

**Editorial office:**

Elsevier Ltd  
The Boulevard, Langford Lane  
Kidlington  
Oxford OX5 1GB  
United Kingdom  
Tel: +44 (0)1865 843239  
Website: [www.fuelcellsbulletin.com](http://www.fuelcellsbulletin.com)

**Publishing Director:** Deborah Logan

**Editor:** Steve Barrett  
E-mail: [s.barrett@elsevier.com](mailto:s.barrett@elsevier.com)

**Production Support Manager:**  
Lin Lucas  
E-mail: [l.lucas@elsevier.com](mailto:l.lucas@elsevier.com)

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**ROAD VEHICLES**

## Quantron implements hydrogen drivetrain in vans and heavy trucks

**German commercial vehicle company Quantron AG has collaborated with AE Driven Solutions GmbH (AEDS) to implement hydrogen drive solutions for full-size vans. Quantron has also unveiled its Energon heavy-duty freight truck, powered by fuel cell technology supplied by Freudenberg Sealing Technologies.**

The first vehicles from the Quantron–AEDS partnership are the Quantron Q-LIH2 large light commercial vans, initially for platform and box body vehicles based on the Iveco Daily. These will be offered in 4.2 tonne (with 100 kW fuel cell) and 7.2 tonne (147 kW) models, with a range of 300–500 km (190–310 miles) depending on the hydrogen tank size selected. Quantron is working on expanding its range of fuel cell electric vans, to offer vehicles with different bodies and based on models from other manufacturers.

Quantron is also developing the hydrogen powered 44 tonne Energon truck, with a range of up to 700 km (435 miles), which is expected to be fully integrated into logistics processes in freight transport. The Energon features a 130 kW PEM fuel cell system manufactured by Freudenberg Sealing Technologies [*FCB, October 2019, p2*], supported by a 110 kWh lithium iron phosphate (LFP) battery, powering the 340 kW engine. Production is scheduled to start in mid-2022.

AEDS is an Aachen-based startup headed by several key people who had been with StreetScooter GmbH, a subsidiary of Deutsche Post DHL that recently abandoned its fuel cell vehicle programme to focus on battery electric [*April 2020, p5*].

Quantron: [www.quantron.net/en](http://www.quantron.net/en)

AE Driven Solutions: [www.alternative-energy.solutions](http://www.alternative-energy.solutions)

Freudenberg Sealing Technologies, Fuel Cell:  
[www.fst.com/fuel-cell](http://www.fst.com/fuel-cell)

## Dr Richard Group tests Solaris bus in Austria

**The Solaris Urbino 12 hydrogen fuel cell electric bus is being tested in Austria by Dr Richard Group, the country's largest private bus operator,**

**which trialed it in passenger service in early July in Vienna and St Pölten.**

After successful test runs in Vienna in June, the bus was handed over to the Dr Richard Group, which unveiled the vehicle in St Pölten, about 55 km (35 miles) west of the Austrian capital. Dr Richard operates a fleet of nearly 1000 buses, including Solaris vehicles, with which it has worked since 2010. The company has previously tested battery electric buses, so this latest trial gave a valuable insight into the practical operation and implementation of fuel cell electric buses.

Polish bus builder Solaris Bus & Coach unveiled its Solaris Urbino 12 hydrogen fuel cell electric bus last summer [*FCB, July 2019, p3*], and saw it tested by transit operators across Europe, including in the Austrian cities of Graz and Klagenfurt [*October 2019, p3*]. The company has already won orders for a total of 57 buses, from customers in Italy [*July 2019, p3*], Germany [*April 2020, p2*], and the Netherlands [*May 2020, p2*]. The first vehicles will be delivered to Bolzano, Cologne and Wuppertal by the end of this year.

Solaris Bus & Coach: [www.solarisbus.com](http://www.solarisbus.com)

Dr Richard Group: [www.richard.at/en](http://www.richard.at/en)

## CTE guidebook for deployment of zero-emission transit buses

**The Center for Transportation and the Environment (CTE) in Atlanta, Georgia has released a comprehensive guide to the rollout of battery electric and fuel cell electric buses, highlighting key considerations for zero-emission transit bus deployments and infrastructure.**

The *Guidebook for Deploying Zero-Emission Transit Buses* is intended to educate transit agencies on current best practices for zero-emission bus deployments, and ensure that non-profit and engineering firms providing technical assistance utilise a consistent and effective approach. The resource guides users through each phase of a zero-emission bus deployment, to maximise benefits and mitigate risks.

The document is based on lessons CTE has learned from previous deployments, its in-house expertise, and know-how of industry stakeholders. It aims to deepen transit operators' understanding of zero-emission technology and support decision-making, emphasising the importance of collaboration with technology providers, utility companies, fuel suppliers and contractors.