

NISSAN E-NV200 WITH VOLTIA CONVERSION IN USE

Electric transporter in the courier service

MMK Frachtdienste uses a Nissan E-NV200 Maxi with Voltia conversion for DPD - and draws a positive conclusion.



Michael Mlynarczyk, Managing Partner of MMK Freight Services, based in Unna, was the first to drive the NV200 from Nissan in 2010 when it was voted KEP Transporter of the Year - a low-cost van the size of a VW Caddy. "It convinced me above all because of its good price-performance ratio," says Mlynarczyk. A few years later, Nissan presented its electric variant, the E-NV200, which the Japanese vehicle manufacturer has been producing since 2013 in Barcelona, Spain. "In my opinion, this was the first electric vehicle with a mature technology, and I found it super - and attractively priced right from the start," he emphasizes.

Volita discovered on Youtube

Mlynarczyk would have immediately bought an E-NV200, but the transport volume was not enough for him. Coincidentally, he discovered Voltia via a Youtube video. The company had extended and increased the E-NV200. "We went to The Hague in the Netherlands and visited the Voltia representative responsible for the Western European market," he recalls. Mlynarczyk was able to test drive the car and test the quick charge function. Enthusiastic about the vehicle, it quickly became clear that such a vehicle needed to be in the MMK Frachtdienste fleet.

Price, volume, range and technology have convinced the entrepreneur. The price, according to his statements, is in the range of a conventionally powered van the size of a Mercedes Sprinter - at around 30,000 euros net. The load volume is 8 cubic meters. A sprinter has about 13 cubic meters. "So if we charge the Voltia twice a day, we have 16 cubic meters of volume," says Mlynarczyk. The E-NV200 has 600 - the Sprinter over 1,200 kilograms payload. If he loaded the Voltia twice, it would have the same payload as before. Said and done. As the main truck operating in the city center, the Voltia, which drives for DPD, is reloaded after its first lap for a second tour.

140 kilometers are enough

The battery range is indicated at 140 kilometers. An indicator on the display allows the driver to constantly see at any time how many kilometers he can still drive. As soon as the driver turns on electricity consumers like light, radio or windshield wipers, the mileage goes down. "At first, we were skeptical as to whether 140 kilometers would be enough for us, but we quickly realized that it was possible," says the managing director. After a daily service with about 100 stops and 160 parcels, the vehicle arrives at the depot with around 40 percent remaining power.

In the winter - Mlynarczyk says - it is in short supply when the driver turns on the heating. Therefore, he has installed a diesel-powered auxiliary heating unit, which the driver only switches on when he really needs it. In addition, the entrepreneur in Dortmund Stadtmitte has identified fast-charging stations, where the Voltia can be recharged 20 percent in 20 minutes - which in turn is enough for about 20 kilometers. The driver inserts the plug of the charging cable there and releases the pillar simply via an app. During thistime, he can do another five to six deliveries on foot in this area, or "just take a break," Mlynarczyk says, which he considers even more important.

Driver drives much more relaxed

There is a nice side effect: He had tried for so many years to convince his drivers in the diesel vehicles to drive more fuel-efficiently - without success. Now, the driver of the e-van sets his own goal of consuming as little power as possible. First, because he makes a sport out of it. Secondly because he doesn't want to be stranded with an empty battery "He drives much more relaxed," he adds. Additionally, the driver of electric is naturally open to new approaches. Before that, he usually fumed that he drives with his delivery vehicle through the pedestrian zone or parked in the second row."

The fact that the Voltia has to be loaded twice for the city center, is still not optimal even if it does not matter when the driver picks up the packages. "We now load the Voltia with smaller packages for around 130 stops," he says. Because he sees the vehicle as better for residential areas where the streets are narrow and no parking is available. The small narrow car can be kept well in the second row or the car parked on transverse to the road lots.

A second driver for GLS

A second vehicle has already been ordered by Mlynarczyk, which he picks up in Bratislava in November. The new one will then be used at GLS in Unna. He should first be presented on the pedestrian zone. In the longer term, the second in the residential areas should be on the way. The technology of the car was mature and therefore he had not hesitated to buy both E-NV200s from Voltia.

"I'm really confident that they will last a long time," he says. Above all, the battery - it should last seven years - as long as MMK freight services will use the vehicle, at least in everyday business. Further purchases for use in the city areas of Dortmund and Unna are planned.

"I will never abandon diesel vehicles completely because we need them on routes and for spontaneous missions," explains Mlynarczyk. The E-Nissan is ideally suited for delivery in

local traffic. "Above all, we are completely satisfied with the Voltia version and cannot find anything negative," is the interim conclusion of the entrepreneur after a quarter of a year of use. The investment in the charging infrastructure at the depot was also limited. Electricity was there anyway, it just required a cable and a socket placed at a suitable location. Now Mlynarczyk hopes that he will soon find an electric variant for his 7.5-tonne, which is traveling in the city center.

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