SIEMENS

Press release

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Siemens and Scania join forces for electric HGV project

Siemens and Scania have launched a joint development involving integration of Siemens technology for power supply to vehicles with Scania's know-how in electrification of drive trains in HGVs and buses. This collaboration means that Sweden may be the first country in the world to have electric-powered HGVs and eHighways for commercial use.

Siemens has been working on technology for so-called eHighways for a long time, where vehicles with an electrified drive train draw power from an overhead cable via a so-called pantograph, or current collector, on the roof. As part of its efforts to develop this concept, the company has now entered into a partnership with Scania, which has long been involved in researching the possibility of electrification of the drive train in buses and HGVs. Last year in Almedalen on Gotland both companies demonstrated how an electric HGV might look, as Sweden is seen as a viable test market for eHighways. The collaboration is now being expanded with the intention of further developing the technology and producing eHighway HGVs for commercial use.

"Sweden's aim of fossil-free freight transport and access to fossil-free electricity creates a positive political climate for this type of technology. The Swedish Transport Administration with its report last spring has also shown that they are reviewing the possibilities for different test areas. This makes Sweden a very interesting market for us. Together with Scania, we are now taking a big step forward in being able to supply a finished product," says Göran Persson, Head of Infrastructure and Cities at Siemens Sweden.

The so-called eHighway concept, developed by Siemens, is an innovative solution that combines tried and tested rail technology with the flexibility of road transport. The system is

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open and enables continuous power supply to hybrid vehicles and thus guarantees that eHighway vehicles can be used as flexibly as conventional vehicles. On ordinary roads not equipped with catenary lines they will be powered instead by a hybrid engine.

Scania is pursuing large-scale development of electric hybrid technology, with the internal combustion engine being supplemented by an electric motor that is powered by utilising the energy from braking. Hybrid technology helps to reduce fuel consumption and, as a result, carbon dioxide emissions. The electric hybrid is the first step towards electric-powered vehicles that will come to play an increasingly important role in development of sustainable freight transport and public transport.
The eHighway is a complement to rail and an essential factor in achieving the goal of a non-fossil-dependent transport sector by 2030.

www.siemens.com/mobility/eHighway

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With the world's largest environmental portfolio, Siemens is able to offer innovative, high-tech solutions in the fields of infrastructure, industry, energy and healthcare. Siemens' workforce of 360,000 in 190 countries has the knowledge and skills to develop products, solutions and services to contribute to a sustainable society. The company has a turnover of EUR 73.5 billion. Approximately 40 per cent of turnover comes from its environmental portfolio. Siemens has been operating in Sweden since 1893 and the company has around 4,600 employees at 40 locations, with its head office in Upplands Väsby. Turnover for the last fiscal year was approximately SEK 17 billion.