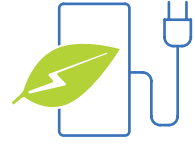


## The Future is Electric



therefore offer our passengers more seats. At the same time, accessibility is being improved.

### Ready to go with 56 charging points

The new bus depot with its modern charging infrastructure in the Moosach part of the city is paving the way for electrification. Currently, 56 e-buses can be supplied with green electricity there simultaneously. With rising demand, additional charging stations will gradually be made a reality here and at our other locations. For the time being, the Moosach bus depot is also still home to diesel buses. They are all climate protectors: a Euro 6 articulated bus emits about as much nitrogen oxide as the equivalent medium-sized car.

### Outdoor heating using waste heat

The waste heat that results from charging the electric buses is used to operate an outdoor heating system in the Moosach bus depot. This keeps the entrances and exits of the washing and parking areas free of ice in winter and therefore saves considerable amounts of electricity and salt. The remaining waste heat is then used, for example, for heating purposes elsewhere. It's a perfect example of sustainability.

### 250 kilometres on one charge

Currently, our electric buses can travel up to 250 km on one charge. The manufacturers are working on making the vehicles even more efficient, more reliable and more economical. We are intensively supporting this development via innovation partnerships. Our electric fleet meanwhile is growing year on year: by 2025, this number will increase fivefold. In 2023 alone, we will receive 35 new e-articulated buses.

The future of mobility is electric: we have set ourselves the clear aim of electrifying our bus fleet completely by 2035. Since 2020, we have only been ordering e-buses. Around 25 are already in daily use on Munich's streets. Whether underground, tram or bus, in the future all vehicles will be run on green electricity and will be 100 per cent emission-free.

### More quality of life for Munich

With the switch to electric buses, local public transport remains a pioneer of climate protection: we are gradually becoming independent from fossil energy sources, which are only available in limited amounts. We are further contributing to air pollution control and making traffic in Munich quieter. E-buses also require fewer mechanical parts than traditional vehicles as, for example, fuel tanks, gear boxes and heavy combustion engines are no longer required. As a consequence, their drive technology is more compact. They can


The new Moosach bus depot



A subsidiary of  
Stadtwerke München



Do you have questions? We will be happy to help you!

 **MVG-Hotline: 0800 344 22 66 00**  
Freephone number

Publisher: Münchner Verkehrsgesellschaft mbH (MVG)  
Mobilitätskommunikation  
80287 München  
Photos: SWM/MVG, Enrico Pallazzo  
Graphic design: Serviceplan Solutions 1 GmbH & Co.  
Printing: SWM Hausdruckerei  
As at: November 2022  
Product code: 142167



Further information at  
[mvg.de/bbh](https://mvg.de/bbh)

[mvg.de](https://mvg.de)   

## Moosach bus depot

A milestone for e-mobility in Munich

**DIE  
MOBILITÄTS-  
MACHER\*INNEN.**

Let's follow one of some 25 e-buses in our current fleet on its way through the depot.

### Entrance

The starting point is the entrance. After every journey, the buses enter the bus depot from the Georg-Brauchle-Ring and are thoroughly checked. This includes the following: checking the engine coolant, measuring the tyre pressures, checking the lights and much more. This guarantees that the next journey is also reliable and safe. Up to 170 buses are checked here daily.

1

2

### Washing station

As well as the technology, the external appearance must also be right. Therefore, a tour through the depot also includes going through the washing station. The bodywork is fully automatically cleaned here and, where necessary, the underbody is also washed. As a plus for the environment, the washing stations in the Moosach bus depot use treated water from previous washing cycles and rainwater, which is collected in underground storage tanks.



3

### Workshop

In total, ten repair stations and four stations for post-accident repairs are available here. The new bus depot also has a roof-working platform for e-buses. Here, technicians can carry out maintenance work on the roof area of the vehicles on a special platform that docks to the e-bus using an electric motor.



4

### Charging area

After everything has been checked over, there still remains the most important thing: energy. The e-bus is supplied with this in the parking area. Here, currently, up to 56 vehicles can be supplied with green electricity at modern charging stations simultaneously. In around three hours, a 12-metre-long solo bus is fully charged. The 18-metre-long articulated buses require up to four hours of charging time. Climate-neutral district cooling from groundwater provides cooling for the individual stations.



5

### Exit

On average, buses stay in the depot for four hours before continuing their onward journey. Afterwards, the e-bus goes on its way again. Our electrically operated vehicles can mainly be found on routes within Munich's inner city. However, more and more frequently, passengers can travel a quiet, emission-free electric bus on other routes too.

