VDL BUS & COACH

PRESS RELEASE

VDL BOVA Lexio with reliable technology

The economical 9.2 litre DAF engine that powers the Lexio provides high torque over a broad band, which in combination with the manual six-speed gearbox makes for excellent driving characteristics and low running costs.
As an optional extra, it can be supplied with a ZF automatic transmission with an integrated retarder. Besides featuring discs all round, the brake system also comprises ABS and ASR (anti-skid regulator). The Lexio's engine also complies with the Euro 3 emission standards.

Powerful, economical engine

The electronically controlled, type PE, six-cylinder DAF engine has a capacity of 9.2 litres, a turbocharger and intercooler. The least powerful version of this engine yields peak power of 228 kW (310 hp) at 2200 rpm and maximum torque of 1275 Nm between 1100 and 1700 rpm.
Alternatively, however, the PE is also available in a version that yields 265 kW (360 hp) and 1450 Nm of torque at exactly the same rev counts. High torque over a broad rev range means fewer gear changes and a high and consistent cruising speed.
Besides a turbocharger and intercooler, the engine features 4-valve technology and a UPEC injection pump on each cylinder. The electronically controlled fuel injection system is extremely accurate, and therefore ensures optimum combustion under all conditions. The engine is characterised by its low fuel consumption and emissions, and high torque over a broad rev range. It responds instantly to the accelerator, offering excellent driving characteristics. The DAF PE engines comply with the Euro 3 emission standards.

Minimal environmental burden

The VDL BOVA Lexio has a Euro 3 compliant engine, which means that it produces low emissions which comprise a minimal percentage of harmful constituents. Thanks to its high thermal efficiency, the engine also emits minimum amounts of greenhouse gases. And with a view to reducing emissions even further, an Eminox soot filter can be fitted as an optional extra.
The level of care for the environment also extends to other aspects of the VDL BOVA Lexio. The use of chemical substances that place a burden on the environment, for example, is sharply restricted during the production process. Furthermore, the vast majority of materials used in its construction can be recycled as the raw materials for new products.
Environmental awareness is also reflected in the vehicle's maintenance requirements. The engine only requires an oil change every 75,000 kilometres, with perhaps an interim

inspection after 37,500 kilometres, depending on the type of service involved. The service period for changing the oil in the transmission and axle is 100,000 kilometres.
Those buses that are fitted with a ZF automatic gearbox require an oil change every 45,000 kilometres if mineral oil is used, and every 90,000 km for synthetic oil.

Reliable brake system

The Lexio has dual-circuit compressed-air-operated, mechanical Knorr disc brakes front and rear, and also features ABS and ASR. The brake pedal is equipped with a built-in retarder control. The engine brake is operated separately, by means of a foot valve. A stationary brake and an oil separator are also available as optional extras.

Durable construction

The Lexio's bodywork features materials that are highly durable. For instance, all steel sections fitted below the floor line are made of stainless steel, while the entire superstructure is given an anti-corrosive coating both inside and out. The side panels above the passenger floor are galvanized.
Furthermore, the exterior panelling largely comprises synthetic materials, while the wheel arches and front and rear units are made of glass-fibre reinforced polyester.
Steel roll bars are integrated in the superstructure behind the front entrance and in the rear wall, which prevent the bodywork from collapsing in the event of an accident. The entire steel structure is electrostatically sprayed with epoxy primer and a two-component coating. The entire underside of the bus is treated with an anti-corrosive and vibration-reducing coating.

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VDL Bus & Coach bv
Marleen van Zeeland
Communications
Phone +31 (0)40 292 5000
m.v.zeeland@vdl.nl

VDL BOVA bv
Rik Pronk
Managing Director
Phone +31 (0)40 208 4611
info@vdlbova.nl