Cluster Renault - GloVe simple resume

# GloVe Simple Summary

This is becoming possible as an increasing number of car manufacturers are making available new-generation hydrogen vehicles today, or planning to make hydrogen vehicles available in the near future. H2ME project partners, Audi and BMW have also announced plans for releasing small series hydrogen vehicles in the coming years. The road trip to Hamburg is possible following the expanding network of refuelling stations, in part due to funded installations from the pan-European Hydrogen Mobility Europe (H2ME)&nbsp;project, which assesses the technical and commercial readiness of vehicles, fuelling stations and hydrogen production techniques. “I am excited to see this road trip happen, which will surely profit from the European HRS Availability System, our new tool that will help all car users identify existing refuelling stations and whether they are operational or no” said Fuel Cells and Hydrogen Joint Undertaking (FCH JU) director, Bart Biebuyck. Denis Le Vot, boss of light commercial vehicles at Renault-Nissan, said: These vehicles provide professionals with all the range they require for their long-distance journeys as well as record charging times. As part of the H2ME project, hydrogen-powered fuel cell electric vehicles have travelled a combined distance of more than 11.6m km. The pan-European road trip to Hamburg comprises 15 HRSs; international standards ensure compatibility between refuelling stations and vehicles and the refuelling process takes around three to five minutes, offering times comparable to conventional petrol or diesel cars. While many prioritize battery-electric vehicles, manufacturers like BMW AG have for years invested in fuel-cell cars. The milestone comes following the deployment of more than 550 hydrogen vehicles for private and business use across the UK, Germany, France, Scandinavia and other European countries. In adding both rechargeable batteries and fuel cells to its vans, Renault follows the example of Mercedes Benz-maker Daimler AG, which is rolling out a fuel-cell sport utility vehicle that also features a battery to bridge patchy refueling points.

# Renault joins Toyota, Mercedes with hydrogen delivery van

European automakers are under pressure to roll out zero-emission cars to comply with new regulations to cut pollutants. While many prioritize battery-electric vehicles, manufacturers like BMW AG have for years invested in fuel-cell cars. The long-standing technology, which emits only water vapor, has struggled with high costs, complex storage of hydrogen and a lack of infrastructure. Toyota and Hyundai both offer hydrogen-sipping light commercial vehicles. In adding both rechargeable batteries and fuel cells to its vans, Renault follows the example of Mercedes Benz-maker Daimler AG, which is rolling out a fuel-cell sport utility vehicle that also features a battery to bridge patchy refueling points. The hydrogen Kangoo ZE will be priced from 48,300 euros ($54,000) with a driving range of 370 kilometers (230 miles). The technology was developed in partnership with a subsidiary of Michelin, the French tiremaker formerly led by Renault Chairman Jean-Dominique Senard.

# Renault hydrogen Kangoo/Master for 2020.

Tested since 2014, Groupe Renault's hydrogen technology was developed in partnership with Symbio, a Groupe Michelin subsidiary. The vehicles are equipped with a range extender fuel cell providing electric and thermal power of 10 kW, increasing the range of the Master and Kangoo hydrogen vehicles to more than 350 km. Expected in first-half 2020, the Master ZE Hydrogen will triple the range from 120 km to 350 km and will be available in van (two versions) and chassis cab (two versions). From the end of 2019, Renault maintains the Kangoo ZE Hydrogen will have the best real-life range of any electric van on the market at 370km (vs 230 km WLTP with Kangoo ZE). "Groupe Renault completes its range of electric light commercial vehicles with the launch of Renault Master ZE Hydrogen and Kangoo ZE Hydrogen," said Alliance SVP, Renault-Nissan LCV Business Unit, Denis Le Vot.

# Renault launches hydrogen range-extender in electric Kangoo and Master vans

While the Kangoo ZE and Master ZE will still be available in regular battery-electric form, the range-extender fuel cell variants add up to three times more range, with both offering at least 217 miles. Renault said another advantage of hydrogen is that refilling [of the hydrogen tank] takes only five to 10 minutes. The Kangoo ZE Hydrogen will land later this year and the larger Master ZE Hydrogen in 2020. Right-hand-drive versions of the models aren't yet confirmed for the UK; a Renault spokesman said the decision depends on demand. It's likely the technology will extend to other Renault vehicles, although the French firm wouldn't comment on such a move. Denis Le Vot, boss of light commercial vehicles at Renault-Nissan, said: These vehicles provide professionals with all the range they require for their long-distance journeys as well as record charging times. "And the advantages do not stop there, as the Master ZE Hydrogen and Kangoo ZE Hydrogen can run on decarbonised energy that respects the environment while offering all the comfort of electric driving. The Kangoo ZE Hydrogen will be priced from 48,300 (41,537) in France; Master ZE Hydrogen pricing is yet to be confirmed.

# Hydrogen cars to converge on Hamburg event

The journey will demonstrate the advantages of hydrogen mobility and motorway driving. The road trip to Hamburg is possible following the expanding network of refuelling stations, in part due to funded installations from the pan-European Hydrogen Mobility Europe (H2ME)&nbsp;project, which assesses the technical and commercial readiness of vehicles, fuelling stations and hydrogen production techniques. H2ME has funded the installation of 32 hydrogen refuelling stations (HRSs) across Europe to date, with a target of up to 49 by 2022. The recently-launched European HRS Availability System h2-map.eu shows the location and live status of 137 HRSs, with more than half of these available in Germany. The pan-European road trip to Hamburg comprises 15 HRSs; international standards ensure compatibility between refuelling stations and vehicles and the refuelling process takes around three to five minutes, offering times comparable to conventional petrol or diesel cars. As part of the H2ME project, hydrogen-powered fuel cell electric vehicles have travelled a combined distance of more than 11.6m km. The milestone comes following the deployment of more than 550 hydrogen vehicles for private and business use across the UK, Germany, France, Scandinavia and other European countries. This is becoming possible as an increasing number of car manufacturers are making available new-generation hydrogen vehicles today, or planning to make hydrogen vehicles available in the near future. The H2ME project has deployed partner FCEVs, including: the Toyota Mirai; Symbio's new generation of the Renault Kangoo ZE; Honda's second-generation FCEV; and Daimler's new-generation Mercedes-Benz GLC F-Cell. H2ME project partners, Audi and BMW have also announced plans for releasing small series hydrogen vehicles in the coming years. In total, more than 1,400 FCEVs will be deployed by 2022. Findings from the H2ME project will be announced at the Hydrogen for Clean Transport: H2ME Mid-Term Conference in Hamburg. “I am excited to see this road trip happen, which will surely profit from the European HRS Availability System, our new tool that will help all car users identify existing refuelling stations and whether they are operational or no” said Fuel Cells and Hydrogen Joint Undertaking (FCH JU) director, Bart Biebuyck. “This information, which is openly available to any user, will eliminate any anxiety over a lack of infrastructure and enable drivers to opt for fuel cell vehicles." For her part, Hydrogen Europe president, Valerie Bouillon-Delporte added: Hosting the Hydrogen for Clean Transport Conference in Germany is a natural step given the successful infrastructure roll-out. Today, there are 76 hydrogen refuelling stations across the country, and new stations opening every week. Hydrogen mobility and its related infrastructure, is also being adopted in Austria, Denmark, France, the Netherlands, to name a few. The market is getting ready and the technology is proving its reliability; just consider the 6,000 km driven across Europe to&nbsp;Hamburg."