



The first four MAN eTGE 3.140 are going to Berlin, the BVG is moving into an ecological future

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A world première will be celebrated at the IAA's 2018 commercial vehicles fair in Hanover: that of the all-electric MAN eTGE 3.140. With a range of around 160 kilometres and a one-metric-ton payload, this "electric lion" is perfect for "last mile" logistics. MAN's mass produced eTGE "powers up" the very latest vehicle technology with proven electrical components. The first four MAN eTGEs will be deployed in Berlin.

MAN Truck & Bus Deutschland
Oskar-Schlemmer-Straße 19-21
D-80807 Munich

Should any questions arise, please contact:
Alwin Berti
Phone: +49 89 24202-7530
alwin.berth@man.eu
www.man.de

The BVG (*Berliner Verkehrsbetriebe*) is not only looking at an ecological future, it is also set to benefit from a variety of economic advantages.

- **The fully electric MAN eTGE is *the* eMobility solution for the van segment**
- **The MAN eTGE 3.140 is tailored precisely to the requirements of specific eMobility application areas**
- **The electric vehicle technology in the MAN eTGE is mature, reliable and easy to maintain**
- **eMobility offers users manifold advantages**

As a high-roof panel van, this all-electric version of the MAN van offers almost eleven cubic meters of cargo space, and as a 3.5-metric-ton truck a payload of one metric ton. Calculated using the NEDC, its theoretical range is up to 160 kilometres. This capacity is adequate for about three-quarters of all urban transportation – journeys that are currently made by vehicles with internal combustion engines.

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of some 10 billion euros (2017). The company's product portfolio includes vans, trucks, buses/coaches and diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON AG and employs more than 36,000 people worldwide.

In 2017, MAN Truck & Bus Deutschland GmbH, a subsidiary of MAN Truck & Bus AG, sold 32,477 new and second-hand lorries, buses and vans in Germany. The company has more than 350 service outlets including its own service operations and service partners. In 2017 its approximately 4,600 employees generated revenues of around € 2.9 billion.



The MAN eTGE can be charged in about five and a half hours using a 7.2 kilowatt AC “wall box”. More rapid charging is also possible using a DC charging station with a combined charger (CCS) – from zero to 80% within 45 minutes, provided 40 kilowatts of charging capacity is available.

Given appropriate maintenance, after about 2,000 charging cycles the large 36 kWh battery will have lost only 15% of its capacity. Individual battery modules containing six or twelve cells can also be exchanged separately. The 264 lithium-ion HV cells are housed under the slightly raised loading floor, which is constructed in the same way as rear-wheel-drive body versions with diesel engines.

The drive system used in MAN eTGEs is a permanent-magnet synchronous motor. This three-phase AC motor is mounted directly on the front drive axle together with the single-speed gearbox. It has a maximum power of 100 kilowatts and about 50 kilowatts in continuous operation. The immediately available 290 Nm torque guarantees agile handling.

When it comes to safety, the MAN eTGE is in no way inferior to the conventionally driven TGE. It comes with parking assist and side protection, multi-function camera, rear-view camera, cruise control and speed limiter, plus an environment monitoring system with city emergency braking function and – naturally – an on-board emergency brake assist (EBA). LED headlights are also standard.

The eTGE will not be subject to any entry restrictions in the event of diesel being banned and – since it moves very quietly and emits no engine noise – also permits early, late and night-time deliveries in metropolitan areas. As regards maintenance, the MAN eTGE has considerably fewer moving parts. A number of typical service routines – such as oil changes and replacing oil filters – are entirely eliminated. All these factors have a positive effect on the TCO (total cost of ownership).

A quote from Martin Pludra, Head of Van Sales, MAN Truck & Bus Deutschland:

“We are very pleased that such a renowned transport company as BVG is banking on our brand-new MAN eTGEs. This fully electric van has a particularly important role to play when it comes to emission-free traffic, especially in large conurbations such as Berlin.”



A quote from Dr. Sigrid Nikutta, Chairwoman of the Management Board and Operations at BVG: “The BVG and electromobility – they simply belong together. Like our subways, trams and e-buses, now also our own vehicle fleet. We have already converted our fleet of over 100 passenger cars to electric drives. Now we look forward to starting with the conversion of our vans to make the BVG even more environmentally friendly and further improve the quality of life in Berlin.”

Captions:

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The fully electrically driven MAN eTGE is *the* eMobility solution for the transporter segment.

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A symbolic hand-over of keys to the BVG (from left: Martin Pilz, MAN Sales Manager Van, Berlin, Joachim Drees, CEO MAN Truck & Bus, Dr. Sigrid Evelyn Nikutta, CEO BVG, Dennis Affeld, Head of Sales Van, MAN Truck & Bus und Peter Boronowski, Sales Director Region East, MAN Truck & Bus Deutschland).