European Bus Data

Data Dictionary

Applications, Application Classes, Floor Heights

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DVV Media Group

About this dictionary

This data dictionary defines the taxonomy used in DVV Media Group's European Bus Data Reports. It explains the three **application classes** (city, interurban, coach), the more granular **applications** within each class, and the **floor-height** codes used to describe vehicle architecture. The goal is to give report users - OEMs, operators, suppliers and analysts - a single, unambiguous reference for interpreting the data fields used throughout our reports.

The dictionary is organised in four sections: (1) Application classes, (2) Applications, (3) Floor heights, and (4) an Application × Floor-height matrix showing typical combinations.

Conventions. Typical lengths and capacities are indicative ranges based on common European market configurations; individual models may fall outside these ranges. Floor-height values in centimetres refer to the passenger-area floor measured from the ground in standard configuration.

1. Application classes

Every bus in the dataset is assigned to exactly one of three application classes. The class describes the broad operating environment the vehicle is designed for.

Class	Definition	Typical operating environment
city	Buses designed for urban scheduled public transport with frequent stops, fast boarding/alighting and high standee capacity.	Inner-city routes, BRT corridors, dense urban networks; short stop spacing.
interurban	Buses designed for regional and suburban scheduled services connecting towns and cities, balancing boarding speed with seated comfort over medium distances.	Regional lines, commuter routes, school transport; mixed urban/rural roads, significantly longer stop spacing than city buses.
coach	Buses designed for long-distance, tourism, charter and intercity express services, prioritising seated comfort, luggage capacity and high cruising speeds.	Motorways, long-distance scheduled lines, tourism, private hire; few or no intermediate stops.

2. Applications

Each application class is broken down into more specific applications. The application describes the vehicle's body configuration and intended deployment in more detail than the class.

Application	Class	Definition	Typical use case	Length	Capacity	Synonyms	Regional
city bus	city	Standard rigid two-axle city bus, typically with two or three doors and a continuous low floor for fast boarding.	Urban scheduled service, all-day operations on standard city routes.	10.5 – 13.0 m	70 – 110 (incl. standees)	Standard bus, solobus, 12-metre	Backbone of European urban fleets across all markets.
midibus	city	Smaller, shorter city bus on a lighter chassis, used where a full 12 m bus is too large for the route or demand.	Narrow streets, low-demand urban routes, neighbourhood feeders, historic city centres.	7.5 – 10.5 m	30 – 70	Mini/midi bus	Common in southern European old towns and on low-density routes everywhere.
city bus G	city	Articulated city bus consisting of two rigid sections joined by a pivoting articulation joint, designed for high-capacity urban service.	High-frequency urban trunk routes and BRT corridors.	18.0 – 18.75 m	120 – 160	Articulated bus, bendy bus, artic	Widely used across continental Europe; less common in the UK and Ireland.
city bus DD	city	Double-decker city bus with two passenger decks, used to maximise seated capacity on urban routes where length or articulation is restricted.	High-demand urban routes, especially where road or infrastructure constraints rule out articulated buses.	10.0 – 11.5 m	80 – 130	Urban double-decker	Particularly common in the UK and Ireland; also Berlin and a few other continental cities.
midicoach	coach	Smaller coach built on a lighter chassis, offering coach-style seating and luggage space in a compact footprint.	Group transport, shuttle services, regional tourism, executive transport.	8.0 – 10.5 m	25 – 40 seated	Mini coach (informal)	Common across Europe for charter and shuttle work.
coach	coach	Standard touring/intercity coach on a heavy chassis, with high-floor architecture, luggage compartments under the passenger floor and high-back seating.	Long-distance scheduled lines, tourism, charter, intercity express.	12.0 – 14.0 m (rigid); 13.0 – 15.0 m (3-axle)	45 – 63 seated	Touring coach, intercity coach	Standard product across all European markets.
coach DD	coach	Double-decker coach with two passenger decks, maximising seated capacity for long-distance, tourism and scheduled intercity services.	High-capacity long-distance lines, premium tourism.	13.0 – 14.0 m	70 – 90 seated	Double-decker coach	Common across continental Europe for scheduled long-distance lines; also UK tour operators.
school bus	inter-urban	Bus dedicated to or primarily used for scheduled pupil transport, often with simplified interior and seat-belted seating.	Home-to-school transport, often on rural/suburban routes.	9.0 – 13.0 m	40 – 70 seated	-	Configuration varies strongly by country; in some markets school transport uses standard interurban buses rather than dedicated vehicles.
interurban	inter-urban	Bus designed for regional scheduled service between towns and cities, combining seated comfort with the ability to handle some standees and quick boarding at stops.	Regional and commuter lines, mixed urban/rural service.	10.5 – 15.0 m (incl. 3-axle)	50 – 90 (incl. limited standees)	Regional bus, intercity bus (informal)	Backbone of European regional transport; LE configuration dominates in many markets.

3. Floor heights

The floor-height code describes the passenger-floor architecture of the vehicle. It is an independent attribute from the application: most applications can in principle be built in more than one floor-height variant. Section 4 shows which combinations occur in practice.

Note on the "DD" code. "DD" as a floor height simply means the vehicle has two passenger decks. It is used for both *city bus DD* and *coach DD* applications. The application tells you the operating context; the DD floor-height code only states the architecture.

Classification basis. Floor-height classification in our reports follows the actual internal floor structure of the vehicle. OEM marketing labels (e.g. a bus marketed as "low floor") might not always match this structural classification — where the two differ, the structural definition prevails.

Codes intentionally not used. *MD* (sometimes used as a synonym for LD) and *HDH* (sometimes used as a synonym for SHD) are **not** used in our taxonomy. Use **LD** and **SHD** respectively.

Code	Full name	Definition	Typical floor height	Typical applications	Regional notes
LF	Low Floor	Bus with a continuous low floor across the entire passenger compartment, allowing step-free boarding through all doors.	≈ 32 – 36 cm	city bus, city bus G	Standard architecture for urban service across Europe; mandated or strongly preferred in most cities for accessibility.
LE	Low Entry	Bus with a continuous low floor from the front entrance to (typically) the second door, with a stepped raised floor in the rear section above the drivetrain and rear axle.	≈ 32 – 36 cm at entrance, rising to ≈ 85 – 90 cm in rear section	interurban, city bus, school bus, midibus	Dominant configuration for European interurban service; combines step-free boarding with high seating capacity.
HF	High Floor	Bus with a single, continuous raised passenger floor over the drivetrain, requiring entry steps at every door. Classic step-entry architecture.	≈ 86 – 110 cm	interurban, school bus, midibus, midicoach	Historically standard for interurban and school transport; still common where accessibility regulations are less strict or where rough-road durability is needed.
HD	High Decker	Single-deck coach with a substantially raised passenger floor over a large under-floor luggage compartment.	≈ 140 cm	coach, midicoach	Standard touring-coach configuration across Europe.
SHD	Super High Decker	Single-deck coach with the highest passenger floor in the single-deck range, maximising under-floor luggage volume and providing a panoramic view from the passenger compartment.	≈ 160 cm and above (overall vehicle height typically ≥ 3.7 m)	coach	Premium long-distance and tourism segment; popular for international touring.
LD	Low Decker	Coach with a lower-than-standard passenger floor, used where overall vehicle height is restricted or where easier boarding is desired while keeping coach-style seating and luggage space.	≈ 120 cm	coach, midicoach	Used for regional/commuter coach service and markets with low bridges or height-restricted routes.
DD	Double Decker	Vehicle with two passenger decks connected by an internal staircase. The lower deck is typically low-floor (city DD) or high-floor (coach DD) depending on the application.	Lower deck ≈ 32 – 90 cm depending on application; overall vehicle height typically ≈ 4.0 – 4.4 m	city bus DD, coach DD	City DD strongest in the UK and Ireland; Coach DD widely used across continental Europe for long-distance lines.
Truck Chassis	Truck Chassis (body-on-truck conversion)	Bus body built on a commercial-truck chassis, typically as a unique or small-series conversion. Floor height is not standardised and varies by build; this code is used as a catch-all when no further architecture information is available.	Not standardised; varies by individual build	school bus, interurban, midibus (rare across all)	Very rare overall. More common in markets with limited bus-OEM presence and harsh operating conditions, e.g. Iceland.

4. Application × Floor-height matrix

The matrix below shows which floor-height architectures are typically combined with which applications in the European market. ● = standard / common, ■ = occurs but less common, blank = not typically used.

Application	LF	LE	HF	HD	SHD	LD	DD	Truck Chassis
city bus	●	■	■					
midibus	●	■	●					■
city bus G	●	■						
city bus DD							●	
midicoach			●	■		■		
coach				●	●	■		
coach DD							●	
School bus			●			●		■
Interurban		●	●					

Reading the matrix. The matrix reflects typical European market practice and is intended as a guide for interpreting the data, not as a definitive list of every configuration ever produced. Individual OEM builds may deviate.

Would you like to work with the underlying data?

The European Bus Data Reports are also available as structured Excel spreadsheets, enabling further analysis, bespoke evaluations and direct comparison of relevant market data.

Do you have any questions about the reports or the Excel spreadsheets?
Our customer support team will be happy to assist you.

Contact

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