

Eagle eye on environment

At the end of the year, Dennis Eagle will start trialling the use of BAE Systems' hybrid electric propulsion systems in its RCVs.

Andrea Lockerbie finds out more from Norman Thoday

■ What was the motivation behind introducing the system and how will it differ from previous ones?

NT: The main motivation was innovation and new technology, along with a desire to enhance the sustainability of our vehicles. We were looking particularly at diesel engine advancement and wanted to reduce vehicle noise. In terms of night time collection, noise reduction is a huge requirement in residential areas of city centres.

Will these systems add to the overall cost of the RCV?

NT: We are in agreement with BAE that any premiums will be covered across the lifetime of the product. BAE and Dennis Eagle were clear that we needed to meet this objective to provide customers with a viable solution.

These systems have been used in transit buses – is this the first time they have been used in RCVs?

How transferable is the system, bearing in mind the start/stop nature of RCV rounds?

NT: One of the main reasons we decided to work with BAE is due to the company's good track record and the successful relationship it already had with Guildford-based Alexander Dennis, the UK bus and coach manufacturer. But the newly developed RCV system is based on parallel hybrid technology, which is different from that used in buses. Trials are currently underway which will determine the performance of this technology when it comes to the stop/start nature of RCV rounds.

Can you say more about where the field trials will be and what they will involve?

NT: The field trials will take place after the Recycling and Waste Management show (RWM) in association

AT A GLANCE

Why Dennis Eagle will be trialling the use of BAE Systems' propulsion systems in its low-entry cab vehicles later this year, and hopes to offer HybridDrive powered vehicles to the market in Q4 of 2012

with CTWM) in September. They will provide an excellent opportunity to get customer feedback. We will initially complete field trials in the UK before taking the technology elsewhere in Europe.

How did this alliance come about and what made Dennis Eagle select the BAE system?

NT: I think this really comes down to the relationship between BAE and Alexander Dennis. BAE has a good reputation and a lot of really good experience and we were keen to explore the benefits this partnership could bring to the RCV sector.

How do you feel about the partnership?

NT: I think it is an exciting opportunity because we have found a partner that has got experience in technology for a wide range of sectors. It is a great project and I'm looking forward to working with BAE to develop the system. It will offer the customer some serious alternatives for the future – we are working hard to develop an affordable package for customers. *Norman Thoday is managing director of Dennis Eagle*

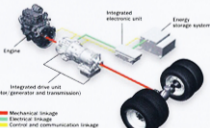
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BAE SYSTEMS' HYBRIDRIVE

This latest member of the BAE Systems HybridDrive family complements and draws on the company's proven HybridDrive system used in more than 3,000 transit buses across North America and Europe. It is designed to offer environmental benefits such as lower emissions, reduced fuel consumption, less noise pollution and improved vehicle drivability.

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Thoday (right) signs on the dotted line with Dr Mike Meikuche, BAE Systems director of programs for power and energy management, at the Commercial Vehicle Show in Birmingham.