



Norway: Eight MAN eTGEs to DB Schenker

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The international logistics provider DB Schenker began using in May eight electric vans MAN eTGE in Norway. The company will use the vehicles for zero-emission goods distribution inside the Ring 3 ring road in Oslo. DB Schenker has a global target of providing transport as close to zero-emission as possible.

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- **“One of our aims is for all transport between our main terminal at Alnabru and the City Hub at Filipstad to be electric.” Nils-Petter Buer, Head of Marketing and Communication at DB Schenker Norway**
- **MAN’s facility at Skårer is now fully equipped to provide service and repairs for electric utility vehicles**

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From the outside, there is almost no visible difference between a diesel-powered MAN TGE 3.140 and an electric MAN eTGE. Even the type designation is the same, since DB Schenker’s eight vans are 3.5 tonnes, with a power output of 100 kW, which in mechanical horsepower terms is the equivalent of 136 hp. The maximum torque is 290 Nm, which is available immediately at start-up. The vehicles are based at DB Schenker’s new City Hub at the district Filipstad in Oslo, which was formally opened in May of this year.

“We are delighted to have achieved our goal using these eight electric vans”, said Nils-Petter Buer, Head of Marketing and Communication at DB Schenker Norway. “This is yet another step towards providing transport which is as close to zero-emission as possible, particularly in urban areas. We have already been using electric cargo bikes in Oslo and Bergen, and now we are working towards using electric trucks. One of our aims is for all transport between our main terminal at Alnabru and the City Hub at Filipstad to be electric”.

The eight vans were delivered from MAN’s facility at Skårer, where the workshop is now fully equipped to provide service and repairs for electric utility vehicles. The MAN eTGE has a cargo capacity of 10.7 cubic metres, which is the same volume as the version with rear wheel drive. The battery capacity of 36 kWh comes from a lithium-ion battery, which is positioned under the

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cargo the floor of the vehicle. This battery location improves the vehicle's driving behaviour due to a better centre of gravity. Its maximum range is up to 173 km, in accordance with the NEDC norm, which is more than enough for the normal journeys driven by a van in a typical working day.