SYSTEMIC APPROACH

Dear Reader,

the commercial vehicle world is looking with eager anticipation towards Hanover, where the 65th IAA Commercial Vehicles is set to open in a few days' time. Here too, reducing fuel consumption and cutting emissions will be the key issues for manufacturers and suppliers.

An interesting and constructive development, for example, is the use of steel instead of aluminium for pistons. Steel pistons offer a robust and performance-enhancing solution for increasing ignition pressure and cutting emissions. The latest generation of steel pistons seems to have no weight penalties compared to their aluminium counterparts. As reported by our online portal Springer for Professionals, the supplier KSPG is aiming at a weight of 3600 g for its new steel piston, which would be at the level of current aluminium pistons but 470 g less than the predecessor. This too is targeted at achieving further reductions in fuel consumption. For cars, they are talking of 2 to 3 % – a figure that should also be possible in the transport sector.

This latest issue of MTZ also dedicates plenty of space to commercial vehicles. On the subject of the powertrain, AVL reports on combustion concepts for commercial vehicle gas engines in our cover story, while IAV describes the development of a new Euro 6 engine.

Also exciting are questions such as how cooling systems can be made more effi-

cient, not only to achieve better cooling performance but also to improve fuel efficiency. Mahle has developed such an energy-efficient dual-circuit cooling system, which will certainly be on show at the IAA. The company is promising a 1 % reduction in fuel consumption.

As running costs are a decisive factor in the transport industry, it will be interesting to see what the balance is between reductions in fuel consumption and tax on the one hand and investment costs on the other. One thing is certain: more than ever before, the focus must be on a systemic approach if the challenges of the future are to be successfully mastered.

Best regards,

DR. ALEXANDER HEINTZEL, Editor in Chief
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