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Norwegian wholesaler ASKO puts hydrogen powered fuel cell electric Scania trucks on the road

ASKO and Scania celebrate the start of operations of four hydrogen gas trucks with electric driveline and of ASKO's hydrogen gas station in Trondheim, Norway.

There is no one-size-fits-all-universal solution within electrification of heavy commercial vehicles. One of the technology tracks that Scania has explored with its customer ASKO is fuel cell electric trucks powered by hydrogen gas. This venture now goes into the next phase with four trucks being put into real operation in a pilot that is one of the first of its kind. The pilot will be the basis for further learning and development for both companies.

“Scania continues to work with cutting edge technology that supports the shift to fossil free transport. An important part of this is done together with some of our most progressive partners, such as ASKO, in customer-near development”, says Karin Rådström, Head of Sales and Marketing at Scania.

Scania is working with its electrification roadmap in the same way as with the combustion engine-technology; a multi-faceted approach with a broad range of solutions. The company has researched and developed different kinds of bio-fuelled hybrid-electric technologies, as well as fully-electric vehicles. Scania's battery electric bus was launched in 2019 and we also work with electric vehicles that can be charged via electrified roads or through hydrogen-powered fuel cells as is the case with ASKO.

“Hydrogen gas is an interesting option for long haulage electrified transport and early tests show that the technology also works well in colder climate. We will continue to monitor the performance of these trucks closely. I also want to commend ASKO for taking early and bold steps to ensure a supply of hydrogen sourced from renewable sources and infrastructure for fuelling. The company is a player who really take action to catalyse a shift toward sustainable transport,” says Rådström.

As always, Scania's work is based on a modular approach. In the four trucks deployed in ASKO's operations, the internal combustion engine in the powertrain is replaced by an electric machine, powered by electricity from fuel cells fed with hydrogen and from rechargeable batteries. The rest of the powertrain is composed of the same standard components used in the hybrid trucks and buses that Scania already delivers.

**Facts about the truck:**

- Gross Vehicle Weight: 26+1 tonnes
- Configuration: 6x2*4
- Powertrain: 290 kW electric machine/210 kW continuous output, 2-speed transmission, 2200 Nm peak torque
- Installed battery capacity: 56 kWh Li-ion
- On-board charger: 22 kW AC with CCS charging interface
- Fuel cell: 90 kW PEFC delivered from a third party
- Hydrogen storage: 33 kg @350 bar
- Estimated range: 400-500 km

Read more about how hydrogen-powered fuel cell vehicles work:

www.scania.com/group/en/hydrogen-a-fuel-of-the-future/

Read about electrification at Scania: www.scania.com/electrification

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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 2018, we delivered 88,000 trucks, 8,500 buses as well as 12,800 industrial and marine engines to our customers. Net sales totalled to over SEK 137 billion, of which about 20 percent were services-related. Founded in 1891, Scania now operates in more than 100 countries and employs some 52,000 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 SE. For more information visit: www.scania.com.

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