6 THINGS TO KNOW ABOUT ZERO-EMISSION DELIVERY VANS

They've been around for a while



In Europe and the USA, companies such as food and drink suppliers, laundry services and newspaper publishers started running fleets of electric vehicles as early as the 1920s. Some models had payloads up to 5 tons[1].



They will soon be everywhere

In 2021, the world's largest delivery companies are all ordering large amounts of electric vans: 10,000 for UPS, 100,000 for Amazon. FedEx pledges to switch its delivery fleet to 100% zero-emissions by 2040, and DHL claims it's already at 20%[2].

They are becoming indispensable in cities



Access to European city centers is progressively closing to thermal vehicles. Hundreds of cities have implemented Low Emission Zones (LEZ) where polluting vehicles are banned or charged a fee.



Their tyres require more attention

Tyre wear is much heavier on electric vans than on their internal combustion equivalents for two reasons: they weigh 20% to 30% more due to the weight of the batteries, and they have higher instant torque[3].

They can go further and further



Until recent years, the driving range of electric delivery vans was generally around 120km. But since 2020, several manufacturers such as Renault, Nissan and Vauxhall have launched models claiming ranges of 300km and more[4].



Their maintenance is much cheaper

Electric motors have fewer moving parts than internal combustion engines, which greatly simplifies their maintenance. Certain manufacturers estimate that servicing electric vans is up to 40% cheaper than diesel vehicles[4].

Sources

(1) https://www.zf.com/mobile/en/stories_9473.html
(2) https://www.npr.org/2021/03/17/976152350/from-amazon-to-fedex-the-delivery-truck-is-going-electric?t=1630131610052
(3) Prohireinterview
(4) https://www.parkers.co.uk/vans-pickups/advice/electric-van-guide/