

PRESS RELEASE

**STEYR MOTORS wins state innovation prize
for the second time in a row!**

This year STEYR MOTORS showed once again that the internationally ambitious company is a step ahead in matters of innovation.

An **auxiliary drive generator set** was developed for purely diesel electric operation for trolley buses which guarantee public transport in towns with a trolley network. This new generator set was developed in order to give buses in urban operation the opportunity to be separated from the trolley network and run purely on diesel electric.

Of course the possibility of being separated from the power supply already existed, but the performance of the auxiliary drive was mostly very poor. The possibilities for use were therefore rather modest.

The new electrical generator set from Steyr Motors and the North German electrical generator set builder ESW has something quite different to offer.

Therefore instead of the previous utility vehicle motors which were typically very heavy and with low rated speed, a revving up, light weight construction mono block diesel from STEYR MOTORS is used.

"Generally there are certain requirements which the buses need to fulfil. On one hand as many passengers as possible should fit in the bus, but on the other hand the vehicle weight should be kept as low as possible in order to save energy and accelerate the dead weight of the high mass of the bus. Another challenge was to combine high motor performance and low emissions.

With all these requirements we finally came to the decision that we needed a light, compact, high performance diesel generator set," explains Michael Aschaber, head of development at STEYR MOTORS.

"What is really new about this field of application is that the bus can also achieve a high speed, 60-70 km/h and this can also be kept up over a longer period of time. So not only surrounding small building sites or street trains where the contact line has possibly failed, but it can also be used for example on the motorway or on routes between two towns," says DI Frank Matzen from ESW.

The motors are currently being used in two types of buses from Neoman. These buses were already sold in the **Italian town of Modena** and a **mega city in Venezuela**. The 18m long articulated bus could surely put its 275 PS (200 kW) to good use in rush hour traffic of a South American metropolis. However there are even further market chances with vehicle manufacturer Neoplan.

DI Christian Vana from Neomann on the possible uses of buses: "Throughout Europe there is a trolley bus population of 25,000 vehicles, which of course from time to time need to be replaced. But there will always be new systems being opened up and introduced, not only in Europe, but also in Latin America as you can see, and even in oil producing countries. In Austria there are still trolley bus systems used in Linz and Salzburg. "