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Scania to supply 15 trucks for German e-highways

Scania is to supply vehicles for the three Germany e-highway in trials that are expected to start next year. The decision was taken on behalf of the German Federal Ministry for Environment, Nature Conservation and Nuclear Safety (BMU), following a public tender process.

Trials will initially commence in Hessen along the A5 Autobahn, where the five-kilometre e-highway infrastructure with electric power supplied from overhead lines in both directions has been completed. Next will be an e-highway segment on the A1 Autobahn to the Port of Lübeck, with additional stationary charging capacity planned at the port. This highway section is expected to open during summer 2019. Finally, the third e-highway is expected to be established in Baden-Württemberg along a section of the B462 federal road early 2020.

The 15 trucks will be equipped with pantograph power collectors, developed by Siemens, mounted on the frame behind the cab for charging while in motion. These trucks will be operated by haulage companies in actual transport operations. Delivery of the first hybrid R 450 truck by Scania for Hessen is scheduled for May 2019. In addition to delivering trucks, Scania will manage vehicle maintenance and data collection from the trials.

Scania has previously been selected as partner in the concurrent research project conducted by Volkswagen Group Research. A hybrid Scania R 450 is expected to be delivered to the project in February and commissioning is ongoing on Siemens test track outside Berlin. A second electrified research vehicle will be delivered in autumn 2019. The research programme will seek to analyse and optimise the powertrain concept, energy management, hybrid transmission, battery ageing and the next-generation cooling system.

“Unlike passenger cars, which remain parked and stationary most of the day, trucks are deployed for long hours in transport assignments when stopping to charge can be highly disruptive in the operations. E-highways offer rational and effective charging en route. The solution also saves batteries and reduces load on the energy network,” says Magnus Höglund, Head of Electric Road System, Scania.

According to several studies e-highways are an alternative that will significantly help to reduce CO₂-emissions. Electrified road technology is one part of Scania’s sustainable transport solutions, which is now also being tested on German roads.

[Scania to supply trucks for German e-highways research project](#)

[Italy towards a “zero impact” e-highway](#)

[Scania welcomes Sweden-Germany partnership on mobility and electrical roads](#)

[World’s first electric road opens in Sweden](#)

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Scania is a world-leading provider of transport solutions. Together with our partners and customers we are driving the shift towards a sustainable transport system. In 2017, we delivered 82,500 trucks, 8,300 buses as well as 8,500 industrial and marine engines to our customers. Net sales totalled nearly SEK 120 billion, of which about 20 percent were services-related. Founded in 1891, Scania now operates in more than 100 countries and employs some 49,300 people. Research and development are concentrated in Sweden, with branches in Brazil and India. Production takes place in Europe, Latin America and Asia, with regional production centres in Africa, Asia and Eurasia. Scania is part of TRATON AG. For more information visit: www.scania.com.

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