

Press Release

The CROSSWAY Low Entry ELEC demonstrates 500+ km range in independent trials on demanding interurban routes in Germany

Tested by operator Frölich Linie on regular NVV network routes in northern Hesse, Germany, the CROSSWAY Low Entry ELEC exceeded 500 km on a single charge while operating on challenging interurban routes with significant elevation changes.

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During operational trials initiated by Nordhessischer Verkehrsverbund (NVV), the public transport authority for northern Hesse, Germany, the CROSSWAY Low Entry ELEC exceeded 500 km on a single charge while operating regular interurban services with significant elevation changes. The trials, conducted by operator Frölich Linie on NVV network routes, form part of an evaluation programme assessing alternative drivetrain technologies under everyday operating conditions to identify the most suitable solutions for different operating environments, from dense urban traffic to challenging rural and interurban services.

Launched at the end of April 2026, the project will continue until the end of August 2026. It brings together several transport companies and vehicle manufacturers, with tests carried out on bus routes across the five districts of northern Hesse. Through this initiative, NVV aims to prepare the gradual deployment of vehicles powered by alternative drivetrains across its network, which currently comprises nearly 290 regular routes operated by more than 600 buses and around 30 minibuses.

In this context, the CROSSWAY LE ELEC tested by Frölich Linie was deployed on routes 200 and 290. Route 200 connects Eschwege with Kassel and covers more than 500 km each day. Route 290 also serves the Hoher Meißner area, featuring particularly demanding topography and significant elevation changes. The programme will enable the participating operators to share their operational feedback with NVV in order to identify the most efficient solutions for the region.

The vehicle exceeded expectations during the trial. Equipped with a 485 kWh battery, the CROSSWAY LE ELEC achieved more than 500 km on a single charge, with Frölich Linie reporting that the manufacturer's announced range was exceeded under certain operating conditions, despite the challenging terrain.

"We were pleasantly surprised and impressed by the range of the electric bus we operated on our routes 200 and 290," said Bianca Frölich, Managing Director of Frölich Linie. "On some occasions, the bus even exceeded the range quoted by IVECO BUS, despite the fact that route 290 also runs through the Hoher Meißner area with significant elevation changes."

Giorgio Zino, Head of Commercial Operations IVECO BUS Europe, commented: *"These operational results clearly demonstrate that the CROSSWAY LE ELEC has a role to play in supporting the energy transition of regions beyond purely urban environments. Its combination of long range, battery modularity, passenger capacity and reliability in real-world operation, this vehicle provides public transport authorities and operators with a high-performance, flexible electric solution tailored to their day-to-day operational constraints."*

Designed for suburban and interurban missions requiring both long range and optimised accessibility, the CROSSWAY LE ELEC combines the proven strengths of the CROSSWAY range with IVECO BUS's expertise in electromobility.

Available in 12-metre and 13-metre versions, as well as in urban (Class I) and interurban (Class II) variants, the CROSSWAY LE ELEC has been designed to support the decarbonisation of interurban mobility while meeting a wide range of operational requirements. Its modular battery concept, with 5 to 7 packs distributed between the roof and the rear compartment for a capacity of up to 485 kWh, enables the vehicle to be precisely tailored to missions, daily distances and charging constraints.

With a passenger capacity of up to 44 seats in the 12-metre version and 48 seats in the 13-metre version, it offers a particularly well-suited solution for suburban and interurban routes requiring the right balance between range, passenger capacity and accessibility.

For IVECO BUS, these results in real-world operation illustrate the ability of its electric Low Entry interurban model to meet intensive operating conditions beyond city centres, in regions characterised by long daily distances and varied route profiles.

Complementing the range, the CROSSWAY ELEC, offered in 12-metre and 13-metre versions (Classes II and III) for interurban and school transport missions, provides a modular solution that makes it possible to preserve or adapt luggage compartment capacity according to operational needs.

IVECO BUS

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