

## Media Release

Voith Turbo

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### Cologne, Saarbrücken and Cottbus to count on VEDS city buses with hydrogen fuel cells

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- Bus operators order Wrightbus Kite Hydroliner hydrogen-powered solo city buses with VEDS
- Voith to supply around 150 VEDS for buses in Germany by end of 2025
- Almost nine percent of the CVD-compliant buses in Germany have alternative drivetrain

**HEIDENHEIM, GERMANY.** The EU-wide Clean Vehicle Directive (CVD) requires member states to ensure that 65 percent of all newly registered low-floor buses have an alternative drive system by 2030. Almost six percent of the around 54,000 buses in Germany registered by 2023 currently meet this provision. Alongside battery-electric solutions, German bus operators are also opting for fuel cells. British bus manufacturer Wrightbus alone is set to supply hydrogen fuel cell buses equipped with the Voith electrical drive system (VEDS) to the cities of Cologne, Saarbrücken and Cottbus and for WestVerkehr in Geilenkirchen.

The Kite Hydroliner solo city bus can carry up to 90 passengers. Northern Irish bus manufacturer Wrightbus offers this bus with either a 70- or 100-kW fuel cell module. Bus operators can also choose whether they want the buses to have four cylinders with 32 kg hydrogen, five cylinders with 40 kg hydrogen or seven cylinders with 50 kg hydrogen. When it comes to the drive system, however, Wrightbus relies exclusively on the VEDS from Voith.

Voith has already supplied more than 1,000 of its efficient drive system to British bus manufacturers Alexander Dennis and Wrightbus alone. In Europe, the UK is the current frontrunner when it comes to new registrations of electric buses. Voith's extensive experience, plus the customers' desire to quickly incorporate zero-emission buses into their own fleets to meet the Clean Vehicle Directive, are some of the reasons

that prompted the bus operators in Cologne (Regionalverkehr Köln), Saarbrücken (Saarbahn), Cottbus (Cottbusverkehr) and Geilenkirchen (WestVerkehr) to opt for the VEDS from Voith in buses from Northern Irish manufacturer Wrightbus.

In 2024, for example, 31 Kite Hydroliners were delivered to the bus operator in Cologne. In Saarbrücken, 28 hydrogen fuel cell powered buses of the same type are set to go into service by the end of 2025. In Cottbus, the operating company is considering as many as 46 Kite Hydroliners, while in Geilenkirchen, 12 Kite Hydroliners will take to the roads.

“We are delighted by the growing number of electric city buses featuring our VEDS,” says Helmut Zimmermann, who is responsible for the German-speaking markets at Voith. By the end of 2025, a total of around 150 VEDS will be supplied for installation in city buses for the German market.

### **About the Voith Group**

The Voith Group is a global technology company. With its broad portfolio of systems, products, services and digital applications, Voith sets standards in the markets of energy, paper, raw materials and transport & automotive. Founded in 1867, the company today has around 22,000 employees, sales of €5.5 billion and locations in more than 60 countries worldwide and is thus one of the larger family-owned companies in Europe.

Voith Turbo, a Group Division of Voith, is a specialist for intelligent drive technology, systems and customized services. Voith offers the highest level of efficiency and reliability with its innovative and smart products. Customers from highly diverse industries such as oil and gas, energy, mining and mechanical engineering, ship technology, rail and commercial vehicles rely on Voith’s advanced technologies and digital solutions.

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The compact and lightweight Future Inverter Platform (FIP) is specifically designed to meet the special requirements in the commercial vehicle segment and will be integrated into future generations of the VEDS. It is fitted with state-of-the-art microcontrollers and therefore satisfies the applicable cybersecurity standards for the automotive industry.



Motors of the Voith Electrical Drive System (VEDS): HD motor with 310 kW continuous power and 410 kW peak power and MD motor with 230 kW continuous power and 250 kW peak power.

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