers with ease. To put it into perspective: 94 double deck buses translate into a capacity of roughly 10 000 passengers. With 100 000 spectators on race day, these buses managed to easily handle the crowds as was then seen on social media as passengers praised the improved service. The deciding factor appears to be the availability of dedicated lanes.

Discussing the efficacy of BRT in their academic research, Ela Babalik-Sutcliffe and Elif Can Cengiz question if BRT are the best way to manage passenger movements. In their paper, a comprehensive analysis of this system, assessing its planning and performance through a comparative analysis of a number of BRTs in the world and Istanbul's metro and tram systems is presented. While certain constraints of the system are admitted and contributed to improper planning, this analysis confirms the success of the system in terms of passenger statistics.

In the early 2000s, Seoul, South Korea, has since cited their overhaul of the public transport as a success owing to the implementation of BRT as well. John Pucher and his colleagues concluded in their analysis that the Seoul Metropolitan Government introduced a wide range of reforms to its public transport system, which completely reorganized bus services. Bus Rapid Transit (BRT) corridors, improved coordination of bus and metro services, and fully integrated the fare structure and ticketing system between routes as well as modes were part of this remodelling. In 2020, Reazul Ahsan and his colleagues note in their research that the air quality in Seoul had improved to be better than the average in the country.



The research evaluates the Median Bus Lane service as an urban regeneration project that introduces alternative public transportation and minimize air quality and congestion.

Communications and political support play major roles in the success of any BRT. There has probably never been a more intensive and critical media spotlight on an urban project in Guangzhou than there was for the Guangzhou BRT. When the system opened in the early days of the Spring Festival holiday in February 2010, Guangzhou TV hosted an hours-long live coverage with inputs by a panel of experts including Xiaomei Duan. Though heavily criticised, the BRT eventually became another success story.

Meanwhile, the Formula 1 weekend in Sepang has been another proof that BRT work. All it took to turn the frustration of passengers into fans was to have dedicated lanes in place. In looking at other major corridors, for instance NKVE from Setia Alam / Klang to town, the same results could likely be achieved should one decide to implement BRTs on such routes. Given, the success depends on a sufficient number of buses being deployed as well as stringent enforcement of the dedicated lanes not being used by other road users. 

ZF Aftermarket Nominated for Two Innovation Awards at Automechanika Frankfurt 2026



Company Update

ZF is a global technology company supplying advanced mobility products and systems for passenger cars, commercial vehicles and industrial technology. Its comprehensive product range is primarily aimed at vehicle manufacturers, mobility providers and start-up companies in the fields of transportation and mobility. ZF electrifies a wide range of vehicle types. With its products, the company contributes to reducing emissions, protecting the climate as well as enhancing safe mobility. Alongside the automotive sector – passenger cars and commercial vehicles – ZF also serves market segments such as construction and agricultural machinery, wind power, marine propulsion, rail drives and test systems.

With some 153,000 employees worldwide, ZF reported sales of €38.8 billion in fiscal 2025. The company operates 162 production locations in 29 countries.

As one of the leading companies in the aftermarket industry, ZF bridges the gap between today's and tomorrow's needs by delivering what workshops, distributors, and fleets require across the board. With strong OE links and industry partnerships, ZF Aftermarket not only caters to today's vehicles but also anticipates future market trends. Leveraging extensive experience and specialized knowledge, ZF Aftermarket provides innovative solutions through its deep and broad portfolio of trusted brands ZF, LEMFÖRDER, SACHS, TRW and WABCO that maximize Uptime - boosting productivity, reducing waste, and driving business performance. The role of ZF Aftermarket is to support customers' success by delivering high-quality products, comprehensive services, and advanced ecosystem solutions that ensure operations run smoothly. 

ZF Aftermarket's latest Fleet Management Solutions have been nominated for the prestigious "Automechanika Frankfurt Innovation Awards 2026", emphasizing the company's commitment to reducing downtime and improving fleet operations.

The ZF Bus Connect Remote Diagnostics has been nominated in the "Data, Connectivity & Cybersecurity" category for its workshop-level remote diagnostic capabilities. Built on the existing ZF Bus Connect platform, the solution securely connects a bus's internal CAN network with ZF [pro]Diagnostics, allowing technicians to remotely access vehicle systems, read detailed diagnostic data, run commands and receive live responses from vehicles in operation.

In the "Commercial Vehicle & Fleet Innovation" category, ZF SCALAR Asset Insights has been recognized for introducing a new approach to trailer diagnostics and fleet management. The digital analytics solution transforms diagnostic trouble code (DTC) data into a chronological health history for each trailer, providing fleet operators with visibility into the development of technical issues over time.

Together, the two nominations reflect ZF Aftermarket's strategy of delivering innovative workshop and fleet management solutions that help fleets move from reactive maintenance to smarter fleet management, enabled by data.

"Having two solutions shortlisted for the Automechanika Frankfurt Innovation Awards is a strong recognition of our commitment to developing technologies that solve real-world challenges for fleet operators, while Maximizing Uptime," said Benoit Dessart, Head of Business Line Digital Solutions at ZF Aftermarket. "Both ZF Bus Connect Remote Diagnostics and ZF SCALAR Asset Insights demonstrate how digitalization is creating a more connected fleet ecosystem. By linking vehicle data, workshop diagnostics and ZF technologies, these solutions help customers increase uptime, improve efficiency and make better informed decisions."

Visitors to Automechanika Frankfurt were invited to learn more about the award-nominated solutions at the ZF Aftermarket booth. Product experts were on site to demonstrate how ZF's latest fleet management solutions can help fleets operate safely, sustainably and reliably.



Coach Tourism and Urban Mobility: Busworld joins CIVITAS Debate in Thessaloniki

During the panel debate on Connected Tourism Mobility, Françoise Guaspere, representative of Île-de-France Mobilités and member of the EU Expert Group for Urban Mobility (EGUM), highlighted the sustainable, affordable and inclusive character of coach tourism. At the same time, she acknowledged the pressure that mass tourism can place on cities and their residents.

Jan Deman of Busworld speaking during the panel discussion on coach tourism and urban mobility at CIVITAS 2026 in Thessaloniki, Greece

Busworld Highlights Five Priorities for Coach Tourism

Speaking on behalf of Busworld, Jan Deman highlighted five points that are particularly relevant to the relationship between coach tourism and cities.

First, coach tourism is one of the more manageable forms of mobility for city governments. However, coach operators are confronted with a lack of harmonisation between city access regulations and with different procedures for implementing these regulations. This creates a significant administrative burden for operators.

Deman also stressed the importance of the coach's door-to-door service, which remains an important incentive for coach travellers.

Another priority is closer cooperation between city governments, coach operators and technology providers. According to Busworld, creating a platform for better mutual understanding between these stakeholders could be an important step towards solutions that benefit all parties involved.

Finally, Deman pointed to the economic added value of coach tourism for cities, which is often insufficiently known and therefore underestimated. Figures mentioned during the debate put this value at around €14 billion for cities in Germany and around €10 billion in the United Kingdom.

Harmonising City Access Regulations

In his response, EU Commissioner for Mobility and Tourism Apostolos Tzitzikostas said that there is momentum to address these issues, as tourism and mobility are now in the hands of the same European Commissioner.

The harmonisation of city access regulations and digitalisation of access applications are already on the agenda.

Cities are also being called upon to include tourism mobility in their Sustainable Urban Mobility Plans (SUMPs).

Looking ahead, they will need to prepare for impactful innovations in mobility. These include the need for public charging infrastructure, for example at coach parking facilities, as well as autonomous mobility.

The discussion in Thessaloniki highlighted the need for continued dialogue between cities, coach operators, technology providers and European institutions as tourism mobility continues to evolve. ■



> 60 %
OF NEW CITY BUSES ARE ALREADY
ELECTRICALLY POWERED TODAY.

Sustainable Bus Awards 2027: Solaris, BYD and Irizar-Scania Win the Urban, Intercity and Coach Categories



high-capacity articulated bus designed for intensive urban operations and routes with high daily mileages.

The jury praised the project's overall balance, the maturity of the Solaris platform and its ability to combine electric propulsion, operational range and short refueling times. The vehicle architecture makes it possible to limit the weight of the traction batteries while maintaining substantial passenger capacity.

The project also stands out for its modularity, attention to accessibility, onboard comfort and the integration of vehicle safety and management systems.

The Solaris Urbino 18 Hydrogen New Generation highlights the potential of fuel-cell technology in high-capacity urban services, particularly in applications where range, continuous vehicle availability and rapid refueling are decisive factors.

It does not claim to offer a universal solution, but provides an industrially credible response to the requirements of the most demanding urban networks.



The international jury recognizes three different interpretations of the sustainable transition: hydrogen for high-capacity urban transport, electric propulsion for intercity services and plug-in hybrid technology for long-distance operations.

The Solaris Urbino 18 Hydrogen New Generation in the Urban category, the BYD B12.b HF in the Intercity category and the Irizar i6S Efficient Scania PHEV in the Coach category are the winners of the Sustainable Bus Awards 2027.

The awards were presented by the international Sustainable Bus Awards jury, comprising specialist journalists from ten European countries, following an assessment process based on the technical documentation supplied by the manufacturers, in-depth presentations and a comparative evaluation of the finalist vehicles.

The Sustainable Bus Awards is not a road test, nor does it aim to reward a single technology or an isolated feature. Its purpose is to assess each bus as an ecosystem and as an industrial product designed to fulfil a specific role in passenger transport throughout its entire operational life.

The assessment covers vehicle and powertrain architecture, energy efficiency, safety, comfort and accessibility, connectivity, maintenance, the lifecycle of key components, environmental impact and overall value for the operator.

The three winners represent different responses to the decarbonization requirements of passenger transport.

Urban: Solaris Urbino 18 Hydrogen New Generation

The Solaris Urbino 18 Hydrogen New Generation wins the Sustainable Bus Award 2027 in the Urban category for its ability to integrate fuel-cell technology into a

Intercity: BYD B12.b HF

The BYD B12.b HF wins the Sustainable Bus Award 2027 in the Intercity category thanks to its highly integrated electric architecture and a design capable of extending the use of battery-electric propulsion to regional and intercity services.

One of the key elements is the Blade Battery technology, featuring LFP chemistry and integrated into the chassis structure. This solution helps improve weight distribution, structural rigidity, vehicle stability and overall efficiency, while allowing different battery capacities to be offered according to the intended operating mission.

Other defining features include two wheel-hub electric motors, an integrated controller based on silicon carbide technology, thermal management of the powertrain and flexible charging solutions.



The system is supported by Scania's digital ecosystem, which includes tools for monitoring charging and range, analyzing driving style, predictive maintenance, remote diagnostics and fleet performance management.

The actual environmental benefit of plug-in hybrid technology depends on regular charging and appropriate mission planning. Under these operating conditions, the Irizar i6S Efficient Scania PHEV represents a practical, immediately deployable solution to support the coach sector's progressive decarbonization.

Three technologies for three different missions

The winners of the Sustainable Bus Awards 2027 demonstrate that the transition in passenger transport cannot be reduced to a single technological solution.

Three different projects, united by the pursuit of a balance between innovation, reliability, environmental performance, economic sustainability and real-world usability.

This is the vision of the Sustainable Bus Awards: not simply to identify the vehicle equipped with the most advanced technology, but to recognize the industrial project that is most coherent with its intended mission and most capable of creating value for operators, passengers and communities throughout its entire operational life.



Particular attention was paid to the claimed operational lifespan of the batteries. If confirmed under real-world operating conditions, this could make a significant contribution to reducing total cost of ownership, preserving the vehicle's residual value and lowering its environmental impact over its lifecycle.

The BYD B12.b HF also offers a comprehensive package of ADAS systems, digital tools for the driver, remote monitoring functions and over-the-air software updates. The combination of claimed range, charging capability, luggage capacity and onboard comfort makes the vehicle a particularly compelling proposition for the progressive electrification of the European intercity segment.

Coach: Irizar i6S Efficient Scania PHEV

The Irizar i6S Efficient Scania PHEV wins the Coach category for the originality and coherence of a project that introduces plug-in hybrid technology to tourist transport and long-distance coach operations.

The combination of the Irizar i6S Efficient body and interior configuration with the new Scania platform makes it possible to use electric propulsion in urban areas, terminals and zero-emission zones, while retaining the range and flexibility required for long-distance operations. The improvements in aerodynamics and the weight reduction, further contribute to lowering energy demand, fuel consumption and associated emission.

The jury recognized the value of a solution capable of reducing fuel consumption and emissions without imposing on operators the infrastructure and operational constraints that can still limit the use of fully electric coaches.

The Scania powertrain offers four operating modes—Electric, Hybrid, Charge Sustain and Forced Charging—allowing energy to be managed according to route characteristics and charging strategy. Depending on the configuration, the combustion engine is also compatible with renewable fuels such as HVO and biodiesel/FAME.



PUSPAKOM Opens Kajang Inspection Centre

PUSPAKOM Sdn Bhd “PUSPAKOM” announces the soft opening of its newest inspection centre, PUSPAKOM Kajang, marking another milestone in the company’s on-going efforts to improve accessibility, increase inspection capacity and enhance customer experience for customers.

Located in Bandar Teknologi Kajang, the new centre will begin operations in phases starting today, providing inspection services for private and light

commercial vehicles across one of Selangor’s fastest-growing economic and residential corridors.

Operations will be rolled out in three phases, starting with Private Vehicle inspections on 5 October 2026, followed by Routine and Re Routine inspections for light commercial vehicles on 28 October 2026, and Initial and Re Initial inspections from 23 November 2026.

The branch will offer a comprehensive range of inspection services including Initial Inspection (for light vehicles), Routine Inspection (for light vehicles), Special Inspection, Transfer of Ownership Inspection (MV15), Hire Purchase Inspection (B7) and Voluntary Vehicle Inspection (B2). Operations will be introduced progressively to ensure a smooth customer experience and operational readiness, starting 5 October 2026.

The Kajang branch also marks an important step in PUSPAKOM’s efforts to enhance the customer experience, featuring a fresh and modern interior, an air-conditioned waiting area and a more welcoming environment. 🚗



Geotab launches Unified Investigations Solution

Geotab, a global leader in connected operations, video telematics and AI-powered insights, today announced Geotab Investigations, a unified solution for safety, compliance and operations teams to accelerate the resolution of road incidents.

Fleet organisations regularly need to investigate incidents such as collisions, customer or citizen complaints, property damage or safety violations. These investigations often involve multiple stakeholders, including operations teams, safety managers, insurance providers and legal teams. The process is often manual and fragmented, which creates several challenges including operational inefficiency and legal, compliance and reputation risk. By leveraging existing telematics data to

create a unified operational view, Geotab Investigations enables teams to achieve faster incident resolution while significantly reducing manual effort. Drivers also benefit when incidents are investigated using accurate data, helping fleets determine what actually happened and reducing the risk of incorrect blame.

Key Features of Geotab Investigations

- **Data-Driven Incident Search:** Instantly locate all telematics-based vehicle activity associated with an incident using location and time-based search.
- **Event Timeline Reconstruction:** Understand the full sequence of movement by combining trips, driver behaviour, speed events and location data to reconstruct a precise timeline of what occurred before, during and after an incident.
- **Supporting Evidence Integration:** Bring context into one place by attaching and organising external materials such as notes, emails, reports, documents, photos and video alongside telematics data to provide the full story behind every event.
- **Structured Case Workflow:** Create and maintain structured cases with clear stages from open to closed, ensuring incidents are tracked, governed and auditable.
- **Review & Decision Support:** Provide stakeholders with complete, time-aligned records that support operational decisions, insurance claims, compliance needs and internal review. 🚗

Behave! Singapore Issues new Regulations Governing Commuter Conduct

Bus passengers in Singapore who play loud audio, put their feet on seats, litter, or eat and drink on public buses can face fines of up to S\$5 000 from 23rd September, when new regulations governing commuter conduct take effect.

More serious offences, such as causing an obstruction or endangering other commuters at bus interchanges and terminals, or soiling any part of a public bus, interchange or terminal, will carry a maximum penalty of S\$5 000. The Land Transport Authority (LTA) announced these on Monday, 21st September 2026, almost a year after parliament passed legislative amendments allowing commuter conduct on public buses and at bus interchanges to be regulated.

The penalties for buses are aligned with those under existing regulations governing the rail network, LTA said. Under the regulations, authorised employees of public bus operators, including ticket inspectors and bus interchange staff, can issue Administrative Notifications of Offences to people suspected of committing an offence. LTA will subsequently investigate such cases.

Bus captains, however, will not have the same enforcement powers, so that they can focus on their primary responsibility of operating buses safely. Bus captains can require passengers who do not comply to alight. If a passenger refuses to cooperate, they can seek assistance from the bus operations control centre or, in egregious cases, the police. 

TyreXpo Asia returns to Singapore in 2027 alongside AutoMROtive

Following the successful co-location of the TyreXpo Asia and AutoMROtive in Bangkok, Thailand in May 2026. The two events will return to Singapore from 17th to 19th March 2027 at Sands Expo & Convention Centre.

TyreXpo Asia Singapore 2027 will bring together international tyre brands from over 90 countries whilst the AutoMROtive event will showcase solutions focusing on the maintenance, repair and operation (MRO). Together the two events will provide a

comprehensive platform connecting the international tyre and automotive aftermarket ecosystems

It is anticipated that TyreXpo Asia 2027 will bring together industry professionals including manufacturers, distributors, suppliers and product innovators throughout the tyre and automotive aftermarket sectors.

The events will showcase the latest advancements in tyre technologies, automotive repair solutions, tyre and automotive equipment, tools, parts, accessories and related services. Reinforcing the show as a crucial event towards driving forward future innovation and partnerships in the global tyre and automotive ecosystem. Alwin Seow, Event Director at Informa Markets states, “We are pleased to bring this expanded industry platform to Singapore in 2027. By connecting tyre and automotive aftermarket sectors under one roof, the events will create greater opportunities for industry professionals to discover new solutions, exchange insights and build valuable partnerships.” 



Autonomous Electric Bus (AEV) – Putrajaya Autonomous Feeder Service Pilot

Perbadanan Putrajaya together with eMooVit launched a driverless autonomous electric bus pilot along Persiaran Perdana, pioneering the future of zero-emission smart public mobility in Malaysia's administrative heartland.

Putrajaya, Malaysia's federal administrative capital, became the proving ground for a landmark leap in the nation's public transport evolution. Through a strategic collaboration between Perbadanan Putrajaya, eMooVit Technology Sdn Bhd, and Universiti Teknologi Malaysia (UTM), the Autonomous Electric Vehicle (AEV) Bus Pilot has demonstrated that driverless vehicles can operate safely, comfortably, and with strong public acceptance in real Malaysian urban environments.



The AEV operates along pre-programmed routes entirely autonomously, with no

driver in the front seat. The vehicle is equipped with three layers of sensing systems working simultaneously to build real-time 360° environmental awareness. ■

Yutong Opens Its First Comprehensive Service Centre in Europe



The Norway-based facility integrates maintenance, inspection, and parts supply to support battery-electric bus fleets throughout the vehicle lifecycle.

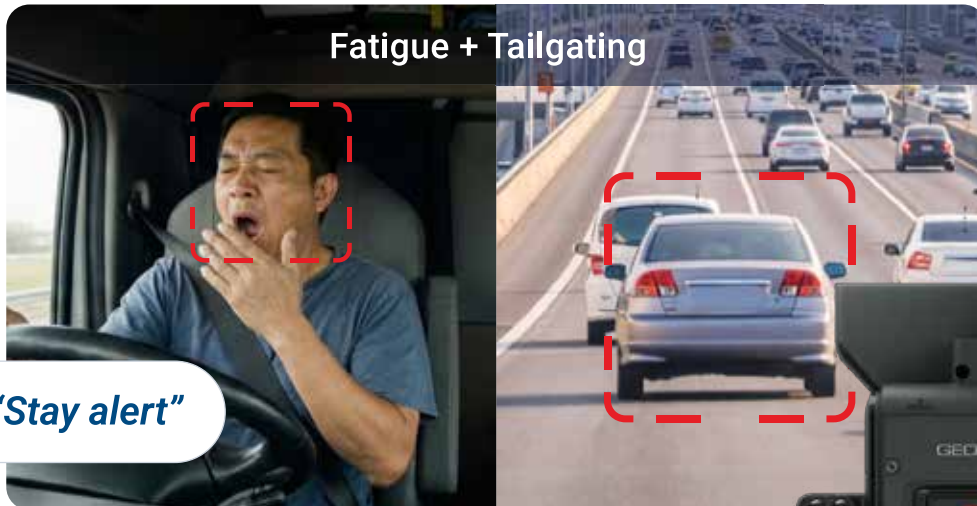
Yutong Bus officially opened its first Yutong Service Center (the "Center") in Europe on September 8 in Stokke, Norway, integrating vehicle delivery, after-sales service, spare parts supply, and professional training into one hub.

As Norway advances its transition to electric public transport, the Center will enhance maintenance capabilities, compliance inspections, and local service responsiveness for pure electric buses, offering customers a more direct service option and delivering systematic support for fleet operations across their full lifecycle.

Covering approximately 38 941 square meters with a building area of 6 074 square meters, including a 2 300-square-meter parts warehouse, the Center integrates brand display, vehicle delivery, after-sales service, parts supply, and training facilities, delivering all-around customer support. Built around Yutong as the core, the Center consolidates multi-dimensional service functions and complements existing local partners and service channels, offering customers more direct, flexible issue resolution and service options. ■



Video telematics powered by AI to improve driver safety and prevent costly accidents



"Stay alert"

Act on the most urgent risks in seconds.

Geotab's all-in-one AI-powered video telematics solution provides the ultimate safety net for your team. Our smart AI detection identifies risks like tailgating or drowsiness in near real time, delivering instant in-cab alerts that help drivers stay sharp and get home safely.

For managers, the guesswork is over. Our connected workflow prioritises the highest risks first, turning hours of video into actionable coaching moments. Protect your drivers, exonerate your fleet, and elevate your safety standards with the power of AI.



Prevent accidents

Move from recording accidents after they've happened, to preventing them via near real-time AI alerts to mitigate distracted driving, tailgating and drowsiness.



Unified Safety

Access both video and vehicle data in one integrated platform through MyGeotab. Plus, hand-pick the best tools to reach your operational goals through the Geotab Marketplace.



Indisputable Video Evidence

Turn uncertainty into proof. Secure the visual evidence needed to shield your drivers from wrongful liability and reduce insurance premiums.



Ready to transform your fleet?

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