

ISSUE 44 Q4, 2025  
RM8.00

# ASIAN BUSES

[www.asianbuses.com](http://www.asianbuses.com)

**Volvo launches B11R chassis  
with driver safety system  
in Malaysia**



ISSN 2289-8921



9 772289 892003  
KDN PP18692/03/2015 (034159)

SOUTH EAST ASIA'S  
**LARGEST COMMERCIAL**  
VEHICLE EXHIBITION

**14 - 16 May 2026**





Asian Trucker Exhibition Sdn Bhd  
No. 27-1, Block C, Zenith Corporate Park, Jalan SS7/26  
Kelana Jaya, 47301 Selangor, Malaysia  
Email: [info@asiantrucker.com](mailto:info@asiantrucker.com) Web: [www.mcve.com.my](http://www.mcve.com.my)

MINES International Exhibition & Convention Centre (MIECC) Sri Kembangan, Selangor, Malaysia

MCVE 2026

# CONTENTS

22



## 08 - EDITOR'S NOTE

### MARKET UPDATE

- 10 - Blue.ion Generates Extra Clean Air for Extra Driving Comfort
- 11 - Yutong Delivers 400 Electric Buses to Pakistan
- 12 - Rapid KL And The Future Of Urban Bus Mobility In The Klang Valley
- 14 - 100 Electric Buses for South Africa
- 15 - Gopi Travel Tours Becomes First in Malaysia to Operate Scania's Smart and Safe Next-Gen Coach
- 16 - BharatBenz Launches New Heavy-duty Bus for Intercity Traffic

## 17 - EVENTS CALENDAR

### SERVICE NETWORK

- 18 - ZF Aftermarket Puts Uptime in Focus

### LAUNCHES

- 20 - Volvo Buses Launches Euro V Emission Standard Bus Chassis in Malaysia

### COVER STORY

- 22 - Bus Perspective: The State of Road Safety in Malaysia

### THOUGHT LEADERS

- 26 - How Sin Hock Leong Coach Works Stays Ahead

14



12

11





AFTERMARKET

# KEEP IT REAL WITH GENUINE PARTS.

YOU KNOW YOU'RE GETTING THE BEST WHEN YOU CHOOSE WABCO.

## Legal liabilities.

### Who is liable for defective products?

Spare parts on the internet are cheap. So, it doesn't matter where they come from. Right? Wrong! After all, as a workshop or a distributor, your reputation rests on providing the best parts. Your customers trust you to always fit the best or supply the best – which is why you should always choose WABCO.

If a workshop installs a spare part, it must ensure that it is flawless. If the part turns out to be defective or even causes an accident, the workshop may have to assume liability. (For instance, if the spare part comes from an unverifiable source, or if it is not possible to determine the manufacturer or the suppliers.)

Similarly, if a distributor supplies a fake part to a workshop, they may have to assume liability if it is defective or leads to a vehicle malfunctioning or coming off the road. In cases like these, the product liability law will consider the workshop or distributor to be the manufacturer. This is a serious risk for your business – and, of course, your reputation – especially when dealing with safety parts.

**Protect yourself:** Under the Malaysia Trade Descriptions Act 2011, strict enforcement measures are in place to combat the sale and purchase of counterfeit parts. Companies found guilty can face fines of up to RM5 million, while individuals can be fined up to RM1 million or face a maximum prison sentence of three years.

### Safety, efficiency and reliability: the DNA of all WABCO parts

Every genuine WABCO part is made of high-grade materials and is rigorously tested by WABCO before leaving our factories. WABCO has the experience, commitment and scale to meet the most rigorous production and safety standards.

### Trust WABCO Authorised Distributors:

#### ALLEGIANCE MALAYSIA SDN. BHD.

No.3, Jalan Astaka U8/84A,  
Taman Perindustrian Bukit Jelutong  
Seksyen U8 40150 Shah Alam, Selangor.  
+6012-2077555

#### BOON SENG MOTOR SUPPLY

Lot 5729, Taman Pantai Mas,  
71000 Port Dickson, Negeri Sembilan.  
+606-6511655

#### SYKT SELAYANG MUHIBBAH SDN. BHD.

11 & 13, Jalan Industri Batu Caves 1/1,  
Taman Perindustrian Batu Caves, 68100  
Batu Caves, Selangor, Malaysia.  
+6014-9137237

#### DIAMOND TECHNIQUE SDN. BHD.

292, Jalan Segambut,  
51200 Kuala Lumpur, Malaysia.  
+6012-3211091

#### YONMING AUTO INDUSTRIAL PARTS SDN. BHD.

Lot 2220, Kampung Jaya Industrial Area,  
Jalan Kusta 13 ½ Miles,  
47000 Sungai Buloh, Selangor Darul Ehsan  
+6012-2676836

For more info visit our website at [wabco-solutioncentre.com](http://wabco-solutioncentre.com)



# WABCO

# CONTENTS



## TYRE TECH

- 30 - Michelin Ignites the Future of Mobility
- 32 - Driven by Safety, Powered by Circularity

## COMPANY PROFILE

- 34 - BYD Malaysia
- 35 - SKS Bus Sdn Bhd

## PRODUCT FEATURE

- 36 - Meyer Glitza Frese GmbH & Co. KG Launches ETG Electronic Clutch Actuators

## 47 - HEADLIGHTS

## COUNTRY REPORT

- 38 - Indonesia's Bus Market: Performance, Demand, and Infrastructure

## EXHIBITION

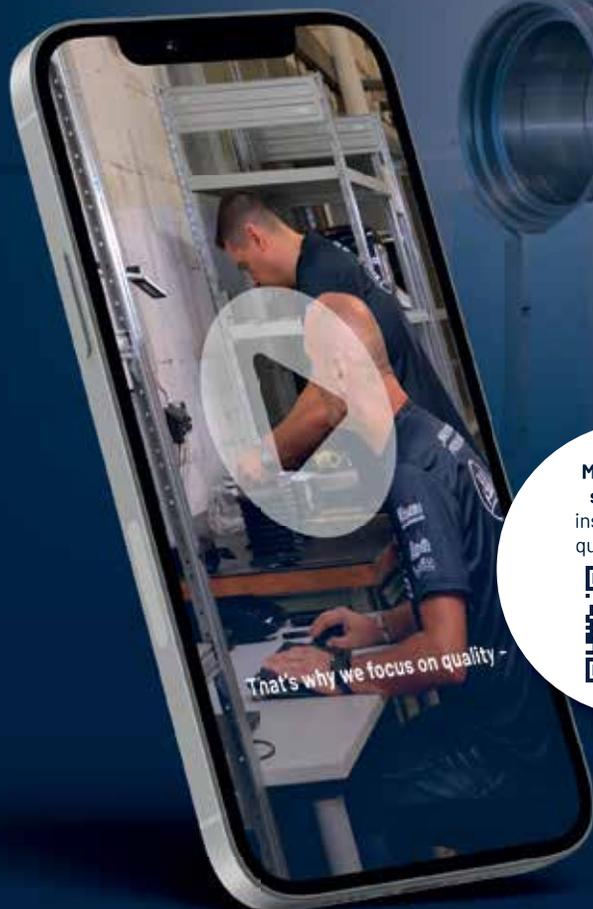
- 42 - SHIFT 2025 Strengthens ASEAN's Commitment to Safer Mobility
- 43 - News & Notes





# QUALITY THAT MOVES.

Thanks to people that live quality.



**More than just  
spare parts:**  
insights into our  
quality promise.



MADE TO MOVE YOU.



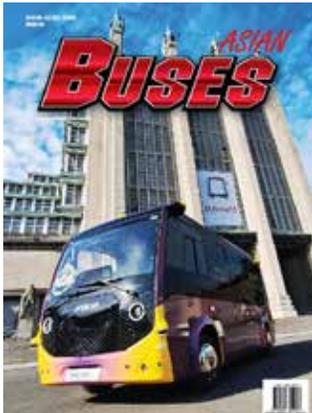
Available locally across Asia by our partner Gegroco

[www.gegroco.com.my](http://www.gegroco.com.my)

[www.pe.de](http://www.pe.de)

# The Drivers **ASIAN BUSES**

YOUR GUIDE TO  
ALL THINGS BUS



PDF versions are  
available for  
download at  
[www.asiantrucker.com](http://www.asiantrucker.com)

## EDITORIAL

**EDITOR** Stefan Pertz  
**WRITER** Farrah  
**GRAPHIC DESIGNER** Tony  
**PHOTOGRAPHER** Stefan Pertz  
Jacqueline Tan  
Tony

## ADVERTISING

Nicole Fong  
[Nicole@asiantrucker.com](mailto:Nicole@asiantrucker.com)

## SINGAPORE

Floyd Cowan  
[Floyd@asiantrucker.com](mailto:Floyd@asiantrucker.com)

## THAILAND

Songyot Kamontavikun  
[Songyot@asiantrucker.com](mailto:Songyot@asiantrucker.com)

## ASIAN TRUCKER DRIVERS CLUB

Sponsorship / Membership  
[info@asiantruckerclub.com.my](mailto:info@asiantruckerclub.com.my)

## CIRCULATION, CONTRIBUTIONS and SUBSCRIPTION

[info@asiantrucker.com](mailto:info@asiantrucker.com) WEBSITE and E-NEWSLETTER  
[www.asiantrucker.com](http://www.asiantrucker.com)

## PUBLISHED BY

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

## ARTICLES

Asian Trucker is a registered trademark of Asian Trucker Media Sdn. Bhd. All articles submitted for publication become the property of the publisher. The editor reserves the right to adjust any article to confirm with the magazine format.

Asian Trucker is a bi-monthly publication. The publisher will not be responsible for any copyright violation of articles that have been approved by contributing writers. The publisher accepts no responsibility for unsolicited manuscripts, illustrations or photography.

## PRINTED IN MALAYSIA

Percetakan Osacar Sdn Bhd (Co.Registration : 63461-W)  
202 Jalan KIP 6 Taman Perindustrian KIP 52200 Kuala Lumpur Malaysia.

Boost your business with a listing on our new website.  
Find businesses or sell your truck, upload your events or images to the gallery.  
Visit our new website [www.asiantrucker.com](http://www.asiantrucker.com) to put your company on speed.

# SETTING THE STANDARD.

With MAN's proven Euro V-specification  
MAN Bus and Coach chassis.



Scan here to follow MAN Malaysia  
on social media:

MAN Bus and Coach chassis now comes with fuel-efficient and low emission Euro V engine as standard and the latest Advanced Driver Assistant Systems (ADAS). Proven on Malaysian roads and supported by constantly progressing aftersales and network infrastructure, MAN Bus and Coach chassis sets exceptional standards of reliability, durability and operational up-time. It is the sustainable solution to revitalise your business. We are MAN. [www.man.com.my](http://www.man.com.my)

#MANMalaysia #SimplifyingBusiness #SimplyMyTruck





stefan@asianbuses.com

In this issue, we present the second market, Indonesia. Although I am made to understand that there are many similarities between the nations, the commercial vehicle market is vastly different. I look forward to being back in Jakarta mid-2026.

A brand that is closely linked to transportation is Michelin. During my visit to their factory in Thailand, I have been able to learn about their shift in the way they see themselves: no longer a tyre maker, but a provider of sophisticated compounds. Over the decades, their business model has significantly changed. They also had and continue to have a huge influence on how people travel by bus. On one hand, it is the ride comfort that their tyres provide. On the other it is the destinations they promote through their Michelin Guide. Now that they also rate hotels (and soon vineyards), their influence on the tourism industry could even be growing.

I am in particular intrigued by the changes that will be happening now that the electrification of transport is in full swing. Since this idea becomes more popular, a lot of improvements have been made. In our magazine we have written about the incremental changes that have been made and now we are seeing how alternative energies are also gaining attention as challengers. Maybe the last word on what could be the best possible way to propel buses has yet to be said? Personally, I would argue that even the good old Diesel engine will still be around for years to come as there are application and missions where batteries or Hydrogen won't work as well.

While I take stock of the year, I am looking forward to the Visit Malaysia Year 2026. With several trips already lined up, there will hopefully be a lot of opportunities to experience bus travel. I shall report and keep you updated on how things are progressing and what is the latest gadgetry for you to enhance your fleet.

Drive safe into the new year,

Stefan Pertz  
Editor, Asian Buses

## A Status Update

**W**e can't assess a bus by looking at it while it is in motion. And the same applies with the entire industry. This year, we have seen a lot happening, a lot of movement. The year-end is also a good time to take stock, the stop for a moment and to reflect on how the industry has moved forward, what has changed and how we have been impacted by these changes. This last issue of Asian Buses for 2025 serves as a snapshot of the many things that are going on in the industry.

I try not to comment on accidents, weighing in on the dynamics and the guilt. There are other media outlets that also let the public speculate and comment. Personally, my information about an accident is limited and thus, I try not to contribute to these discussions. It is easy to bash a bus driver, but do I really know what went down? Statistics will show that very few accidents are actually caused by commercial vehicle drivers. Words matter: the key word is "caused". Bus drivers being "involved" is a different matter. Again, I prefer not to speculate. However, while individual incidents are not a topic I would write about, I wanted to reflect on the state of the bus industry in Malaysia from a safety perspective. I devoted several pages to this topic.

Travelling the region, I also find it interesting how the idea of road transportation is interpreted differently in each country. For instance, the three-doored buses are really a unique approach in Singapore while a Jeepney is an icon in the Philippines. Deep diving into the industry, Asian Buses will present a series of country reports.



SMART & SAFE BUSES AND COACHES

# SMARTER SAFETY AT YOUR FINGERTIPS



Advanced  
Safety Features

**Seamless control with real-time awareness and advanced braking technology, helping you drive smarter, safer, and with greater confidence.**

Stay in control and drive with peace of mind with the all-new Smart & Safe Buses and Coaches, your fully customisable digital workspace designed for a safer, smarter journey. Emergency Braking Indication (EES), Advanced Emergency Braking (AEB), Electronic Stability Programme (ESP), Adaptive Cruise Control (ACC), Blind Spot Warning (BSW), Vulnerable Road User Collision Warning – front, side and rear (VRUCW-f, VRUCW-s and VRUCW-r) work together with a full suite of advanced safety and driver-assist features to provide extra layers of protection on every trip. Built to meet the latest safety and cybersecurity regulations, Smart & Safe Buses and Coaches keeps your fleet protected, efficient, and ready for the road ahead. We call this the Scania Street Smart revolution.

To find out more about Scania Smart & Safe Buses and Coaches and Scania Digital Services, call us at **+603 7845 1000**, email us at **[smyenquiries@scania.com](mailto:smyenquiries@scania.com)**, visit **[www.scania.com.my](http://www.scania.com.my)** or head to the nearest **Scania Malaysia Sales and Service Centre** to speak with our Solution Sales or Services Sales Executives.

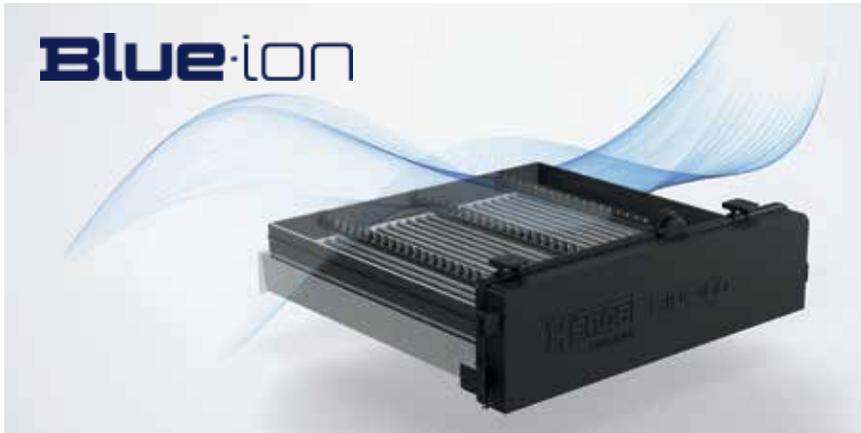


Scania (Malaysia) Sdn Bhd 20000101599 (518505-D), No.1 Jalan Tiang U8/93, Bukit Jelutong Industrial Park, 40150 Shah Alam, Selangor D.E. Malaysia

Scania pursues an active policy of product development and improvement. For this reason the company reserves the right to change specifications without prior notice. Furthermore, due to national and legal requirements, some accessories may not be available in local markets. For further information in these respects, please contact your local dealer or visit [www.scania.com.my](http://www.scania.com.my)

# SCANIA

# Blue.ion Generates Extra Clean Air for Extra Driving Comfort

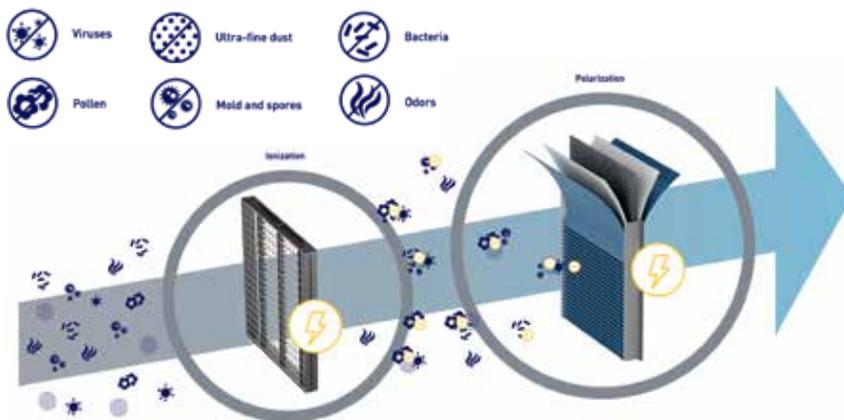


In Asia in particular, where high air humidity and consistently high temperatures mean strong airflow and rapid air movement are desired to keep cabins effectively cool, this advantage is especially relevant. Cabin filters are often removed entirely, as cool air is frequently preferred over filtered air. Blue.ion could help with both.

Stephan Kochmann and Dr. Lars Petersen played a decisive role in the development of the Blue.ion. Due to the growing requirements, large particulate air filters that can also filter out ultrafine dust are ever more in demand. At Hengst Filtration we recognize the potential to use electrification of filtration as an alternative technology,” Kochmann told Asian Trucker. The system is also being further developed in the field of HEPA separation. The lowest possible differential pressure will continue to be an important factor for achieving energy-efficient particle separation. The idea to use ionization and polarization in a cabin air filter stems from the daily work focused on making filtration as innovative and efficient as possible at Hengst. That is why Hengst has long been examining new technologies in the field of air filtration. In the course of development activities Kochmann and Petersen discovered that combining the two technologies of ionization and polarization offers decisive added value. Blue.ion very special as there does not seem to be any other energy-efficient approach on the market that offers comparable filtration performance in such a compact design. High filtration performance usually requires higher energy requirements in the form of additional differential pressure; the Blue.ion requires only a fraction of this energy. “The Blue.ion was developed with a focus on passenger cars, but can also easily be adapted for use in commercial vehicles, as well as agricultural and construction machinery. Currently we are also examining potentials for use of the Blue.ion beyond automotive applications,” Kochmann explained.

In one hour, the ventilation system in a vehicle draws 300 000 litres of air into the interior of the vehicle. This air may contain pollutants, allergens and odors from the immediate environment. Astonishing, but proven: The level of exposure to the vehicle’s occupants can be up to five times higher than that of passersby on the roadside. But the quality of the air in the cabin is extremely important for both health and driving safety. Fortunately, cabin air filters substantially reduce the pollution level, therefore contributing to a healthy and hygienic climate in the vehicle. The design of cabin air filters involves the conflicting goals of combining a compact design with the lowest possible flow resistance as well as filtration of the finest particles.

The new Blue.ion cabin air filter from Hengst can boast constantly high and also energy-efficient filtration performance, which is achieved by combining two technologies: ionization of particles in the air flow and polarisation of the filter medium. An ionizer provided directly upstream of the filter ensures that the particles are electrically charged. This improves separation of the particles in the filter, which is likewise charged. Even despite the ionisation, the charge decreases over the life of the filter, resulting in a performance drop with reduced particle separation. This is where polarisation comes into the picture. The use of an electrostatic field permanently maintains the charge in the filter medium. Altogether, the combined system ensures consistently high separation throughout the entire filter life.



**Ionization:** Charges particles for improved separation | **Polarisation:** Maintains the charge in the filter for consistently high separation  
Representation of a compact design, even a separation of ionisation and polarization can be implemented.

A key performance feature of this system is the high flow rate and the low differential pressure. This reduces the overall system’s energy demand while still delivering full filtration performance.





## Yutong Delivers 400 Electric Buses to Pakistan

*Injecting Green Momentum into Local Public Transport Accelerating Pakistan's Green Transition, Yutong Delivers 400 Electric Buses to Pakistan*

Recently, Yutong has successfully delivered 400 battery electric buses to Pakistan, including E12PRO and E9 models, which have progressively entered service across 19 cities in Punjab Province. This delivery sets a new record for the largest single order of new energy buses in the Pakistani market.

To meet the growing demand for transportation and promote the sustainable development of public transport, Pakistan is accelerating its green transformation strategy. The government has pledged to achieve a 30 percent transition to electric vehicles nationwide by 2030. As part of this effort, Punjab Province is prioritizing the promotion of electric buses to improve public transport and purify the air.

With its leading technology and extensive experience in the new energy field, Yutong Bus has become a trusted new energy brand partner in Pakistan. The operation of these vehicles will also drive the 19 cities and districts of Punjab Province into a new stage of new energy transformation in public transport.

### Respecting the Market with Deep Customisation

Yutong has provided deeply customised product solutions tailored to Pakistan's specific operating conditions. Yutong has equipped the entire fleet with an industry-leading Nitrogen Protection System for the traction batteries, adapting to Pakistan's hot and arid summer climate. This technology eliminates the risk of cell fire, effectively ensuring the safety of bus operations.

Furthermore, the E12PRO model was customised with a dual middle door design to enhance passenger flow efficiency during peak hours and reduce boarding and alighting times. It also adopts a differentiated seating layout with separate front and rear sections to balance passenger capacity with local habits.

### Premier service for mutual success

For Yutong, the successful delivery of a large order is only the beginning while stable and reliable full life-cycle service is the key to earning long-term customer trust. In Pakistan, Yutong employs a direct service model, with a 56-member team of Chinese and local professionals. Supported by 8 service outlets nationwide and

a mobile team, Yutong has established an efficient service network with an average radius of 150 km, enabling rapid response to customer needs.

Yutong also places strong emphasis on empowering local talent. As of August this year, Yutong had conducted over 80 service training sessions in Pakistan, covering more than 1 000 participants and equipping them with advanced driving and maintenance skills.

### Seventeen Years of Deep Commitment for Shared Prosperity

Since entering the market in 2008, Yutong has steadily built its presence by providing reliable products and services to its partners.

The deployment of these 400 electric buses is expected to create over 1,500 direct and indirect jobs in fields such as driving, maintenance, and vehicle cleaning, further promoting local economic and social development.

Looking ahead, Yutong says it will continue to join hands with partners in Pakistan for a greener and more prosperous future. 





# Rapid KL And The Future Of Urban Bus Mobility In The Klang Valley

**R**apid KL stands at the centre of urban mobility in the Klang Valley. As the region grows denser and more complex, public transport carries not only people, but the rhythm of daily life. Through a wide-reaching bus network, steadily improving rail performance, and a clear commitment to technology and sustainability, Rapid KL continues to shape how the Klang Valley moves.

## A Backbone for the Klang Valley

Rapid KL's contribution rests on the strength of its integrated rail and bus operations. Together, these services form the backbone of public transport for millions of residents, workers, and visitors.

Rapid Rail remains a cornerstone of this system. Operating five urban rail lines, Ampang and Sri Petaling, Kelana Jaya, KL Monorail, Kajang, and Putrajaya, Rapid Rail delivers consistent and dependable service across the Klang Valley. Performance indicators reflect sustained improvement. As of August 2025, the network recorded a Mean Kilometre Between Failure, or MKBF, a standard measure of rail reliability showing the average distance travelled before a service disruption, of 0.55 million kilometres with only 24 disruptions. This marks clear progress from 2024, when MKBF stood at 0.33 million kilometres with 71 disruptions, and from 2023, which recorded 0.16 million kilometres and 118 disruptions.

Passenger confidence has followed operational reliability. Since May 2025, average weekday ridership has exceeded one million passengers, a milestone that signals renewed trust in rail as a daily mode of transport.

On the road, Rapid Bus plays an equally vital role. Bus services extend the reach of rail, linking neighbourhoods, employment centres, and transport hubs across the Klang Valley. They support both longer inter-district journeys and the shorter local trips that define everyday mobility.

To strengthen this role, Rapid Bus is undergoing a structured fleet renewal and expansion. Under the Bus Replacement Programme, 310 new diesel buses are scheduled for delivery from July 2025, with completion expected by February



2026. This renewal is designed to improve reliability, comfort, and service frequency while maintaining operational resilience during the transition to cleaner technologies.

Alongside conventional fleet renewal, Rapid KL is advancing bus electrification. A total of 250 electric buses is planned to enter service, beginning with 150 units under Phase 1 between April and August 2026. Phase 2 will follow with 100 additional electric buses from January to March 2027. This phased approach balances environmental goals with operational readiness, infrastructure development, and workforce adaptation.

“Our investments in fleet renewal, digital platforms, and low-emission technologies reflect a long-term commitment. Sustainability, reliability, and accessibility must advance together if public transport is to remain relevant for future generations,” Rapid KL told Asian Buses.

Completing the bus ecosystem is the Rapid On-Demand service. Designed to address first and last mile challenges, Rapid On-Demand serves areas where fixed-route buses are less effective, including narrow roads, low-demand zones, and residential neighbourhoods with limited access. At present, the service operates across 80 zones in the Klang Valley using 237 vans, and 13 zones in Penang with 50 vans. Expansion remains demand-driven, guided by community needs rather than rigid network assumptions.

Beyond vehicles, Rapid KL continues to invest in dedicated bus lanes and upgrades to bus infrastructure. These measures improve journey time consistency, reduce exposure to traffic congestion, and enhance passenger comfort, reinforcing the bus as a reliable choice rather than a fallback option.

### Technology as a Daily Companion

Digital tools increasingly shape how passengers experience public transport. Rapid KL has responded with targeted technological investments focused on simplicity, access, and real-time information.

The MyRapid PULSE app functions as a central journey planning platform. It provides real-time service updates, route information, and integrated planning across transport modes. By reducing uncertainty and improving visibility of services, the app supports more confident travel decisions, particularly for multi-leg journeys.

Fare products have also evolved. The My50 unlimited travel pass has been fully digitalised in collaboration with Touch ‘n Go. Commuters now purchase and renew passes through an app, removing the need for physical counters or fixed operating hours. This shift reflects a broader move towards frictionless access, where public transport adapts to modern commuting patterns rather than constraining them.

Together, these digital initiatives improve operational efficiency while placing the passenger experience at the centre of system design.

### A Measured Commitment to Sustainability

Sustainability forms a central pillar of Rapid KL’s long-term strategy, aligned with national environmental objectives and urban climate responsibilities.

Bus electrification represents a significant step towards reducing operational emissions. The introduction of electric buses from 2026 will lower tailpipe emissions across high-density corridors, contributing to improved urban air quality and reduced carbon output.

Energy generation is also part of the equation. Since October 2024, solar photovoltaic installations at seven Sunway BRT stations have avoided close to 200 tonnes of carbon emissions. This programme is set to expand to 47 sites, including depots, stations, and transport hubs, embedding renewable energy directly into transport infrastructure.

At an operational level, continuous energy audits and efficiency measures are being rolled out across facilities. These efforts focus on reducing consumption without compromising service delivery, reinforcing the principle that sustainability and reliability must advance together.

### Looking Ahead

Rapid KL’s future plans extend beyond the Klang Valley while reinforcing its role as a national mobility partner.

The Johor Bahru–Singapore Rapid Transit System Link represents a major step in cross-border connectivity. Covering four kilometres, the service is designed to carry up to 10 000 passengers per hour per direction, with an expected daily ridership of 40 000 upon opening. By offering a reliable rail alternative to road-based border crossings, the RTS Link will ease congestion at checkpoints and support daily commuters, cross-border workers, and travellers.

Within the Klang Valley, the Shah Alam Line will reshape suburban rail access. Connecting Bandar Utama to Johan Setia in Klang, the line will serve 20 stations across rapidly developing and high-density townships. With projected daily ridership of 67 000 daily ridership, it will shorten journey times, reduce road congestion, and provide direct access to central business districts for communities in Shah Alam, Klang, and Petaling Jaya.

### Rapid KL Perspectives

Together, these projects reflect a clear direction. Public transport is positioned not only as infrastructure, but as an enabler of economic opportunity, social inclusion, and sustainable urban growth. Through steady investment, measured innovation, and operational discipline, Rapid KL continues to move the Klang Valley forward, one journey at a time.

“Our responsibility goes beyond moving passengers from point to point. We are building a public transport system that people trust every day, one that supports economic activity, improves quality of life, and grows alongside the Klang Valley,” said Rapid KL. 





# 100 Electric Buses for South Africa

*MAN Truck & Bus receives largest eBus order outside Europe*

A milestone for sustainable mobility worldwide: MAN Truck & Bus signed a contract with South Africa's Paruk Group for the delivery of 100 fully electric city buses. This is MAN's largest eBus order outside Europe to date – and a strong signal of the growing importance of international markets.

"This order is an important step on our journey to make urban transport around the world even cleaner, quieter, and safer. At the same time, it demonstrates the strategic importance of our international chassis business," says Barbaros Oktay, Head of Bus at MAN Truck & Bus, adding: "We are delighted to be setting new standards for electric mobility on the African continent together with the Paruk Group."

The Lion's Explorer E vehicles ordered are based on the Lion's Chassis E, which was developed specifically for international markets. Unlike in Europe, where MAN produces and sells complete buses, the focus in the global market is on chassis that are completed in the respective countries by certified body manufacturers. With the Lion's Explorer E, MAN is producing both the chassis and the body in South Africa.

## Production of the eBuses will be carried out locally

All 100 vehicles will be manufactured entirely on site: the chassis at the MAN plant in Pinetown and the bodies at the Olifantsfontein plant. With local production, MAN is strengthening industrial value creation in the region and contributing to the development of green bus production there. The Lion's Explorer E, with a length of 12 metres, is designed as a high-floor vehicle with steps for entry. The four battery packs, each with a capacity of 80 kWh, are located between the axles under the floor. Delivery of the fleet will begin in 2026 and will be completed by the end of 2027.

"We operate one of the largest MAN bus fleets globally – a testament to over 30 years of trust, partnership, and shared vision. Our move from diesel to electric isn't just a technological shift but a promise to our continued focus on sustainable transport solutions in the region. It is a bold step – but with MAN at our side, it feels like a natural evolution," says Mohamed Paruk, owner of the Paruk Group, which operates primarily in South Africa. The company's fleet comprises around 2 000 buses, of which around 1 500 are MAN vehicles.

"We are proud to not only bring the first MAN eBuses on the African roads, but to be the first manufacturer, across both passenger and commercial vehicles, in the South African automotive industry to localise the production of an electric vehicle," says Jan Aichinger, Managing Director of MAN Truck & Bus South Africa.

## First MAN eBus delivered in Africa in 2023

MAN delivered the first fully electric bus for the African market in Cape Town in 2023. The Lion's Explorer E was adapted to local requirements and also manufactured locally. "Thanks to manufacturing in South Africa, we can ensure that the eBuses perfectly meet the needs of transport companies and can also be integrated into existing processes in the best possible way," says Oktay. "With the major order that has now been signed, we are convinced that electric mobility in South Africa will gain significant momentum."

MAN Truck & Bus is the market leader in the bus business in South Africa. The goal is to achieve this position in the electric bus market as well. "We are doing everything we can to ensure that the new eBus is as well received in South Africa as our Lion's City E is in Europe, with around 3 000 units already delivered," says Oktay. 🇷🇵





## Gopi Travel Tours Becomes First in Malaysia to Operate Scania's Smart and Safe Next-Gen Coach

*The operator is the first in Malaysia to operate a Scania smart and safe coach with next generation connectivity and safety.*

On 9 December, Scania Malaysia handed over the first Scania Smart and Safe coach to Gopi Travel Tours Sdn Bhd, featuring next-generation connected driving experience and the latest in safety technology to empower both drivers and fleet managers.

Datuk Gopinathan, Managing Director of Gopi Travel Tours Sdn Bhd, received the key to the coach from Johan Clason, Presales & Logistics Director of Scania Southeast Asia.

"With the Scania Smart and Safe coach, we can achieve seamless integration of touchpoints within the Scania Digital Ecosystem, providing valuable insights to both our drivers and fleet managers. These insights help increase uptime through the latest digital interface that enables fast and remote diagnostics," stated Datuk Gopi.

Alongside this seamless integration, the new high-performance computing platform, a faster 4G and 5G-ready telematics unit, and sensor platforms enable comprehensive vehicle data collection. This data is transformed into tailored insights and services that help optimise uptime, boost profitability, and support a data-driven approach to fleet management.

"Scania's suite of Digital Services plays a vital role in helping customers enhance their business sustainability and profitability. With the Scania Smart and Safe coach, Gopi Travel Tours gain access to vital data from their vehicle through the Fleet Management System Monitoring Package.

### This includes

fuel consumption, vehicle usage, and carbon emissions which can be monitored via the My Scania portal. This information allows Gopi Travel Tours to identify opportunities for vehicle usage improvements. Their drivers can also gain access to the My Scania ecosystem through the Scania Driver app, which digitalises routine



tasks such as performing pre-departure checks, reporting defects, and obtaining vital vehicle information, all at their fingertips," stated Nurulain Sulaiman, Sales Manager for Bus & Coach of Scania Southeast Asia.

Scania's Smart and Safe coaches continue to include standard safety features such as Lane Departure Warning (LDW), Electronic Braking System (EBS) with Anti-Lock Braking System (ABS), and Traction Control to keep both passengers and drivers safe on the road. Additionally, it is also designed to meet current and upcoming safety and cybersecurity regulations.

Together with Scania's Financial Services, Gopi Travel Tours Sdn Bhd can stay focused on what truly matters—driving their business growth and enhancing profitability. 🚀



## BharatBenz Launches New Heavy-duty Bus for Intercity Traffic

**D**aimler India Commercial Vehicles (“DICV”), a wholly owned subsidiary of Daimler Truck AG (“Daimler Truck”), introduces a new heavy-duty bus chassis to the BharatBenz brand portfolio for the Indian market. The BB1924 is designed specifically for India’s rapidly expanding intercity passenger transport segment. The new chassis with a Gross Vehicle Weight (GVW) of 19.5 tons for up to 51 passengers addresses the needs of India’s intercity bus operators regarding a high payload capacity, low operating costs and enhanced passenger comfort.

Extensive field trials with leading bus operators across routes like Mumbai-Pune, Delhi-Jaipur or Chennai-Bangalore have demonstrated a significant reduction in total cost of ownership (TCO) compared to existing options in the brand’s portfolio. The brand’s existing bus portfolio includes an intercity bus with a gross vehicle weight of 18.5 tons, two medium-duty buses, and minibuses for transporting schoolchildren or employees. The brand’s bus portfolio includes an intercity bus with a gross vehicle weight of 18.5 tons, two medium-duty buses, and compact buses for transporting schoolchildren or employees.

The comprehensive BharatBenz support ecosystem is key for operators’ success. Every BB1924 comes with 6-year (or 600 000 kilometers) powertrain warranty complemented by 24/7 roadside assistance across the country. DICV guarantees 95% parts availability within 24/48 hours through its robust localized supply chain, minimizing downtime and ensuring operational continuity.

Safety remains a defining pillar of the BharatBenz engineering philosophy. Equipped with advanced systems such as anti-lock braking system (ABS), electronic vehicle stability control and a CAN-based, ECU-controlled electromagnetic retarder with 5-stage control mechanism, the BB1924 ensures enhanced vehicle control and shorter braking distances even under demanding road conditions. The high-tensile steel chassis

provides superior structural integrity and crash protection, while factory-fitted Michelin radial tubeless tires offer improved traction and durability. In line with the brand’s holistic approach to safety, dedicated driver training programs and predictive maintenance solutions further strengthen the company’s commitment to safe, reliable, and efficient intercity transportation.

### About BharatBenz

Specifically developed for the Indian market, the BharatBenz brand has been part of the Daimler Truck commercial vehicle family since 2012. The BharatBenz brand is part of the Mercedes-Benz Trucks division led by Achim Puchert.

BharatBenz offers a range of ultra-modern trucks and buses in all weight categories from 10 to 55 tonnes. All vehicles are produced locally, with components and parts sourced from Indian suppliers. The BharatBenz models are tailored specifically to the subcontinent’s market and meet a wide range of requirements in the transport and construction sectors. BharatBenz trucks are produced at Daimler India Commercial Vehicles in Oragadam near Chennai, in a state-of-the-art manufacturing plant that covers 400 acres (160 hectares). The premises include a highly modern test track and are home to the company’s headquarters, R&D, and training operations.

BharatBenz offers a network of 398 dealer touchpoints throughout India, supported by a comprehensive service infrastructure and attractive 15 000-hour annual maintenance contracts to enhance operational reliability. The uptime center hub integrates cutting-edge diagnostic technology with specialized technical expertise to deliver predictive maintenance solutions. By leveraging data analytics and real-time vehicle monitoring, the center enables fleet operators to maintain optimal vehicle performance while reducing unexpected service interruptions. ■

# Events & Exhibitions

## Automotive Testing Expo Korea 2026

Date : 8 - 20 March 2026  
Venue : Korea International Exhibition Center (KINTEX), Seoul, South Korea

Contact : [www. https://www.testingexpo-korea.com/](https://www.testingexpo-korea.com/)  
Automotive Testing Expo Korea is a significant event in the field of automotive testing, quality assessment, and safety. This event takes place in Korea and attracts a large number of professionals and companies interested in the latest technologies in this area.

The exhibition offers a unique opportunity to explore modern solutions and services that enhance the quality, safety, and reliability of vehicles. Participants will be able to learn about the latest advancements in automotive testing, which can help them improve their products and services.

## Auto Maintenance and Repair Expo

Date : 13 - 15 April 2026  
Venue : Capital International Exhibition & Convention Center, Beijing  
Contact : <https://auto-maintenance.cn.messefrankfurt.com/beijing/en.html>

As an international procurement platform in Asia Pacific's automotive aftermarket, the 74th edition of the Auto Maintenance and Repair Expo (AMR) will return to Beijing from 13 to 15 April 2026. Over the decades, AMR has dedicated resources to advance the automotive aftermarket. By offering comprehensive services and keeping pace with industry development, it has gained broad recognition from participants.

Building on a strong foundation developed over the last 40 years, AMR 2026 will actively embrace technological innovations and empower companies in industry transformations moving towards a sustainable future. The show will present latest achievements in digital transformation, green development, smart transportation, and industry upgrades in the aftermarket, producing seamless experiences and business opportunities for exhibitors in an expanded exhibition space.



## Malaysia Commercial Vehicle Expo 2026 (MCVE)

Date : 14- 16 May 2026  
Venue : Malaysia International Exhibition & Convention Centre (MINES), Malaysia  
Contact : <https://www.mcve.com.my/#contact>

MCVE 2026, the Malaysia Commercial Vehicle Expo, will be held from 14–16 May 2026 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 over 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.

## Vehicle Dynamics Conference 2026

Date : 16 June 2026  
Venue : Chennai Trade Centre, Chennai, India  
Contact : <https://motoring-trends.com/event/vehicle-dynamics-conference-2026>

This is the 3rd edition of the Vehicle Dynamics Conference 2026 (VDC) with the theme of "Making Automobiles Safer, Comfortable and Sustainable".

We will be bringing together leading experts, engineers, researchers, and industry professionals to explore the latest innovations and challenges in vehicle dynamics. From cutting-edge suspension technologies and simulation tools to autonomous handling strategies and real-world testing insights, this is a unique opportunity to engage with the minds shaping the future of mobility.

Here's what to expect:

- Keynote addresses from industry leaders
- Technical sessions and research presentations
- Live demonstrations and product showcases at our Mini Exhibition
- Networking with professionals across OEMs, suppliers, and academia

## IAA Transportation 2026

Date : 15 – 20 September 2026  
Venue : Deutsche Messe AG, Hannover, Germany  
Contact : <https://www.iaa-transportation.com/en/exhibitors/useful-information/contact>

IAA TRANSPORTATION 2026, held 15–20 September 2026 at Messe Hannover, Germany, is a leading international trade fair for commercial vehicles, logistics, and transport technology. Organised by Germany's VDA, it showcases trucks, buses, vans, trailers, cargo bikes, and innovative mobility solutions, alongside software, telematics, and infrastructure. The event combines exhibitions, live demos, conferences, and startup innovation areas, focusing on sustainable, climate-neutral, and digitally connected transport. Attendees include manufacturers, suppliers, logistics operators, tech firms, and policymakers. It serves as a global hub for networking, partnerships, and shaping the future of mobility, highlighting electrification, automation, and smarter urban logistics.





# ZF Aftermarket Puts Uptime in Focus

Uptime refers to the time when vehicles, equipment, or personnel are operational and available for use. Maximising uptime requires the entire operating system to function efficiently, including mechanics, drivers, managers, vehicles, and machinery. Uptime also equates to income and profitability and is therefore one of the most important aspects in any fleet operation. Downtime due to malfunctions or maintenance should be minimised. This is crucial for maintaining productivity, controlling costs, and ensuring customer and employee satisfaction.

As a leading global supplier of commercial vehicles, ZF Aftermarket not only provides expertise and cutting-edge technology, but also high-quality customized service solutions to support our customers. Calling upon ZF Aftermarket, transport owns can benefit from their extensive product portfolio and services.

In creating an ecosystem, rather than just stand-alone options, ZF Aftermarket is able to provide customers with an extensive and comprehensive offering to enable uptime at the highest levels. A detailed look at the various components in this ecosystem will reveal where fleet owners will be able to gain an advantage.



## Ecosystem solutions drive business growth

"Maintenance first, comprehensive service, all-round coverage, and efficiency priority" is the foundation upon ZF Aftermarket offers comprehensive solutions for commercial vehicle customers. By providing comprehensive vehicle health checks and maintenance services for commercial vehicles, ZF Aftermarket aims to ensure vehicle safety, stability, low failure rate, and low accident rate, thereby increasing vehicle uptime. At the same time, ZF Aftermarket continuously provides energy-saving and cost-reducing products and solutions to ensure efficient and safe vehicle running



### Advanced Diagnostics and Predictive Maintenance

Regular inspection and maintenance are vital for commercial vehicles. ZF Aftermarket offers efficient and reliable services for vehicles and fleets.

By utilizing telematics and advanced diagnostics, potential failure risks can be predicted. This makes maintenance-based repair more feasible and reduces unexpected downtime.

### Expert Support and Services

ZF expert team provides professional support and services to ensure problems are resolved quickly and effectively, maximising uptime.

#### ZF [pro]Service

ZF [pro]Service is ZF's commercial vehicle service program, built on the concept of innovative services. It combines professional expertise with digitalisation to provide customized solutions for trucks, trailers, and buses.

#### ZF [pro]Academy

As a global automotive and industrial aftermarket supplier, ZF Aftermarket leverages extensive OEM experience and comprehensive technical knowledge to offer a wide range of training courses for service partners worldwide.

Depending on service levels and products, ZF Aftermarket offers multi-dimensional trainings, from basic product courses to advanced professional programs, as well as high-voltage and EV trainings, in order to fully supporting next generation mobility. In addition to standard courses, ZF Aftermarket also offers customized training upon request.

### High-Quality Products and Parts

ZF Aftermarket offers a comprehensive range of premium products and service solutions, ensuring repairs and maintenance are performed using reliable components to enhance the service life and reliability of vehicles and equipment. ZF Aftermarket provides OE-quality powertrain, chassis, steering, and braking products for trucks, trailers, and buses.

Their leading service solutions provide enterprises, fleets, and end users with comprehensive solutions encompassing vehicle performance, driving safety, and intelligent operations. Whether it's a internal combustion engine-powered (ICE) or electric vehicle, ZF Aftermarket can provide corresponding transmissions and fluids, chassis suspension and steering components, braking systems and



air management solutions. We also have service capabilities in the fields of ZF CeTrax, ZF AxTrax, telematics modules and ADAS.

### Service Network

A nationwide service network with strong professional capabilities, supported by localised service teams in local communities or regions, ensuring comprehensive and efficient service.

The leading solutions of ZF Aftermarket optimize fleet operations, support fleets to comply with regulations and improve safety, efficiency, as well as operational transparency in the commercial vehicle sector.

Within this context, ZF Aftermarket reminds end users that the buying non-genuine products bears risks. Non-genuine parts may not meet the same standards as original equipment. They may be made from inferior materials or lack the precision required. Using genuine products helps minimise downtime and maximise uptime.

There could also be compatibility issues: Non-genuine parts might not fit perfectly. This can cause malfunctioning systems or damage. Fleet owners should also be concerned about safety: Inferior clutches, for example, can lead to clutch slippage and loss of control during driving. Installing non-genuine parts can void warranty coverage. Meanwhile, these parts often wear out faster, leading to frequent replacements. Reduced reliability can lead to breakdowns, safety hazards and costly repairs.

ZF Aftermarket encourages fleet owners to match the high quality services offered through its network with genuine parts offered by the authorised dealers. 



## Volvo Buses Launches Euro V Emission Standard Bus Chassis in Malaysia



**V**olvo Buses Malaysia is proud to announce the availability of its new bus chassis, the B11R, engineered to meet the Euro V emission standard, an internationally recognised benchmark for environmental excellence. The newly developed chassis delivers outstanding performance in fuel efficiency, durability, and safety. Equipped with an advanced exhaust control system, it reduces emissions by up to 80 percent compared to previous Euro III and Euro IV standards.

The chassis incorporates state-of-the-art technology to optimise engine performance and lower maintenance costs. Released in Malaysia in early 2025, Volvo Buses Malaysia is fully prepared to meet market demand through robust production and efficient delivery capabilities.

The upgrade of the engine to Euro V emission standard is an important step for Volvo Buses as well as local operators. Marcus Mak, General Manager, Volvo Buses Malaysia, told Asian Buses that “With a history of over 40 years operating in the country, the launch of the Volvo B11R Euro 5 signifies our commitment to the country, the people and society at large. On behalf of my colleagues at Volvo,

I would like to thank you, Bernhard Ng and your team at Sin Hock Leong Coach Works Sdn. Bhd, for your outstanding support in producing this stunning bus. We congratulate Highway Star Travel Sdn Bhd for adding it to their fleet.”

In addition to the environmentally friendly engine technology, the Volvo B11R bus chassis is also brimming with safety features. Known for their uncompromising approach to designing the safest possible vehicles, Volvo Buses includes the most advanced safety features in this chassis. Drivers will be pleased to know that their job is made easier as the chassis comes with a suite of advanced safety features, the Driver Safety System, referred to as DSS.

Supplementing the suite of safety features the brand is known for, the DSS package includes several active safety systems. Features include Collision Warning with Emergency Brake (automatic braking if driver does not act), Forward Collision Warning, Cruise Control, Lane Change Support, and Lane Keeping Support. Together, these functions provide safety enhancements beyond current legal requirements.

According to Mak, this is a milestone that we are marking here today by offering the B11R in Euro V engine technology. One of the immediate benefits of the Euro V standard is the cut in NOx and PM emissions, which directly improves

air quality. It can exceed 90 percent NOx reductions. This matters as an immediate and measurable step working towards Malaysia's climate goals.

Volvo has long since established itself as the leader in road safety. Having pioneered life-saving devices such as the three point seat belt and lane change support, Volvo is actively pursuing to enhance safety for all participants in road traffic in Malaysia. Through innovative safety systems, Volvo aims to protect drivers, passengers and those moving around buses in traffic. Globally, Volvo will not compromise on safety, which in turn, is also linked to enhanced efficiency and profitability.

Providing an update during the event, YB Dato' Seri Jana Santhiran Muniayan, Secretary General for Ministry of Transport, elaborated on the directives and changes to the law the ministry is working on. Stating that road safety is now a top priority, there are several initiatives underway. Overall, the ministry is looking at speeding as one of root causes for many of the severe accidents. "In analysing what happens in an accident, we are seeing exactly what happened. For example, in some of the most recent cases, the camera footage we obtained shows that vehicles were speeding, excessively speeding. If it's a normal accident, it may be just a knock without injuries. So, what government is thinking now is to reduce the speed, at the same time, let's discipline the drivers."

The use of weigh in motion, in-cabin camera systems as well as the Speed Limiter Devices are set to contribute positively to the ambition of the ministry. However, he further said that the implementation of technology enhancing safety on the road needs to go hand-in-hand with stringent enforcement.



Commenting on the launch of the new B11R chassis was HE Niklas Wiberg, Swedish Ambassador to Malaysia, stating that "The bus chassis launched here today is not only more environmentally friendly one, but also a safer vehicle. Earlier this year, we launched Vision Zero in Malaysia 2025. Building on a long-standing partnership between the two countries in the areas of road safety, automotive, and transport sectors, Vision Zero represents a new milestone in the shared commitment to saving lives and transforming mobility systems." The Swedish Embassy recognises Volvo Buses as one of our partners in our ambition to contributing to the agreement in place between the Malaysian Institute of Road Safety Research and the Swedish National Road and Transport Research Institute.



#### In Focus: Sin Hock Leong Coach Works

Founded in 1968 in Ipoh, Perak, Sin Hock Leong Coach Works has grown from humble beginnings into one of Malaysia's most established bus builders. They began their journey in a small workshop crafting wooden bus bodies and over the decades; the company has since evolved in tandem with the industry's progress setting the foundation for a reputation as a trusted name in the bus building industry.

With more than half a century of experience, Sin Hock Leong Coach Works today stands as a proud Malaysian bus builder, renowned for our expertise in the design and manufacture of bus bodies. Working hand in hand with world-class chassis suppliers, such as Volvo, to produce buses of assured quality, reliability, and comfort their latest creation is based on the B11R chassis.

At Sin Hock Leong Coach Works, every bus is built with a focus on safety, durability, and passenger comfort. By leveraging decades of craftsmanship and modern production techniques, they continue to adapt to industry changes while upholding the highest standards of quality.

Looking ahead, Sin Hock Leong Coach Works is committed to embracing automation, sustainability, and the evolving demands of the transportation industry, thus positioning themselves to support the future of mobility in Malaysia, Singapore, and beyond.

Launching the B11R has been a proud moment for Mak, who said, "The B11R is poised to be a game changer. With its state-of-the-art technology, those opting for this chassis will very quickly find out that they have an asset on their hands that will enhance their bottom line. Passengers today recognise Volvo for safety, and they will surely be wanting to be travelling in the safest way possible." Mak also pointed out that the manufacture of a high-quality bus requires technical partners that are on top of their game. "Without competent and reliable coach builders, we would not be able to deliver on our promise to the market."

Volvo Buses Malaysia views the launch of the Euro 5 bus chassis as a pivotal step in elevating public transportation standards and advancing sustainable development in the industry. 



# Bus Perspective: The State of Road Safety in Malaysia

*Road safety remains a pivotal issue for our transport industry. Reflecting on where we stand today, we evaluate how safe our buses are.*

These days it appears as if we only ever hear about the bus industry when there has been a tragedy. The mainstream media is ever ready to report about accidents and incidents, issues that plaque the industry. Year after year, we hear that Malaysian roads rank among the deadliest in the world. It can be argued that there is no value in reporting about businesses that run without any problems, or people just getting from point A to point B. This year in particular, the bus industry has been in the limelight of the media as there have been some horrific accidents.

Bus accidents, especially those involving express buses, are a serious problem in Malaysia. Considering the speed and circumstances of the crash, they typically result in significant loss of life and property damage. It is a worrying trend that the number of crashes has been increasing yearly, with express buses accounting for 58 percent of all bus accidents from 2007 to 2009. The statistics have not changed much, with the recent road traffic accident statistics report showing that 4 560 buses were involved in road crashes in the year 2023, with at least 45 out of 104 (43 percent) bus cases related to express buses. This is particularly concerning because express buses are often full of passengers, putting many lives at risk in each incident.

In a Royal Malaysian Police (PDRM) report, it is stated that crashes involving motorcycles with passenger cars consisting of 43 real-world crashes obtained from in-depth crash investigation process from June 2016 till July



2017. Deaths involving motorcycles made up the majority in 2019 with 3 118 cases, followed by cars at 888 deaths. Meanwhile, pedestrians accounted for 266 deaths; lorries with 135 deaths, other vehicles with 108 deaths and bicycles with 107 deaths. As for 4WD vehicles, vans and buses, the data showed 82, 55 and 27 deaths respectively. It can be expected that

these statistics would be consistent with numbers in more recent years in terms of the distribution of the deaths.

### Root Causes

The vehicles on Malaysian roads are predominantly cars (64.2 percent), followed by small and heavy vehicles for carrying goods (20.8 percent), motorcycles (14.2 percent), and buses (0.8 percent). Though the percentage of buses on the road is the smallest, the catastrophic effects are huge whenever road crashes involving buses occur.

When we talk about road safety (or lack thereof) and fatalities on the road, we need to analyse what causes accidents. Recently, the Transport Ministry revealed that negligent and reckless driving caused 1 250 fatal accidents as of September this year, far exceeding the casualties caused by drunk driving (four) or defective traffic signals (four). These numbers aren't qualified as to what type of vehicles are concerned; however, a few things can be deduced: human behaviour could be seen as one of the main reasons for road fatalities. Further, even with the best technology available, it is still the driver that is the key to safe driving.

The Decade of Action for Road Safety 2021–2030 aims to cut road fatalities in half by 2030. An annual reduction of at least 7.4 percent is necessary to achieve this. The Asia-Pacific region is falling behind. Despite reaching a peak in road crash fatalities, the region is not on track to meet the 2030 goal. The average annual reduction in deaths between 2016 and 2021 was only 0.6%, far below the required rate.

### Infrastructure

Malaysia prides itself in having top tier infrastructure. It is one of the selling points for the country and this does include the road systems. While often compared to Germany's Autobahn, the Malaysian highways typically have a less favourable reputation. However, the data collected by the World Economic Forum may surprise us: Malaysia's latest value for "roads quality" from 2019 is 5.3 points. It is the exact same value that Germany has scored in that year. Either Malaysian roads are better than we think they are or the standard in Germany could have been perceived as higher than it is.

In a recent survey, Malaysia ranked as having the second-best roads in Southeast Asia, only bested by Singapore. However, at the same time, our roads have been classified as some of the deadliest. New road surfaces on the North-South highway drastically reduce noise, thus drivers may experience less fatigue. Fatigue has been identified as one of the main causes for the severe bus crashes. In cities, special areas at traffic lights are designed to motorbike riders to allow them to be distanced from other vehicles, thus giving them a safety buffer.



### Driver and General Safety Training

In the initial process, the introduction of the SHE COP in the transportation industry was voluntary, as there were no specific acts or regulations mandating its adoption; hence, it resulted in low implementation and adaptation by the industry. However, in 2010, the Department of Occupational Safety and Health (DOSH) took the initiative to revise the content and scope of the code and gazette it under sub-section 37(4) of the Occupational Safety and Health Act 1994 [26] so it could be implemented more effectively. With the assistance and cooperation of relevant government agencies, NGOs, and industry, DOSH has formulated a new code known as the Occupational Safety and Health Industry Code of Practice for Road Transport Activities 2010 (ICOP 2010).

Consequently, all industries related to road transport activities, including the bus industry, logistics, and transportation sectors, are obligated to comply with the ICOP 2010. Subsequently, in the year 2010, the Land Public Transport Commission (LPTC) was established, taking on the responsibility of managing public road transportation in the country. Some of LPTC's functions are to plan, set policies, enforce laws and regulations relating to operating licenses and safe operation. In 2013, LPTC introduced two Industrial Codes of Practice for bus operators and goods vehicles. Findings from crash investigations conducted by the Malaysian Institute of Road Safety Research revealed that driver management issues are significant factors contributing to bus-related crashes. Consequently, driver management is a key component of both the SHE COP and the ICOP 2010, as well as the SPAD ICOP 2013. Despite the evolution of the SHE COP, its primary aim remains to improve safety and health compliance among operators and to reduce the incidence of crashes and injuries involving commercial vehicles.



In addition to the Code of Practices previously mentioned, several voluntary initiatives have been introduced to complement existing regulations and enhance safety and health in bus operations (refer to Figure 4). For example, the Safety Star Grading Program (SSG) for bus operators was launched in 2012. This program evaluates bus operators' operations and performance based on five key components: Safety, Health, Comfort, and Safety Performance. Additionally, the introduction of the Road Safety Management System ISO 39001, along with its voluntary adoption, further supports the advancement of road traffic safety management.

One of the key arguments for the assessment under such schemes is that the ratings would be publicly available and thus, passengers could make an informed decision about their bus operator of choice. However, it is questionable if passengers would research about these schemes. Although logos emblazoned onto the bus may indicate that a bus meets the highest safety standards, passengers may not know about the finer details of what makes a bus safer than another one. Ultimately, the safety of a bus will be a hygiene factor: it is expected that the journey is a safe one.

**Vehicles and Tech**

Significant efforts by the vehicle manufacturers have been made to reduce stress and fatigue impacting the drivers. Modern buses will come equipped with Advanced Driver Assistance Systems (ADAS) and a host of features that allow drivers to concentrate on driving safely. This year, Malaysia has started enforcing the use of Speed Limiter Devices (SLD) and penalising bus captains for passengers not wearing seat belts.

Speed Limiter Devices have long since been fitted as standard items on modern chassis. The public may ask why the use of it now such a big deal for the industry is. The answer is manifold: older buses may need to be retrofit with the device. There are currently not enough certified installers in the country and stocks of the devices may not be sufficient either. Criticism voiced has been towards the abruptness of the implementation of this mandate rather than the fact that the use of it is now enforced. SLDs may also be tempered with. It is important that these devices are checked regularly in order to avoid abuse and malfunction.

The seatbelt has long since been the single most important safety feature in any motor vehicle. Since enforcement begun in July 2025, JPJ has issued over 1 400 summonses to bus drivers and passengers for seatbelt violations. It is noteworthy that the use of seat belts in rear-passenger seats of passenger cars was mandated in 2009. On a recent tour abroad, Asian Buses experienced the working of a seatbelt enforcement system: whenever a passenger would not be using the seatbelt, a (nasty) sound warns about this violation.

However, unaware of this feature, passengers on board ignored the warning sound; the driver could not intervene due to language barriers. Industry players have pointed out that the driver's role is similar to that of an airline captain, not a member of



the cabin crew. Further, any warning is meaningless if passengers do not know what it is about: education is needed. One may argue that there has been plenty of exposure on social media. The number of summonses issued though paint a different picture.

**The Need to Act**

For the year 2025, the Malaysian Institute of Road Safety Research (MIROS) found that more than 80 percent of the country's road accidents are due to driver behaviour. Contrary to the believe that these accidents could rather be traced to road conditions or the state of the vehicles. Malaysia's Minister of Works, Alexander Nanta Linggi presented these findings in August in an interview with publication Mingguan Malaysia.

"Based on Malaysian Institute of Road Safety Research (MIROS) findings, out of more than 500 000 accident cases,



there were 12 000 serious injuries and 6 000 deaths. Of these deaths, 4 000 of them involved motorcyclists. Only around 12-13 percent are due to road factors, including damage and weather. In contrast, more than 80 percent are due to driver behaviour,” he explained.

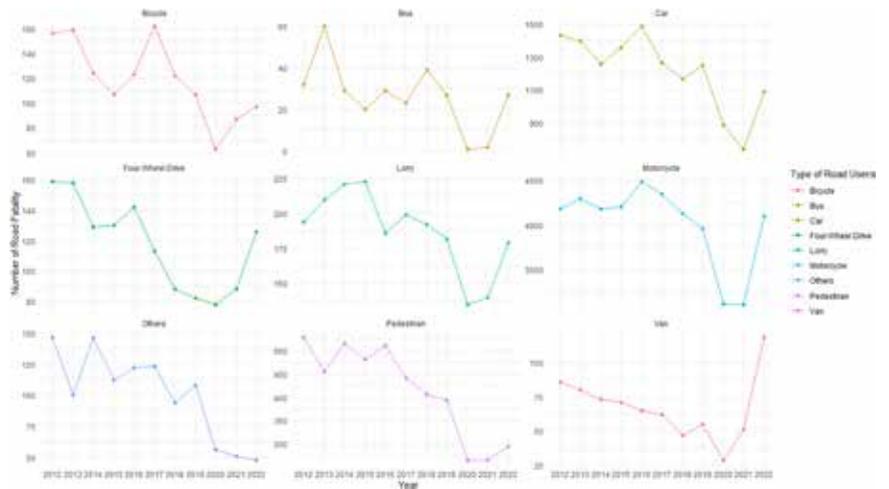
According to the minister, the public is most likely to blame Malaysia’s existing road conditions whenever accidents occur. Hence, Nanta is pushing for more awareness of bad driver habits, like distracted driving and disregarding speed limits.

“There needs to be more advocacy to drivers to ensure safety while driving, including not using mobile phones,” he said. The minister also mentioned the tragic school bus accident from last June which claimed the lives of at least 15 passengers, all students. Labelled as a national emergency, Malaysia’s Ministry of Transport (MoT) launched an investigation to discover the cause of the deadly collision.

“According to the official MoT report and the viral dashcam footage, the accident happened due to speeding. The speed limit in that area is 60 km/h, but the bus was travelling at 117 km/h, nearly double,” Nanta explained. He went on to say that despite the existence of damaged roads throughout Malaysia, MIROS’ findings point to human error and negligence as the primary cause of road accidents.

Though Nanta disclosed MIROS’ findings this week, the same conclusion was revealed by then-Road Transport Department (JPJ) director-general Zailani Hashim as early as 2022. According to Zailani, the remaining 20 per cent of road accident causes are “vehicles (technical, brakes and others) and outside factors such as the roads (condition, environment, weather and others).”

Zailani emphasised that the JPJ is doing its best to ensure safe roads for the country. “Various steps are taken to



avoid road accidents, including in the aspects of advocacy, literacy, provocation, notification and legislation. All these steps are taken to ensure that road users always follow the road regulations and laws that have been set,” he said.

### Is It Safe?

While accidents involving buses are the smallest by number, they are generally the most severe and deadly, given the physics and factors like geography, weather and road conditions.

Reflecting on personal experience and analysing the assets used in providing road transportation, one will notice that the hardware remains important, however, it is the human factor that is a determinant of the level of road safety we can achieve. It is argued it is the drivers that have the single most significant impact on the bottom line of any bus operation. Enabling these drivers to become safe drivers though is a task for the fleet owner and operator. The example of the oil and gas industry shows how stringent rules and regulations, paired with, e.g. defensive driver training, skills enhancements can create a safe environment on the roads. 🚚



#### Content and Information sourced from:

The Star  
Saraniet al. | Construction | Volume5, Issue2(2025)  
Accident Analysis & Prevention, Volume 45, Supplement, March 2012, Pages 45-49  
S S R Shariff et al 2022 IOP Conf. Ser.: Earth Environ. Sci. 1022 012021  
Australasian Fleet Management Association (AfMA)  
World of Buzz theglobaleconomy.com

Free Malaysia Today  
Paul Tan  
Kurnia Insurance  
Road crash dynamics in Malaysia: Analysis of trends and patterns, Heliyon, Volume 10, Issue 18, 2024  
AutoBuzz  
Asian Transport Observatory



# How Sin Hock Leong Coach Works Stays Ahead

*The bus industry has seen tremendous changes through the decades. This bus builder has managed to stay relevant, thanks to their approach to business.*

One of Malaysia's oldest (if not the oldest) coach and bus builders, Sin Hock Leong Coach Works Sdn Bhd, lets us in on how they manage to continuously re-invent themselves. Speaking to Asian Buses was Bernard Ng, Executive Director of Sin Hock Leong Coach Works Sdn Bhd (SHL).

## Origin Story

Although the documented history of the brand dates back to 1968, the founders were active in the industry before that. What used to be Sin Hong Leong Coach Works was the proving ground for the brand, prior to the incorporation 57 years ago. It started with Mr Ng Boon Lan, Ng's grandfather. Having passed on the baton to his son, current Managing Director, Mr Nelson continuously grew the brand. Today, Ng is the Executive Director, who is now looking at a history of the brand spanning three generations in a bid to further expand and modernise the brand and operation. "This is why I can say that we are the experts, and we are one of the pioneers in the bus building industry in Malaysia," Ng proudly said.

Since the days of wooden bodies, the vehicle produced by Sin Hock Leong Coach Works (SHL) have since become intricate designs using galvanised

metal and aluminium in the bodies. The repeated transformation of the business is not just evident in the way buses are built, but also in how the business is defined. Today, SHL produces around 170 vehicles per annum.

## Three Pillars

To be competitive in the market, SHL has anchored their business on three key pillars. Number one is quality, number two client comfort and lastly always advanced in every step. "Essentially, this forms our Mission 2026," Ng summarised.

Ng explains, by having collaborated workshops across the country is able to quickly fix any problem that may be or become safety critical. Wanting to exceed expectations, SHL aims to

always include safety systems that go beyond the requirements imposed by the government.

***Both, safety and comfort, are the direct result of the product's design.***

This approach is paying dividends as overseas brands have since become aware of the bus builder in Ipoh. "SHL does not want to position ourselves as merely a very traditional, very conventional kind of bus builder, but we aim to integrate new technologies in our business to drive our business forward." Nova, a fleet management system, integrated into most of the upcoming SHL exclusive buses starting 2026.

"Nova system is another move to position ourselves not merely a very traditional, very conventional kind of bus builder, but we want to input with the factor of technology into all other buses to improve our operators' needs in terms of operation data, management of drivers, we call it the operator management system," Ng explained.

### **Handing Over Duties**

Although the business has grown significantly in size, Ng still thinks of it as a family business. Taking over the reins of the company, he is tapping into the wealth of experience his father has accumulated in five decades. "He has helped me a lot, I got to give him credit to that. I might not be able to learn the skill from other companies", Ng said. He quipped that in other companies he would have been denied gaining all these insights. "As my father, my mentor, the managing director, the leader of the family, personally and in the company, he has done a really good job in guiding me to what I am right now."

Being the foundation of the company, at age 71, he is still very involved in all the operations, and he's very involved in the technical side. All of SHL's engineer drawings have stand up to his scrutiny and without his signature, there's no green light at all. Ng himself has been with SHL since 2012 and it has been a journey of learning and discovery.

### **Selecting Supportive Partners**

SHL is venturing outside the nation's borders. Since 2023, Volvo Singapore has been a partner, which has allowed SHL to penetrate the market to the south. Ng elaborated by saying that "This has been a truly exciting partnership. Volvo applies the highest standards with many quality gates. Yet, they are amazingly easy to work with." He opined that this is a testament that their approach is working, if you can break into that market, with such a demanding partner.

The position of the company has always been as wanting to move ahead and to help the client. "And if our other counterparts, like Volvo, our suppliers, our stakeholders, also view us the same, we are very happy with that. And we are very open with discussion, in a sense that automotive line, or specifically in bus building, I see that it's a very huge knowledge."

SHL has the skills, the knowledge in bus bodybuilding, but also needs to work with the chief supplier. Currently, their main chassis supplier are European



brands as well as selected Chinese ones. Beyond that, the selection of other component suppliers is crucial for the success of a coach and bus builder: finding the right vendors of air conditioning, entertainments systems, seats and door assemblies is vital. Maintaining good relationships with them even more. Ng said that, “Coach and bus builders do not have the capacity to do everything in-house. We only choose to work with the best in their segment, to build the best for our clients.”

**Staff is the Key**

Hardware is only one aspect of building buses. As the term building suggests, there is still a lot of work done by hand. In fact, building coaches and buses requires a lot of skills; skills that need to be honed over many years. Ng is very happy that the production is still overseen by Mr Nelson, who has some 50 years of experience in the business. Knowing the products, processes and tools inside-out, he is still very much hands-on, assisting whenever there is a need.

What makes the SHL brand a strong one is the design team as well as the assemblers. Proudly standing as a company that did not let go of workers during the COVID-19 pandemic, the brand has emerged stronger. In Ng’s words, the foresight was in the ability to see the end of the tunnel coming with the need to be able to deploy a skilled workforce. “The question was not if, but when the COVID-19 pandemic would end; we took measures to ensure that we could keep the team on board as we understand that re-hiring and re-training would have been a much worse option.”

In SHL’s view, the biggest change in the industry is however the need to have a team. What once could have been accomplished by just the business owner, now requires specialists and a qualified workforce. The production has since evolved from being a simple hall where up to ten buses would be stationed at any one time to be completed. In particular quality control and safety issues have become specialist functions that are highly important. In Ng’s personal

view, safety is taken much more serious in Malaysia than in some other neighbouring countries. “I applaud our government to continually aim to take production and roads transport to higher levels of safety.”

**Extreme Competition**

The evolution of the demand has brought with it a change, a parallel evolution of the coach and bus building industry. According to Ng, with it also comes a need to address capital requirements differently. The ability to foresee changes in the market has been the hallmark of SHL, which has used their experience to constantly update itself and thus remain not only competitive, but a top tier supplier to transport owners.

What Ng and his colleagues have observed is that industry cycles naturally move from many players to fewer through consolidation, a trend seen across sectors. To remain competitive in a consolidating market, companies must grow market share, achieve economies of scale and improve cost efficiency for customers. However, not all industry peers are willing or able to reinvest capital, which limits their ability to compete. Another major factor is succession: after nearly 60 years in the business, he notes that many of their peers lack a second generation to take over. This often results in a discontinuation of the business.

The combination of consolidation, insufficient reinvestment and the absence of succession planning explains why the number of players in the bus building industry has been shrinking to not more than 20 active companies in the country. Sustaining competitiveness requires fresh ideas, new designs, strong teams and ongoing investment in manufacturing to deliver higher quality and greater cost efficiency. These three forces, i.e. consolidation, reinvestment needs and succession gaps, are shaping the industry today, and Ng believes these trends will intensify in the future.



Competition can also be found outside the bus building industry with budget airlines and railways encroaching on the market. However, Ng sees this as an opportunity to prove that buses have several advantages over these means of transport. “And ultimately, if we look at how the transport ecosystem works, we still need to get people to the train and plane first.”

### **Design Philosophies**

One of the identifying marks of a SHL bus is the headlight assembly. Ng uses this as an example of how the company goes about designing a bus. “We know that the driver needs to have a well illuminated field in front of his bus. Hence, the light assembly is not just some gimmicky feature, but it serves a crucial aspect. And this is why there are no spotlights in our buses for instance.” SHL has been adding 360-degree cameras as standard into their vehicles since 2020 in a bid to reduce driver fatigue. Putting the customer first means that the operator will get the best technical solution possible, making it easy and cost-effective to operate the vehicle. And if passengers feel comfortable, they are less taxing on the driver or crew on board. “This is what we mean by putting the customer first,” Ng said.

### **Use the Difficulty**

SHL has often taken the difficulty as an opportunity to grow. Being it the Movement Control Order (MCO) or the recent mandating of seat belts to be worn on buses with both, driver and passenger being held responsible for the correct use, SHL tries to see a use. Although Ng opined that the seat belt mandate may have been announced and implemented a little bit too hastily, there are ways to turn this around. “Fundamentally, one needs to allow for time for people to adjust.” SHL has taken this new rule as a way to position themselves again at the forefront, at the cutting edge of development: together with Funtoro, they developed a system that will give audio warnings and instructions to the passengers. The insight again lies in the approach to put the customer first: the bus driver is a driver, not an attendant. By using an automated system, the driver has at his disposal a means to be compliant while not having to be trained in public relations.

### **Have a Seat**

It is the comfort, sitting in the bus seat for hours, that will most likely be the deciding factor if passengers like a bus service or not. Having had another Eureka moment, SHL has turned their lobby into a showroom for bus seats. On display, several seats from various manufacturers, invite the prospective owner of a new bus to experience what their customers will experience. This, as Ng told us, has been a very successful approach in helping customers to pick one of the most important components on a bus.

SHL is looking ahead and not standing still, in view of decades of success, the brand is getting itself ready for the next evolution in road transportation. “I hope that I can combine the hands-on knowledge passed down to me with the use of new technology to continue the legacy we have started to create in the 1960s. This is a heavy burden, but I would say that I have also a strong team behind me that I can fall back upon when I need to.” 





# Michelin Ignites the Future of Mobility



The event is opened by Manuel Fafian, President and Managing Director of Michelin Asia Pacific, highlighted Michelin’s journey from tire innovation to becoming a world-leading manufacturer of life-changing composites and experiences. “Our ambition goes beyond performance,” he shared. “We are building a future where every product, every solution, and every experience contributes to a better way forward—for people, for profit, and for the planet. Today’s Media Day is a showcase on how we are bringing this future to life.”

## A Vision Rooted in Innovation

From its pioneering role in the 1899 electric land-speed record, to its current leadership in sustainable tire technologies, Michelin continues to push boundaries. The keynote sessions and workshops showcase Michelin’s transformation into a composite solutions powerhouse, with applications spanning mobility, healthcare, aerospace, and low-carbon energy.

Cyrille Roget, Michelin’s Technical and Scientific Communication Director, presented the group’s latest advancements in sustainable tire design, emphasizing the importance of life cycle assessment, bio-sourced materials, and rolling resistance optimisation. He emphasised that over 80 percent of a tire’s environmental footprint occurs during usage, underscoring the need for holistic design and responsible manufacturing.

It is in the discussion about how Michelin is innovation-lead that the notion of being a composite provider emerges as the guiding strategy. With a tyre requiring no less than 200 different materials to be merged into 20 major components, each of the ingredients need to be highly specific and working in tandem with the others. Factors like rolling resistance, heat dissipation and recyclability affect the design of tyres.

With the rapid development of new energy vehicles and a proliferation of new vehicle launches generally, Michelin needs to keep up with the market: Michelin aims to industrialise 50 new tyre sizes within the next 2.5 years. Of particular interest is the approach that Michelin has taken to address the challenges of electric drivetrains. Said to be more strenuous on tyres, EVs have been said to require a new breed of tyres. Michelin responded by designing tyres in a way that they will be suitable to any kind of drive train technology, The same tyre used for conventional vehicles can be used on battery electric ones. This way, there won’t need to be a separate development for new energy vehicles.

**D**uring their Asia Pacific Media Day 2025, Michelin unveiled bold innovations, strategic partnerships, and a vision for a sustainable tomorrow.

Michelin, world-leading manufacturer of life-changing composites and experiences, proudly hosts the Michelin Asia Pacific Media Day 2025 at its Nongkhae site in Saraburi, Thailand, under the theme “Michelin Beyond Performance.” This annual event brings together regional media, industry partners, and Michelin executives to explore how the company is redefining performance through innovation, sustainability, and human-centric progress.

### Driving Sustainability Together: Michelin & Partners in Action

A key highlight of the event is the panel discussion featuring Michelin's strategic partners: DHL, Mon Transport and SweetVarnVarn, industry KOL. The session explores how collaboration across industries is accelerating sustainability in logistics, manufacturing, and mobility, with joint initiatives to scale sustainable logistics and measure impact through shared KPIs and environmental goals in emerging markets. The discussion emphasizes the importance of shared values, innovation, and long-term vision in overcoming challenges and driving measurable impact.

### Inside Michelin Manufacturing: A Tour of Innovation in Motion

Participants are invited to explore two of Michelin's key production stations at the Nongkhae site: Aircraft Tyres and Truck & Bus Tyres, offering a behind-the-scenes look at how Michelin's commitment to innovation and sustainability comes to life on the factory floor. These special experiences showcase the cutting-edge technology and precision engineering that power Michelin's products—where performance meets purpose.

### The Lab Test vs Reality

Tyres are among the biggest cost-contributors in any transport operation. Therefore, performance, i.e. mileage achieved is one of the key decision-making criteria. It was learned that there are hundreds of millions of dollars needlessly wasted on tyres annually. During the event, Michelin addressed this by way of comparing tests with real live applications. In a discussion on Michelin's tyre research, the complexity of replicating real-world conditions in laboratory testing was highlighted. While lab tests are essential for consistency and control, they often fail to fully capture the realities of road use. For instance, when simulating tyre abrasion, the test surface typically uses sandpaper to represent the road. However, in real life, factors such as road dust and debris interact with slightly melted rubber to form wear particles, a process not accurately reproduced in the lab. To mimic this, engineers must inject specific powders or "dust," but even then, results vary widely depending on the surface type and rate of application.

This challenge means that while laboratory drum tests are valuable, they currently cannot perfectly correlate with actual on-road results. Michelin continues to refine these tests but prioritises real-life convoy testing to ensure its tyres perform reliably under real conditions.

Another issue Michelin identified is how tyres are used in the market. Around half of all tyres are replaced before reaching the legal tread depth, largely because drivers and dealers lack confidence in worn-tyre performance, especially on wet roads. Historically, tyre regulations only measured performance when tyres were new. Michelin began studying worn-tyre safety in the early 2010s and found significant performance differences as tyres aged.

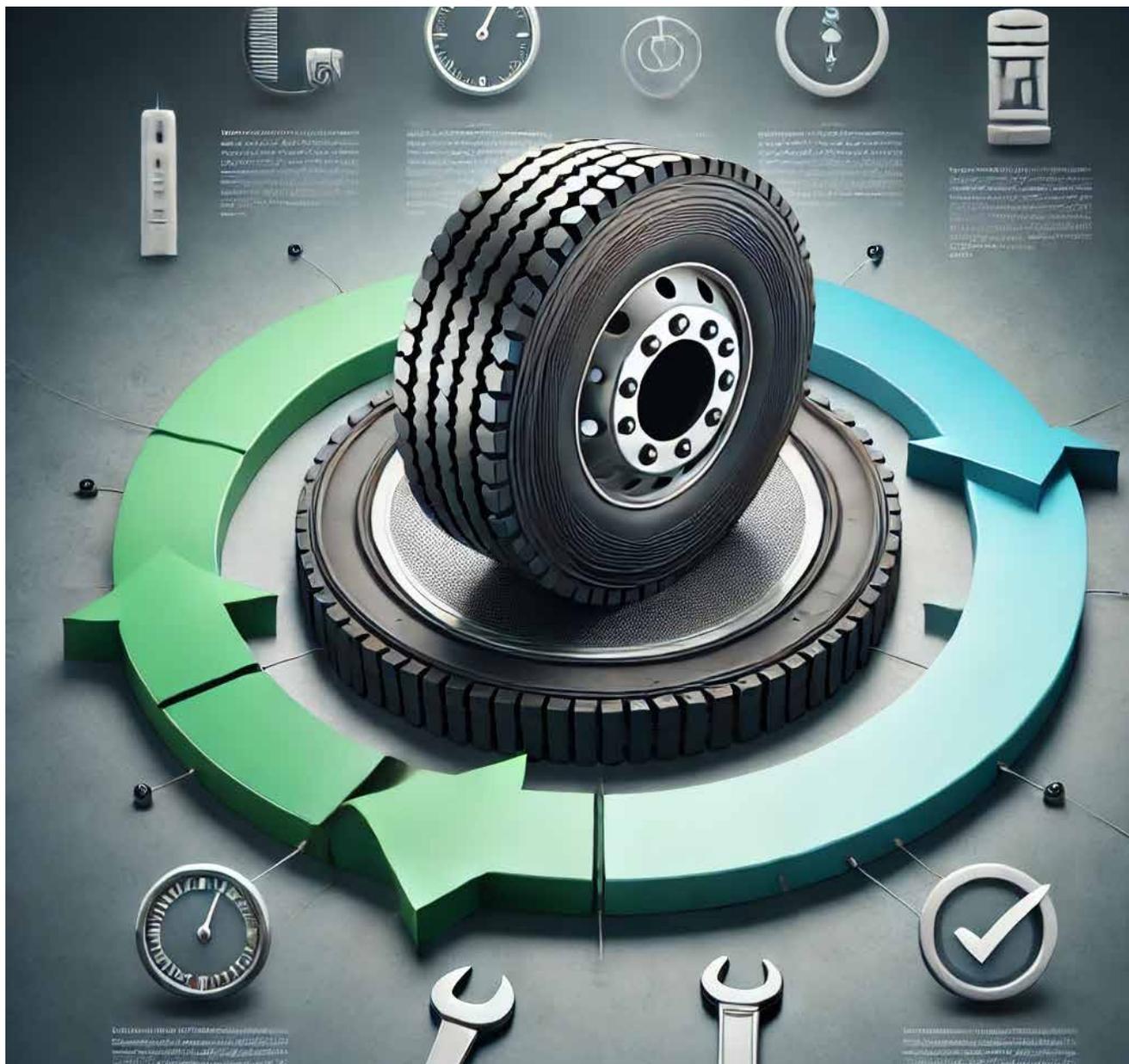


As a result, Michelin advocated for new standards. This has led to a 2024 European regulation requiring tyres to meet minimum wet-grip performance even when worn. The company views this as a crucial step toward improving trust, extending tyre life, and reducing waste, all while maintaining safety.

A Culinary Interpretation of Composites  
Many of us aspire to have Michelin-starred culinary experiences. What started as a marketing tool to promote the sales of tyres, has since become a symbol signifying outstanding quality. The initial guide encouraged early, affluent, motorists to drive to culinary destinations, thus promoting the idea of mobility. This would in turn, as people would drive more, increase the sales of tyres.

In a fitting tribute to Michelin's spirit of innovation, the event concluded with a MICHELIN Guide Dining Experience curated by GOAT Bangkok, a One MICHELIN Star restaurant. This special dinner, designed exclusively for Michelin's Asia Pacific Media Day 2025, drew inspiration from the concept of 'composites'—a cornerstone of Michelin's technological evolution.

Just as composites combine diverse elements to create materials that are stronger, lighter, and more adaptable, each dish in this menu blended regional Thai ingredients, culinary techniques, and storytelling to form a unique gastronomic experience. The result was a multi-sensory journey that mirrored Michelin's fusion of science, sustainability, and creativity transforming the invisible into the unforgettable. Just like the "Michelin Beyond Performance" event did as a whole, making it a three-star occasion: the location is the journey. 🍴



# Driven by Safety, Powered by Circularity

*We explore how Kit Loong Commercial Tyre Group puts safety as the core of every journey and how this will help improve efficiency and profitability.*

**S**afety remains the defining factor of performance in Malaysia’s commercial fleet industry. It determines reliability, uptime, operating cost, and ultimately, the security of every driver and road user. At the centre of this safety ecosystem lies one critical component - the tyre. Though easily overlooked, it is the single most influential factor affecting a fleet’s operational resilience.

## **Tyres: The Leading Cause of Fleet Breakdowns**

While many assume mechanical failures are the most common reason for breakdowns, tyres consistently top the list in Malaysia. The primary cause is improper air pressure, which dramatically affects heat buildup, structural stability, traction, braking, and fuel consumption.

But pressure alone is not the only contributor. Safety begins long before the tyre even touches the road - with choosing the right product for the right application. A mismatch between tyre type and operational environment accelerates wear, increases casing stress, and significantly raises the risk of premature failure. Together, proper application and disciplined pressure management form the frontline of tyre safety.

## **Road Safety: A Collective Responsibility**

Malaysia’s road safety environment is supported by key government agencies such as JPJ, MIROS, DOSH, and APAD. Each plays an important role in creating safer transport conditions while supporting the growth of the logistics

and fleet industry. This conversation is not about assigning blame but strengthening cooperation. Road safety works best when authorities, fleet operators, tyre specialists, workshops, and drivers share equal commitment to compliance and continuous improvement.

### **ICOP: Strengthening Standards and Operational Discipline**

The Industries Code of Practice for Road Transport Safety (ICOP) serves as a structured guide for fleets to maintain safe operations. By standardising vehicle inspections, tyre upkeep, driver competency, and journey management, ICOP ensures that road safety becomes a systematic practice. It embeds discipline into daily operations, elevating accountability and reducing risk across the commercial fleet network.

### **Understanding Casing Potential Life**

#### **Tier Technology and Multi-Life Performance**

A tyre's true value lies not only in its first life but in the strength and durability of its casing across subsequent retreads. Tier 1 casings, engineered with superior materials and advanced construction, can endure multiple retread cycles and achieve impressive total mileage - often exceeding 600 000 km. Their durability positions them as the ideal choice for long-haul fleets seeking consistent, reliable performance.

As we move to Tier 2, 3, and 4 casings, potential life naturally decreases. Structural robustness becomes limited, reducing the number of safe retreads that can be performed. Tier 5 casings - often the weakest - may not even qualify for a single retread, resulting in the shortest multi-life performance and the least sustainability benefit.

#### **Why Acceptance Declines Over Time**

Even with strong initial quality, a casing endures harsh realities: extreme heat, overloaded journeys, inconsistent pressure, aging, and rough road conditions. Each life cycle exposes the casing to stress, and therefore, with every retread, acceptance probability decreases. This is a natural progression, underscoring the importance of disciplined maintenance and proper application from the start.

#### **From Safety to Sustainability: The 3R Impact**

The 3R philosophy - Reduce, Reuse, Recycle - remains a powerful foundation for sustainable tyre management.



### **Reduce begins with two pillars:**

- Using the right product for the right application, preventing premature wear and failure.
- Maintaining correct tyre pressure, reducing heat, fuel waste, and unnecessary breakdowns.

**Reuse** happens through retreading, which allows strong casings to return to service, extending their lifespan and maximising value.

**Recycle** ensures end-of-life tyres continue contributing to the economy through rubber crumbs, recovered steel, pyrolysis oil, and other downstream materials.

Every retread performed reduces the need for a new tyre and lowers carbon emissions. Every recycled tyre diverts waste from landfills. Every correct application and pressure check extends life and reduces consumption. Together, these efforts strongly align with Malaysia's commitment to ESG and carbon reduction goals.

### **Closing the Loop: The Circular Tyre Economy**

The future of tyre management lies in a fully circular ecosystem where tyres are treated as long-term assets rather than disposable consumables. By optimizing each stage - from correct product selection to retreading and recycling - fleets can significantly lower operational costs while protecting the environment. A circular tyre economy enhances resilience, reduces raw material dependency, and elevates sustainability across Malaysia's transport sector.

### **A Future Built on Safety, Intelligence & Circular Thinking**

Tyres are more than just components; they are the foundation of fleet performance, safety, and sustainability. By embracing structured standards such as ICOP, practicing disciplined maintenance, selecting the right products, and adopting the 3R principles, Malaysia's commercial fleet industry can accelerate toward a future that is safer, smarter, greener, and fully circular.

This journey continues - and the opportunity to drive positive change grows stronger with every kilometre ahead. 🚗



**B**YD Malaysia, a subsidiary of BYD Co., Ltd., is a key player in Malaysia's transition to sustainable public transport solutions. With a focus on electric mobility, BYD is driving the adoption of electric buses across major cities and regions, contributing to Malaysia's environmental goals.

**Core Capabilities:**

- **Electric Bus Manufacturing:** Specialises in the production of electric buses with advanced lithium iron phosphate (LiFePO<sub>4</sub>) battery technology, ensuring safety, durability, and long-term efficiency.
- **Public Transport Solutions:** Supplies electric buses for high-profile projects, including Kuala Lumpur's Bus Rapid Transit (BRT) Sunway Line and the Smart Selangor Bus service.
- **Sustainability Leadership:** Supports Malaysia's green transport policies through zero-emission buses that reduce carbon footprints and contribute to cleaner urban environments.
- **Infrastructure and Support:** Works with local partners to develop the necessary charging infrastructure and provides technical training, maintenance, and aftersales services to ensure long-term bus fleet reliability.

**Technology and Features:**

BYD's electric buses use cutting-edge LiFePO<sub>4</sub> battery technology, renowned for its stability and longevity. These buses offer quiet, emission-free, and cost-efficient operations that are ideally suited for urban public transport in Malaysia's growing cities.

**Market & Customers:**

BYD Malaysia's electric buses are used by prominent public transport operators, including Rapid KL and Smart Selangor, and in key urban developments across Malaysia. The company plays a vital role in the country's pursuit of low-emission and sustainable public transport.

**Future Plans:**

BYD plans to expand its footprint in Malaysia, enhancing the adoption of electric buses across more urban centres. The company is also focused on supporting the development of the country's electric vehicle infrastructure, contributing to a cleaner and more sustainable public transport network. 🚗

# SKS Bus Sdn Bhd

**F**ounded in 1969 as Hup Lee Coachworks and rebranded in 1997, SKS Bus has evolved into Malaysia's leading bus manufacturer. With over 25 000 units delivered to date, the company offers comprehensive solutions from design to after-sales support. SKS produces a wide range of city, intercity, and luxury coaches, as well as electric buses, combining modern design with advanced technology to meet local and international standards.

"Since day one, we have built ourselves from the ground up, year by year, improving and refining our products to ultimately strive for excellence and perfection in its purest form," stated SKS Bus in a company profile.

## Core Capabilities

- **Comprehensive Manufacturing:** City buses, double-decker coaches, luxury coaches, and electric buses.
- **In-House R&D:** Dedicated research and development centre for design, prototyping, and innovation.
- **Advanced Production:** Robotic and CNC-based production for precision and efficiency.
- **Regulatory Compliance:** Adherence to JPJ and international safety standards.

## Manufacturing Facilities and Expertise

SKS operates a modern factory equipped with robotic welding arms, CNC cutting machines, and advanced assembly lines. The company

also runs a dedicated parts and service centre, ensuring reliability and lifecycle support for all bus models.

## Market and Customers

SKS supplies to both domestic and international markets, with a presence in Malaysia, Singapore, Thailand, Indonesia, Bangladesh, Myanmar, and Tanzania. Notable contracts include the supply of electric buses for Kuala Lumpur's GoKL Free City Bus programme and government fleet projects.

## Future Plans

The company continues to drive Malaysia's green mobility transition, focusing on electric bus platforms such as the C3 EV city bus. Ongoing investment in R&D and production capacity supports its vision of delivering sustainable, innovative, and globally competitive buses. 



# Meyer Glitza Frese GmbH & Co. KG Launches ETG Electronic Clutch Actuators



**M**eyer Glitza is proud to announce the official launch of its ETG Electronic Clutch Actuator (ECA) product range in Malaysia, now available exclusively from Allegiance Malaysia Sdn Bhd.

This strategic partnership ensures that Malaysian fleet operators and commercial vehicle owners will benefit from Meyer Glitza – ETG Your Lifetime Partner, and service network.

## How it works

An Electronic Clutch Actuator (ECA) replaces the traditional clutch pedal with an electronic system. It automatically engages/disengages the clutch based on signals from the vehicle's control unit, enabling "clutch-by-wire" in semi-automatic (Automated Manual Transmissions) or fully automated vehicles. This allows for the addition of features like launch control, anti-stall, and driver convenience by managing clutch operations electronically.



Most ECAs use an electric motor to control hydraulic fluid, which then moves the clutch mechanism (master/slave cylinders). Sensors monitor clutch position, engine RPM, and driver input (or lack thereof), sending data to a central control unit (ECU) via the CAN bus. The ECU processes this info and commands the electric motor to precisely control clutch engagement and disengagement.

## Key features & benefits

The use of ECS eliminates the need for a manual clutch pedal and is thus simplifying driving. In using ECS, driver fatigue is reduced. ECS further enhanced driving comfort by provides assisted starts (like hill starts), launch control, and anti-stall functions. As a cost saver, ECS improve efficiency: they optimize clutch operation for better fuel economy and reduced wear.

## Product Overview: ETG Electronic Clutch Actuators (ECA)

- Pedal-free operation: Replaces the traditional clutch pedal with advanced electronic control.
- CAN signal integration: Provides precise clutch management through seamless communication with vehicle systems.
- Prefilled with brake fluid: Simplifies installation and reduces maintenance steps.
- Plug-and-play functionality: Quick installation and easy replacement, minimizing downtime.

## Benefits for Commercial Vehicles

- Enhanced driver comfort: Eliminates manual clutch effort, reducing fatigue.
- Lower maintenance costs: Prefilled and modular design ensures hassle-free servicing.
- Aftermarket reliability: Consistent performance backed by Meyer-Glitza Frese
- Exclusive availability in Malaysia: Distributed solely by Allegiance Malaysia Sdn Bhd, ensuring trusted local support. 

## Buses, not Vehicle Access Management Needed at KLIA

There was hardly any other news in my social media feeds on December 1 when the new Vehicle Access Management System (VAMS) kicked off at Kuala Lumpur International Airport 1. And it was hotly debated, of course. VAMS is to reduce the congestion by speeding up pick-ups.

In my opinion, the implementation of the VAMS will only result in people parking along the highway, despite a free parking space available, but that is a discussion for another day.

The question that should be asked is: why are there so many cars at the airport? I travel a lot and from my experiences, the number of cars is significantly less elsewhere. I believe that the answer is very simple: personal transport, passenger cars, are still the best way to get to the airport or back home after a trip.

I have recently moved from Setia Alam to Subang Jaya. Not once have I taken a bus to the airport. A quick online search might perfectly illustrate why not. From Setia Alam, a bus ride would take three hours to get to KLIA. One would be shuttled to KL Sentral first, then to the airport. Subang Jaya is not any better. It would also be a detour to KL Sentral first and a total travel time of two hours.

Subang Jaya, with the main artery of Persiaran Kewajipan connects nicely to the highway. Imagine, if I could hop to a bus stop, say at Main Place and then go to the airport. Or if I was at the Setia City Mall and a direct bus takes me to KLIA 1 in 40 minutes!

Just how many people arrive in KLIA annually? It is estimated that over 60 million passengers go through the airport in 2025. On top of that, there are all the employees that need to commute. Although I don't have the numbers, I am sure that a number of people will be dropped off by their spouses, adding passenger car traffic to the vehicles moving passengers. On a recent trip to Beijing groups of people were ferried from the hotel to the airport in a hotel-owned bus. Perfect! It would run every half hour, straight to the departure hall; free of charge and hassle.

Imagine, there would be more buses connecting to the airport: there would be less congestion on the ramps. No more need for VAMS maybe? Another immediate effect would be that there would be fewer vehicles on the highway and other roads. A bus carrying some 50 people would reduce the number of private vehicles ferrying passengers already by a significant number. Furthermore, this will bring about a reduction in harmful emissions. Fewer vehicles, less emissions. Less traffic jam, also less emissions. And less traffic jam means lower chances of missing a flight.



stefan@asiantrucker.com

We would also have less stressed spouses dropping off their partners on their airport runs. One could even join on the bus ride even though one is only going to the airport and back. I would dare say that the cost of a bus ticket could also be lower than what it takes to drive in a passenger car.

In my opinion, we shouldn't be debating if 10 or 15 minutes should be the limit for people to park at KLIA's departure hall. We should be plotting the most sensible locations for bus hubs. One should be a KLIA itself, maybe taking a page out of Hong Kong airport's playbook? There, buses are a convenient, fast, efficient and fun way to get to most corners of the island and New Territories.

As Malaysia is gearing up the Visit Malaysia Year 2026, I wonder what the first impression tourists will have. Will it be that of an efficient place that quickly whisks you to your destination in town or a fume-filled and congested struggle through the tropical heat to get out of the airport? 🚗



# Indonesia's Bus Market: Performance, Demand, and Infrastructure

As 2025 progresses, Indonesia's bus sector continues to define the rhythm of daily life across the world's largest archipelagic nation. Its 17 000 islands, sprawling urban centres, and remote rural regions present both challenges and opportunities for operators. Across Jakarta's congested streets, Java's intercity highways, and the quieter lanes of eastern provinces, buses move millions of passengers each day, serving as a lifeline for commuters, students, tourists, and long-distance travellers alike.

Even as rail and aviation networks expand in selected corridors, buses remain the most flexible and widely accessible mode of transport. They navigate roads that stretch over 540 000 kilometres nationwide, adapting to dense urban traffic, provincial highways, and regional roads that connect scattered communities. Their resilience and reach underscore their continued importance, reflecting public reliance and operational adaptability across diverse conditions.

## Fleet Size and Distribution

By the end of 2022, Indonesia's bus fleet numbered approximately 241 000 vehicles. This fleet represents a mix of urban transit buses, intercity coaches, and smaller regional vehicles, each serving specific mobility needs. Growth continued through 2023, with 6 233 new bus registrations, a cautious but steady investment signalling confidence in recovering passenger demand after the pandemic years.

Java remains the heart of the bus network. Cities such as Jakarta, Bandung, Semarang, Yogyakarta, and Surabaya house the densest concentration of buses, catering to daily commuting, intercity travel, and regional connectivity. Sumatra follows, with high-traffic routes linking Medan, Palembang, Padang, and Lampung. Bali's fleet, while smaller, is heavily used by tourists navigating the island's main corridors. In Kalimantan and Sulawesi, buses serve both urban and industrial transport needs, while eastern regions including Maluku and Papua rely on buses as essential links where alternative transport is scarce.

## Urban Bus Networks

**TransJakarta: A Backbone of Urban Transit**  
 Jakarta's Bus Rapid Transit system, TransJakarta, exemplifies large-scale urban bus operations. Its fleet of over 4 400 buses, including articulated and standard models, carries more than 33 million passengers during peak months, and annual ridership surpasses

380 million trips. Key corridors such as Corridor 1 (Blok M to Kota) and Corridor 9 (Pinang Ranti to Pluit) bear the heaviest loads, reflecting patterns of commuting, commerce, and social travel.

“The system integrates mainline BRT with feeder buses and micro-transit, ensuring that even peripheral districts maintain connection to central hubs,” says Budi Rahardjo, Head of the Public Information Bureau at the Ministry of Transportation. “By H-4 Lebaran, bus passenger volume rose by 94 percent compared with the previous day, from 155 343 to 300 973 passengers. This demonstrates public trust in land transport services for affordability and accessibility.”

### Other City-Level Operators

Outside Jakarta, structured urban networks continue to develop. Trans Semarang operates more than 300 buses across city routes, while Trans Jogja serves Yogyakarta with over 100 units. Cities including Medan, Padang, and Bogor rely on operators such as Trans Metro Deli, Trans Padang, and BisKita, integrating services with municipal planning objectives.

These networks demonstrate growing sophistication: high-frequency routes, well-timed schedules, and carefully planned feeder services optimise both capacity and accessibility. Buses here are not merely vehicles; they are orchestrated systems that move millions efficiently and reliably through dense urban environments.

### Intercity and Long-Distance Travel

Intercity buses link major cities across Java and Sumatra, and extend into regional networks connecting secondary urban centres. Services range from short-distance journeys of 100–200 km to overnight trips exceeding 500 km. On Java, corridors like Jakarta–Surabaya via Bandung, Semarang, and Yogyakarta illustrate the integration of scheduling, passenger comfort, and operational efficiency. Sumatra routes, such as Medan–Palembang and Pekanbaru–Lampung, highlight the sector’s role in connecting vast distances where alternatives remain limited.

Long-distance coaches offer reclining seats, luggage storage, and on-board amenities, providing comfort on extended journeys. Seasonal surges particularly during Lebaran, school holidays, and year-end travel require careful planning, fleet rotation, and operational oversight to meet passenger demand without compromising service quality.

### Infrastructure and Connectivity

Indonesia’s road network underpins all bus operations. Beyond the 540 000 km of total roads, more than 2 800 km of toll highways facilitate high-frequency intercity services. The Trans-Java Toll Road, stretching over 1 100 km, has dramatically shortened travel times, improving reliability for long-haul buses and enabling operators to maintain punctual schedules.

Modern Type-A bus terminals further enhance passenger experience. Upgrades include expanded boarding areas, real-time departure displays, safer boarding processes, and accessibility improvements. Terminals now serve as hubs for integration with BRT, commuter rail, and mass rapid transit, allowing seamless transfers between modes while supporting efficient crowd management during peak travel periods.

“Public transport usage increased by 8.5 percent during the Lebaran 2025 transport period compared with the same period last year,” says Dudy Purwagandhi, Minister of Transportation. “This reflects both operational improvements and increased confidence in bus services.”

Electrification and Technology Integration



**Electric Bus Adoption**

Indonesia is gradually electrifying its bus fleets. In Jakarta, approximately 200 new electric buses are now deployed in TransJakarta, alongside 116 electric buses operated by state-owned Perum Damri. Strategic charging infrastructure supports daily operation ranges of up to 250 km, facilitating consistent service without interruption.

This electrification reduces emissions, lowers fuel costs, and aligns with Jakarta’s objective to fully electrify its BRT fleet by 2030. Incremental adoption ensures operational continuity while gradually transforming the sector toward cleaner, more sustainable transport.

**Digital Fleet Management**

Operators increasingly rely on GPS, telematics, and preventive maintenance platforms. Real-time monitoring enables route optimisation, schedule adherence, and maintenance diagnostics. Structured driver training; covering route knowledge, fatigue management, customer service, and regulatory compliance supports safety and efficiency. Medical evaluations and certifications ensure professional standards across urban and long-distance networks.

**Safety and Environmental Regulation**

Compliance with Euro IV emission standards and B35 biodiesel mandates forms the baseline for new fleet registration. Mandatory inspections occur every six months, covering chassis, braking systems, steering, lighting, and safety equipment. Drivers must complete regular medical evaluations and competency certification.

The National Road Safety Plan aims for a 50 percent reduction in traffic fatalities by 2030, prioritising buses due to their passenger exposure. Environmental policies complement safety initiatives, promoting cleaner fuels, emission compliance, and fleet modernisation to mitigate urban air pollution.



**Performance Metrics and Passenger Trends**

Urban BRT networks handle immense volumes. TransJakarta, for instance, transported more than 33 million passengers in December 2024, with annual totals surpassing 380 million. Other cities show daily ridership ranging from 25 000 to 36 000 passengers, reflecting concentrated demand on primary urban corridors.

Seasonal spikes, particularly around Lebaran, demonstrate the sector’s adaptability. In 2025, monitored routes recorded a 94 percent increase in





passenger volumes in the pre-Lebaran period, highlighting both operational readiness and public trust in buses as an affordable, accessible transport option.

### Operator and Manufacturer Landscape

Medium and large buses dominate the market, often built locally on international chassis platforms. Local assembly allows operators to customise vehicles for Indonesia's climate, road conditions, and passenger load profiles.

Collaboration between state-owned and private operators ensures fleet upgrades, digital integration, and service quality. Domestic assembly also reduces import duties and enables deployment of cleaner technologies, supporting both operational efficiency and environmental compliance.

### Unique Features of Indonesia's Bus Market

Several verified characteristics distinguish Indonesia's bus sector:

- **Archipelagic Connectivity:** Operators integrate urban, intercity, and ferry-linked routes to maintain continuity across thousands of islands.
- **High Seasonal Demand:** National holidays, notably Lebaran, generate sharp ridership surges. In 2025, some monitored routes saw a 94 percent increase in passengers pre-Lebaran.
- **Large-Scale BRT Operations:** TransJakarta is among the world's largest dedicated BRT networks, combining articulated, standard, and feeder buses.
- **Rapid Electrification:** Over 300 electric buses operate across Jakarta and other cities, supported by charging infrastructure.
- **State-Private Collaboration:** Local bodybuilders and international chassis platforms create customised, locally assembled vehicles.
- **Structured Regulation:** Compliance with Euro IV standards, B35 biodiesel mandates, mandatory inspections, and certified drivers ensures reliability and safety.
- **Passenger-Centric Operations:** Digital scheduling, preventive maintenance, and operational planning optimise capacity and efficiency in both urban and intercity networks.

### Outlook and Strategic Priorities

The Indonesian bus sector remains poised for continued relevance. Urban networks anchor daily mobility, while intercity and coach operators adapt to shifting demand and infrastructure development. Electrification, digital management, and fleet modernisation will influence investment decisions and operational strategies in the coming years.

With government support in infrastructure upgrades, seasonal coordination, and regulatory oversight, buses will continue bridging distances, sustaining commerce, and connecting communities. The sector demonstrates resilience, adapting to seasonal peaks, demographic growth, and environmental priorities, ensuring that buses remain central to Indonesia's national mobility strategy. 



# SHIFT 2025 Strengthens ASEAN's Commitment to Safer Mobility



SHIFT 2025 opened at Bangi Resort Hotel as a gathering point for vehicle manufacturers, government regulators, and research institutions from across Southeast Asia. The three-day conference, hosted by ASEAN NCAP in collaboration with MIROS, focused on advancing regional approaches to vehicle safety, emerging technologies, and data-led testing standards. Asian Trucker was present throughout the event, observing technical sessions, live demonstrations, and ongoing research developments. The discussions highlighted how safety tools once associated mainly with passenger car evaluation are now influencing practices across commercial fleets, heavy trucking operations, and logistics networks.

In her opening remarks, MIROS' Prof. Madya Ir. Ts. Dr. Siti Zaharah Ishak stated that "road safety cannot be compromised; every innovation and technology development must be based on evidence, data, and shared responsibility to protect lives on the road." She noted that SHIFT 2025 serves as a regional platform where research, innovation, and collaboration converge, supporting solutions that remain relevant for both public transport and commercial fleet sectors. ONE SUCH SOLUTION here

The first day featured keynote contributions from regional and international experts. Mr Seigo Watanabe of the Japan Automobile Manufacturers Association (JAMA) shared insights on Japan's development path in safety technology. ONE INSIGHT. Meanwhile, Mr Wang Guojie from the China Automotive Engineering Research Institute (CAERI) presented perspectives on electric vehicle safety and assessment methodologies. Input from the China Automotive Technology and Research Centre (CATARC) added further technical grounding to the discussions.

One of the notable outcomes of Day 1 was the joint unveiling of the ASEAN Motorcycle Target (AMT) and the Child Presence Detection (CPD) dummy. These tools are designed to reflect real regional on-road conditions and occupant characteristics. The AMT supports the ASEAN NCAP Autonomous Emergency Braking Car-to-Motorcyclist Test Protocol, while the CPD dummy simulates a one-year-old child for improved accuracy in occupant protection assessments. The organisers, ASEAN NCAP, noted that SHIFT 2025 "serves as a regional platform uniting academia and industry to advance safer mobility and promote innovation in vehicle safety."

Day 2 carried forward with focused technical discussions involving Global NCAP, ASEAN NCAP, ASEAN CVAP, and ASEAN MAP. Topics included accident research, driver behaviour analytics, testing procedure standardisation, and acceptance of new technologies within public and commercial fleet environments. For fleet

managers and logistics operators, the key message centred on how structured data and validated testing can inform operational safety strategies and risk management planning.

Day 3 moved outdoors to demonstration grounds. Attendees observed technologies such as Child Presence Detection, Autonomous Emergency Braking, and Rear Cross Traffic Alert and Braking systems in practical operation. The sessions illustrated how crash test dummies and behavioural testing models are applied in real assessment environments, including their potential adaptation for buses, trucks, and long-haul transport applications. MIROS emphasised that these developments contribute directly to evidence-based improvements in both private and commercial vehicle safety.

Although announcements of safety ratings were primarily related to passenger cars, the underlying safety assessment frameworks have clear relevance to the evolving expectations placed on commercial vehicle manufacturers and fleet safety protocols.

SHIFT 2025 also included the signing of Memoranda of Understanding between MIROS, UiTM, and CATARC, reinforcing collaborative work on research development, testing standard advancement, and training for future industry professionals. The outcomes of the event align closely with the United Nations Decade of Action for Road Safety (2021–2030), Malaysia's National Transport Policy (2019–2030), and the national Road Safety Plan (2022–2030), all working towards a targeted 50 percent reduction in road fatalities by 2030. 🚦



# Successful World Premiere: MAN Lion's Coach E Awarded "Sustainable Bus of the Year 2026"



The MAN Lion's Coach E is the highlight of the MAN Truck & Bus booth at Busworld Europe. Europe's first electric coach is celebrating its world premiere here and captivating visitors from around the globe. It also impressed the international jury of the Sustainable Bus Award (Sby), composed of industry journalists, who honored it with the prestigious award in the "Coach" category. "This award is a true milestone. It's the first time an electric bus has received this prize. We're incredibly proud," said Barbaros Oktay, Head of Bus at MAN Truck & Bus, at the award ceremony at Busworld in Brussels.

The Sby Award is the only European accolade that honors innovative and sustainable technologies shaping the future of mobility. It is awarded by a jury of specialist journalists from ten European countries. They presented the award to

the MAN Lion's Coach E because the eCoach sets technological standards for sustainable long-distance travel. The coach features a fully electric drivetrain with a continuous output of 330 kW and a usable battery capacity of up to 480 kWh, enabling fast charging and a range of up to 650 kilometers – ideal for tourism. The MAN Lion's Coach E also excels in safety, equipped with an advanced driver assistance package including Emergency Brake Assist EBA Plus with pedestrian detection, adaptive cruise control ACC with Stop & Go function, lane-keeping assist, the OptiView mirror replacement system, and the innovative MAN Safe StopAssist. These technologies ensure compliance with the latest active and passive safety standards. In terms of comfort, the vehicle offers numerous options and solutions for a customizable and barrier-free interior. The jury particularly emphasized the sustainability aspect: the model achieves a recycling rate of over 95 percent of its components, is manufactured in facilities certified to international environmental standards, and features responsible battery lifecycle management ■

## Knorr-Bremse and Cojali launch new ECU Repair Service "ESB REMAN"

Knorr-Bremse and Cojali take the next step towards further realizing the vision of a comprehensive, efficient and reliable commercial vehicle aftermarket ecosystem. Both companies are now joining forces for their latest project, ESB REMAN, to enable the repair of electronic control units (ECUs) for commercial vehicles. This new eco-friendly repair service contributes significantly to accelerate circular economy and resource conservation.

ESB REMAN reflects the vision of a holistic aftermarket ecosystem that gets commercial vehicles back on the road quickly after repairs. The new service is



designed to offer workshops an efficient alternative to the replacement of control units instead of new ones. At the same time, it helps reduce maintenance costs, minimizing downtime and extending the service life of key vehicle components.

ESB REMAN combines in-depth technical knowledge, a firm commitment to the circular economy and personalized attention, which enables fast and reliable solutions aligned with the current challenges of the sector. Thanks to a rigorous technical process and the use of proprietary technology, such as the Jaltest ESB ECU Simulation Bench, it is possible to recondition more than 1 100 ECU references corresponding to different vehicle systems: engine, brakes, suspension, transmission, anti-pollution, instrument cluster, among others.

The repair process has been designed to offer the highest quality and reliability. Upon receipt, the ECU undergoes a visual inspection and advanced diagnostics, which allows accurate identification of faults. Damaged components are then replaced with new parts and all functionalities are verified prior to shipment, ensuring a performance comparable to that of a new product. ■

# Karsan, ILO and Borçelik Join Forces in a Major Partnership to Empower Female Students



With its vision of “Staying One Step Ahead in the Future of Mobility,” Karsan plays a pioneering role in the transformation of public transportation worldwide, while also continuing to support social life and education. In this context, Karsan has signed a new cooperation agreement with the International Labor Organization (ILO) and Borçelik Technical Academy. The signing ceremony was attended by representatives of trade unions, the Bursa Provincial Directorate of National Education, and the Şehit Ömer Halisdemir Vocational and Technical Anatolian High School. The project, which includes a comprehensive training and development program starting in February 2026 and ending in June 2026, aims to develop the technical skills of female students at the Şehit Ömer Halisdemir Vocational and Technical Anatolian High School Electric Vehicles Laboratory, increase their self-confidence and leadership capacity, raise awareness about their rights in the workplace, and strengthen their employability in the industrial sector. ■

**K**arsan, a world-leading brand in new-generation public transportation, continues to implement powerful projects in the field of social responsibility. In this context, Karsan has signed a new partnership with ILO and Borçelik Technical Academy to aim to develop the technical skills of female students at the Şehit Ömer Halisdemir Vocational and Technical Anatolian High School Electric Vehicles Laboratory, increase their self-confidence and leadership capacity, raise awareness about their rights in the workplace, and strengthen their employability in the industrial sector. Karsan CEO Okan Baş said that this strong partnership will contribute to preparing female students for the future as more visible, equipped, and courageous individuals in technical fields, adding, “Karsan has become one of the brands exemplifying an egalitarian and inclusive production culture in the sector. With our new project, we aim to make our work in the field of gender equality sustainable while also supporting female students in preparing for the workforce and fostering female role models.”

## Chinese Brands Win Singapore Landmark Electric Bus Tender with 660-Unit

**C**hinabuses.org reports that Singapore’s Land Transport Authority (LTA) has awarded its largest-ever electric bus contract, with all 660 vehicles—comprising 360 single-deck and 300 double-deck buses—set to be supplied by consortia led by China’s top bus manufacturers.

Deliveries are scheduled to begin in late 2026, phasing out diesel buses that have reached the statutory 17-year retirement age.

This procurement marks a significant step toward LTA’s goal of a fully cleaner-energy public bus fleet by 2040. Under Singapore’s Green Plan 2030, 50 percent of the public bus fleet must be battery-electric by the end of this decade.

A key feature of this tender is Singapore’s first bulk procurement of electric double-deckers. The new buses feature a three-door, two-staircase design to minimize boarding times and reduce dwell time at stops. Equipped with next-generation lithium iron phosphate batteries for extended cycle life, the vehicles also meet Singapore’s stringent safety standards through integrated collision-warning, driver-fatigue monitoring, 360° surround-view, and certified fire-containment systems.

The tender, launched on the government procurement portal GeBIZ on March 14, 2025, attracted a record 21 domestic and international bids by the June 26 deadline. While global competitors like Volvo Buses and Alexander Dennis participated,

LTA’s two-envelope quality-and-price evaluation resulted in a full sweep for the Chinese-led consortia. Industry analysts note that the ST-CRRC consortium offered the most competitive pricing for double-deck models, while BYD, Zhongtong, and Yutong capitalized on their proven operational reliability and established local service networks.

Chinese electric buses first entered the Singaporean market in 2018 with a 60-vehicle pilot program that included BYD and Yutong models. Their market share has grown consistently since, and with this 660-unit award—along with anticipated follow-on orders—Chinese-made electric buses are poised to become the dominant force on the island’s roads. ■

# ENGINEERING PERFORMANCE. DRIVING SUSTAINABILITY.

REDUCE IMPACT. MAXIMIZE TYRE LIFE.  
POWER THE FUTURE

At Kit Loong, we don't just retread - we are re-imagining tyres through a scientific performance & ESG precision methodology.

Our KL SIGMA 5 integrates:

- **Kinetic Energy & Load Distribution Analysis**
- **Gas Law Compliance**  
( $PV=nRT$  - managing pressure for fuel efficiency)

## KL SIGMA 5

- **Kinetic Energy & Load Distribution Analysis** ( $KE=1/2mv^2$  |  $F=ma$ )
- **Tyre Heat Management**  
(Conduction, Convection, Radiation)
- **Tyre Performance Standards**  
(MS 1394 | MS 224)  
- Your assurance of safety & quality.

### ESG FOCUSED

Reducing new tyre waste starts with smart choices. Kit Loong's ESG journey - powered by KL SIGMA 5 - extends tyre life, boosts performance, and closes the loop through sustainable retreading and recycling.



# OE INSIDE



## Built on OE. Made for the Aftermarket.

With OE inside, we bring our strengths as an original equipment manufacturer to the aftermarket - with proven standards, high product availability on four continents and a broad portfolio for all key applications.

after market



### Hengst Asia Pacific Pte Ltd.

25 Bukit Batok Crescent

#10-10 Elitist Singapore 658066

T +65 6818 2880

E [info@hengst.de](mailto:info@hengst.de)

 HengstAPAC

**Hengst**  
FILTRATION