Zemo Partnership

ZEB-ADL-E400EV-2022

Approved Test facility

Zero Emission Bus Certificate

| Customer: | Alexander De | nnie | | | | | | DYNAMOME | FER SETTINGS | |
|---|---|---|--|---|--|---|---|--|---|--|
| Customer Address: Cameron House, Priorswood PI, Skelmersdale, WN8 9QB | | | | Telematics Capability | | Yes | Test Weight | | 15818 | kg |
| Test Purpose: | | on Bus Testing | cradale, mile sub | Maximum Speed (km/h) | | 80 km/h | F° | | -309.61 | N |
| Vehicle Manufacturer: | Alexander De | - | | Seated Capacity | | 67 | F ¹ | | -2.3179 | N/kmh |
| Vehicle Model Name: | E400EV (LF6 | | | | nger Capacity | 85 | F ² | | 0.1948 | N/kmh ² |
| Powertrain Technology | | | | | nladen Weight (kg) | 13270 | Equivalent test passengers | | 33.5 | passengers |
| Powetrain Configuration | | | | | Weight (kg) | 19500 | Measured Unladen Weight | | 13540 | kg |
| Zero Emission Heating | Heat Pump | | | | W Check | ОК | Number of conseuitve tests completed | | 4 | Tests |
| | Battery Spe | ecification | | Ch | arging and Refuelling | Capability | | Hydrogen S | Specification | |
| Battery Manufa | acturer | BYI | D | PI | ug Type | Dual AC/CCS2/OppCharge | F | uel Cell Manufactur | er | N/A |
| Battery Chemistry LFP | | | Max Charge Capability (kW) | | 80kW/112kW/300 kW | Fue | I Cell Power Rating | (kW) | N/A | |
| Battery Installed Capacity (kWh) 382 | | | Charger Compatibility | | AC / DC | Hydrogen Storage Capac | | ty (kg) | N/A | |
| Battery Usable Capacity (kWh)* 306 | | | Charge time from 20-80% SOC** | | 1-5 hours | Hydrogen Storage Pressu | | re (bar) | N/A | |
| * Recommended manu | facturer guidelin | | | | nufacturer estimate | | | | | |
| | | | | | | plus carbo | - | | | |
| Well-to-Tank Factor: | Electricity 80.92 g CO2e / MJ | | Fuel Provider | | UK market standard | | | DBEIS Conversion 2021 | | |
| Well-to-Tank Factor: | Hydrogen | N/A | g CO2e / MJ | | of Tanker (kg) | N/A | | e / Pathway | | Electricity |
| Energy Density | Hydrogen | 120 | MJ / kg | Transport Dista | nce of Hydrogen (km) | N/A | Energ | y Source | UK | Grid |
| Fr | nissions | s and Ener | av consi | umption | results fro | m approved | l test faci | litv – Avera | nae 4 test | ç |
| 27 | | | | | | | | Total Energy | Vehicle Energy | Grid Electrical |
| Test Phase | HC (g/km) | CO (g/km) | NOx (g/km) | PM (g/km) | CO ₂ (g/km) | CH₄ (g/km)* | N₂O (g/km)* | Consumption (kWh) | Consumption (kWh/km) | Energy Consumption (kWh/ 100km) |
| Outer Urban | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 6.56 | 1.02 | 101.92 |
| Inner Urban | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 3.16 | 1.26 | 126.30 |
| Rural | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 5.26 | 0.71 | 71.23 |
| LBC Average | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 9.72 | 1.09 | 108.74 |
| UK BUS Average | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 14.98 | 0.92 | 91.77 |
| | | | | - | • / | nsumption a | | - | | 1 |
| | | | | | | | | | | |
| Hydrogen Energy Over Test (kWh) N/A Measured g | | | | | ned on vehicle (kWh) | 75.00 | | E Range at 100% SC | | 333 |
| | | N/A | Measured g | rid energy durin | ng charging (kWh) | 92.00 | Max | ZE Range at 80% SO | C (km) | 266 |
| Hydrogen Delivered to | o Vehicle (kg) | N/A | Measured g Grid | rid energy durin d-to-Wheel effici | ng charging (kWh) iency (%) ² | 92.00 81% | Max | | C (km) | |
| Hydrogen Delivered to ¹ Total measured energ ² Grid to Wheel efficient | o Vehicle (kg) ly may include e cy represents th | N/A nergy used during the ne total energy losses | Measured g Grid ne 23 minute warm s between the grid | rid energy durin d-to-Wheel efficient hup, this is needed and the wheels | ng charging (kWh) iency (%) ² ed for charge efficiency of the bus. | 92.00 81% calculation. | Max 2 Tes | ZE Range at 80% SO | C (km) (km) | 266 |
| Hydrogen Delivered to ¹ Total measured energ ² Grid to Wheel efficient | o Vehicle (kg) y may include e cy represents th ated toto | N/A energy used during the ne total energy losses al Well-to- | Measured g Grid are 23 minute warm s between the grid Wheel GH | rid energy durin d-to-Wheel effici- hup, this is needed and the wheels IGCO ₂ eco | ng charging (kWh) iency (%) ² ad for charge efficiency of the bus. QUVIALENT EN | 92.00 81% calculation. | Max 2 Tes test | ZE Range at 80% SO t Distance Travelled | C (km) (km) | 266 82 |
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