

# electrifying transportation!

We are now here for you under a new name, but of course we are still the experts for the electrification of commercial vehicles. The former e-troFit GmbH is now called pepper motion GmbH. The main reason for the change of name is the continued expansion of the product and solution portfolio, which is open to all technologies, but also because of the momentum of the rapidly growing company and its internationalization.

pepper as the new company name is the umbrella brand of our company's mission for the future of electromobility in the commercial vehicle industry. With its well-known international profile, etrofit continues to endure as a brand name in the retrofitting business segment.

You can find more information on our brand new website at [www.peppermotion.com](http://www.peppermotion.com)



## Finally here: New funding guidelines for commercial vehicles

As recently published by the German Federal Ministry for Transport (BMVI), funding can now also be applied for the conversion of diesel vehicles in the N2 and N3 EC vehicle classes. This means that subsidized conversion is now possible with the etrofit kit from pepper.

Interested? We will gladly help you apply for the relevant funding and support you in all the necessary steps:

- Analysis with feasibility study (highly eligible)
- Accelerated submission of a draft application
- Submission of the complete funding application
- Analysis and planning of the required charging infrastructure (highly eligible)
- Delivery of the series vehicles within twelve months after receipt of the funding decision guaranteed

We offer you comprehensive advice – all from a single source, customized to your unique needs.

We look forward to discussing your needs further at the e-mail address [robert.reisenauer@e-trofit.com](mailto:robert.reisenauer@e-trofit.com).

Weiterführende Informationen:

[BMVI Ad-hoc Task Force on Minimum Standards](#) (in German)

[Federal Office for Goods Transport: Funding for light and heavy commercial vehicles with alternative and climate-friendly drives](#) (in German)

## Electrification of goods transport: Product planning for trucks larger than 7.5 t

Our highly energy-efficient, modular battery-electric drive system can be used to convert different types of trucks for different business models with different application scenarios. As a manufacturer and developer, pepper electrifies its customers' own vehicles, provides conversion companies and OEMs with complete etrofit® kits, or end customers with already converted vehicles.

The first versions of the battery-electric drive system for series production will be available as early as spring 2022 for the Mercedes Actros and Atego models.

The etrofit® kit will also be made available as a Tier 1 solution to body-makers and OEMs so that they can integrate it into new vehicle developments or existing vehicle series and offer their own zero-emission new vehicles without high development costs.

The kit includes all the components needed to convert a vehicle or for a new vehicle build. From the battery, electric motor, auxiliary components, and control unit with system software developed in accordance with ISO26262 for functional safety, to the interface to the (existing) vehicle, modular and fully validated complete packages are available. The technological heart of the drive system is the company's own system architecture software.

"In principle, it is possible to electrify any vehicle model," explains Robert Reisenauer, Head of Sales and Marketing at pepper motion GmbH. "For inquiries for new vehicle models in relevant quantities, we estimate a flat development time of twelve months until the project is ready for series production."



## First Truck Pre-Series Vehicle in Practical Test at Temmel



Image source: Herbert Temmel GmbH

With a focus on the conversion of trucks larger than 7.5 tonnes, we have put the first battery-electric pepper truck for distribution transport of up to 26 tonnes on the road. In a cooperation with the Austrian logistics firm Herbert Temmel GmbH, the 10-year-old converted Mercedes Actros MP3 has been undergoing practical trials for a few months.

Initial results shows seamless operation.

"In our view, the battery-powered electric drive is ideally suited for certain areas of application and is the better choice in the medium term, especially in inner-city areas. The low maintenance and service costs are of course another significant, positive factor," explains Günther Bulla, Head of Transport at Temmel.

See [here](#) for more details about the practical trial.

## Outlook for H2 product development

The fuel cell will also play an important role for pepper in the development of specific solutions in the commercial vehicle sector. We want to have the first production-ready buses and trucks based on fuel cell technology on the road as early as 2024. One of the priorities of development will be battery electric vehicles with fuel cell range extenders. With this solution, the drive power and large parts of the range are provided by the battery, with all its advantages in terms of energy efficiency and total cost of ownership.

For long ranges in coaches and heavy goods transport with available hydrogen infrastructure, pepper intends to offer a hybrid powertrain in the future primarily based on hydrogen as the energy carrier. The battery is used here only to support high drive power, for operation of the fuel cell at optimum efficiency and for the recuperation of braking energy.

## pepper in the media

[KFZ Anzeiger: e-troFit is now called Pepper Motion](#) (in German)

[Sustainable Bus: New name for e-troFit: now it's called pepper motion](#)

[Krafthand-Truck: Patzelt New Hydrogen Project Manager at e-troFit](#) (in German)

[electrive.net: Retrofitting: A diesel in its first life, an electric bus in its second](#) (in German)

