Charging Time

Dear Reader,

The new slowdown resulting from electrified mobility is often touted, in particular the advantages of charging stops and their duration. These stops have a positive effect on the number and length of driving breaks taken during longer car journeys. This wasn't always the case: It has been hammered into us over the years that a diesel can manage up to 1000 km at one go and thus save at least one refilling stop including coffee and a cigarette on the way from Munich in the South to Niebüll in the North of Germany.

Who would have thought that all of a sudden the time-is-money mentality, based above all on the continuous squeeze on career and work time, would no longer be valid: It is true that one can make it from Flensburg to Lindau with a few charging stops. Even though the charging stops are not quite as fast as filling up with liquid energy – ok, accepted. One can adjust to the new situation and cope with it. However, so far, I know of no one in my circle of acquaintances with a professional appointment requiring travel across the country who is prepared to take the time required for four times a half-hour “refilling” break, because an electric vehicle needs them. Or to depart the prior evening inclusive an overnight stay to then arrive refreshed in the morning. Quite apart from the fact that only a few employers would be pleased with these additional costs for hotel stopovers. Okay, thanks to Corona these issues are less prevalent right now and the squeeze we spoke of may be home-grown – but it has been more of a rule so far.

The following analogy was brought forward at a press conference by Lapp Kabel 2020: The romantically fantasized VW Beetle of the German economic boom in the 1950s also had to visit a gas-

oline pump every 300 km and that we have got used to a very high level of development. However, that is exactly the point: It is extremely difficult for people to forgo achieved standards and turn back progress.

If we push the fundamental discussion on the ideal mobility solution to one side for the moment, the issue still remains that electric mobility should be made easy for the user, otherwise it is doomed to fail. A technically plausible direction for development to take toward a seamless transition seems to be, in my view, via the highest possible voltage and thus high charging performance (with relatively low losses). 1000 km range is not a crucial key factor, if the charging time after a true range of 500 km only takes around 10 min including payment. At some point in time, BEVs are going to have to measure themselves against this metric.

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