

KAMAZ looking to produce electric truck by 2020

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OJSC KAMAZ plans to be building electric urban trucks under a new-product program by 2020, a company press statement says.

"Today the development of the electronic automobile is constrained by the cost of battery systems, but it is expected that in the next few years the issues of profitability will be resolved," it says.

KAMAZ press service chief Oleg Afanasyev did not specify for Interfax the timeframe for the project's realization or technical particulars. He said that the project is already being developed and that various options for implementing it are under consideration. And a search for solutions that would make it possible to create an energy-efficient automobile is underway.

KAMAZ is also designing a 'pilot-less' vehicle. The company has worked through algorithms for the long-distance management of trucks operating in areas dangerous to humans.

The press service said that the company is investing more than five billion rubles in the development of production this year. Investments will run to sixty billion rubles by 2020.

Bashkortostan-based NefAZ, part of the KAMAZ group, certified last year Russia's first electric bus - the NefAZ-52992. The driver-less route is planned at more than 200 kilometers. On its roof, in the body of the bus, and in its rear are **lithium iron phosphate batteries** with energy capacity of 313.6 kWh. The electric bus is equipped with recharging units of 48 kWt capacity, and the vehicle takes eight hours to fully recharge. Special power units are installed that allow rapid (20-30 minutes) recharging from a grid with tension up to 500 kilovolts

The Russian Industry and Trade Ministry worked up a draft governmental resolution last year that fleshes out the list of grounds for the extension of investment tax credits for projects involving the creation of energy-efficient production of hybrid cars and electric vehicles, as well as recharging infrastructure.

Kamaz is one of Russia's largest producers of heavy duty trucks . The company's principal shareholders are Rustec (the former Russian Technologies), Troika Dialog and Daimler AG.

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