

HEINZMANN REVOLUTIONISES THE FUTURE OF LOGISTICS FOR THE “LAST MILE”.

CargoTwinPower secures the urban
transport of tomorrow.



An interview with Managing Director Christoph Bantle from b&p engineering mobility GmbH about the challenges in the development of cargo bikes, collaboration with HEINZMANN and why we need connectivity.



Online retail is booming, logistics companies' transport volume is increasing exponentially. The "last mile" to the end customer's doorstep is the biggest cost factor in delivery and poses challenges for the German courier, express and parcel sectors. The trend towards CO2-neutral deliveries heightens the demand for innovations in sustainable urban logistics that are fast, efficient and flexible. Industry forecasts show: The solution to the "last mile" are fleets of e-cargo bikes, but also urban vehicles.

HEINZMANN, the electric mobility pioneer from the Black Forest, has set new standards in the evolution of electric drives with its latest product "CargoTwinPower". More power, higher total load and payload: two-wheel hub motors with a continuous power of 250 watts ensure maximum capacity utilisation at maximum loads in continuous urban use for commercial purposes. Flexibility in urban transport is ensured by a powerful drive concept including reverse gear at a torque of 230 Newton meters (Nm); as torque and power are the crucial factors that distinguish exceptional cargo bikes from conventional cargo bikes, especially when starting up and on inclines.

More power also means higher component requirements: Thanks to the strategic further development of the "CargoPower" system, "CargoTwinPower" guarantees durable, unimpaired motor performance through the use of wear and maintenance-free gears.

“ HEINZMANN HAS A CLEAR EDGE WITH REGARD TO TORQUE AND POWER.

Managing Director and developer Christoph Bantle from b&p engineering mobility GmbH was also impressed by the performance promise: "Our aim was to build the best heavy-duty cargo bike for professional applications in the commercial sector. As a result, we also had to install the best drive." The Bavarian cargo bikes developer had only worked with mid-drive motors so far. They are using the HEINZMANN drive for the first time in the latest project "A-NT".

When it comes to power, "HEINZMANN definitely has a clear edge", says Chief Engineer Bantle. "Another major advantage is the simple solution for reversing. With a real load of 250 and a total weight of 500 kilograms, simple pushing to manoeuvre is often no longer possible without a reverse gear." It is essential that the rider feels safe and can operate the cargo bike intuitively. The "A-NT" vehicles are therefore based on brakes, wheels and chains from the scooter sector and axles from the automotive sector.

A robust chassis, low centre of gravity and sturdy brakes complete the feeling of safety. "The rider's

position is like on a city bike: The frame height is extremely low - which is important for a package deliverer who climbs on and off countless times", adds Bantle. The "A-N.T. CARGO:4" model is produced by b&p in the company for Zweirad-Einkaufs-Genossenschaft eG, ZEG.

The collaboration with b&p was characterised by trust on both sides. "Fast paths, open communication and the willingness to improve quickly led to a good result," summarises Managing Director Bantle. Personally, the developer from Bamberg has been working on e-bike drives for almost ten years. From the very beginning, one of the biggest topics was to find "more power" in order to meet market requirements. "With the HEINZMANN drives, we had more than enough power for the first time." To ensure that the cargo bike is more efficient in continuous urban use and to save more energy, the power output was reduced again together with HEINZMANN developers. A topic for the future is and remains "to travel as far as possible on one battery charge". The key word here is recuperation, which HEINZMANN has introduced this year. "Additionally, this will act as a braking function and range extension of up to 15 percent", explains Peter Mérimèche, Managing Director of HEINZMANN. The evolution of electric drives has not yet been completed. The demand for higher payload and an even more efficient use of e-cargo bikes in the "last mile" require that electric mobility pioneers

like HEINZMANN constantly optimise their world-class solution. There is no place for stagnancy in development. The next step is connectivity in order to improve the performance and functionality of the electric drive train and to generate a riding profile that is as precise as possible, just as a cyclist without a motor would expect.

TECHNICAL DATA

- ▶ 4-wheel cargo pedelec EN DIN 15194 compliant
- ▶ Installed continuous power 250 watts with CargoTwinPower
- ▶ Installed max. power of max. 2 x 1350 W for total weight of up to 500 kg
- ▶ Powerful li-ion battery for 2 motors installed
- ▶ Wheel hub motors installed locally
- ▶ Torque transmission via shaft with claw coupling

CONTACT

b&p engineering mobility GmbH

Christoph Bantle
Managing Director

Pfarrer-Eller-Str. 5
96110 Ludwag
Germany

+49 9542 772288 1
cb@bp-mobility.com
www.bp-mobility.com

Heinzmann GmbH & Co. KG

Christoph Riedel
Head of Sales Electric Drives

Am Haselbach 1
79677 Schönau
Germany

+49 7673 8208 222
c.riedel@heinzmann.de
www.heinzmann.com
www.heinzmann-electric-motors.com