

FAQ NAEXT Automotive as of 1 January 2022:

How much does the conversion of a T5/T6 cost?

Currently, the net cost of a conversion kit is around €35,900, but these costs can vary depending on the vehicle type and characteristics. As we are still at the beginning of our journey with NAEXT and are currently optimising internal processes, we expect to be able to reduce the costs of a conversion kit by mid-2022. If you would like to receive a quote from us today, please send us a short e-mail and the scanned vehicle registration document of your car to anfrage@naext.de.

Is it possible to convert other vehicles as well?

At the moment we only offer the conversion of the Volkswagen T5/T6. However, models such as the Ford Transit, Mercedes Vito or VW Crafter are also very frequently requested. Please feel free to send us an enquiry anyway, as we currently keep tally lists with the number of vehicle types requested. At the end of 2022, we plan to expand our range by 1-2 vehicle types. If it is a request with > 20 units, we can also respond to individual requests due to our special construction methodology (design to built, construction of a finished kit for small series).

Trailer coupling to the electrified car?

Vehicles that were fitted with a trailer hitch before the conversion can continue to be operated with a trailer hitch. We can clarify with the TÜV whether the retrofitting of a trailer hitch is to be registered during the conversion.

What is the range of the converted cars?

The range of an electric car depends greatly on the driving style of the driver. With a reasonable and economical driving style, a range of up to 330km can be assumed with a power of 110 KW and a 72kWh battery. A VW T5/T6 is a large and heavy vehicle. Therefore, despite a sensible driving style, you have to reckon with a consumption of approx. 22kWh/100km.

Does the installation have to be carried out by a specialist company or can a private person also do it?

Yes, this is planned. We are currently in the process of selecting specific conversion and service partners and including them in our community. It is important that the company employs highly trained mechanics. Once we have got to know each other and both sides want to work together, the workshop will be specifically trained for the conversion and certified by us. If you would like to become part of our community, please send an email to partner@naext.de. We look forward to getting to know you!

How does the TÜV approval process work?

At the moment, the approval is still done via the so-called individual approval. We are currently working at full speed on our first homologation for the VW T5/T6 Bulli (other vehicles are to follow). The current target window for this homologation is Q3 2022. Our homologated module kits can then be approved and registered by any TÜV or DEKRA station. The inspector will check whether the installation has been carried out in accordance with the homologation and will make the registration.

Are there any government subsidies that make the conversion more favourable?

No, you cannot apply for an environmental bonus or similar subsidies for our conversions. From our point of view, this makes no sense, as our conversions in particular contribute to the necessary electrification of the mobility sector and are resource-saving and sustainable. That is why we are trying to obtain such subsidies for our customers and are already talking specifically to various political decision-makers.

Is there a hybrid solution (fossil-fuel combustion & electric)?

We do not offer a hybrid solution. With us you only get a purely electric and sustainable solution.

What charging infrastructure will be supported?

The N2 conversion kit is based on 11 kW AC charging. This corresponds to the charging power that is currently subsidised by BAFA. Since the N2 conversion kit is aimed at short-range vehicle use, this charging power is sufficient for your vehicle. We are currently developing the N3 conversion kit with a 400V system, which will then be able to handle AC charging up to 50 kW and DC charging up to 120kW. In addition, we will also be able to charge bidirectionally.

Are you also pursuing the approach of developing a solar range extender?

Not yet, but we are currently discussing a research project with an external partner that involves integrating solar cells into our concept.

What ongoing maintenance costs can be expected in daily use?

Basically, an electric motor requires very little maintenance. We also assume that the maintenance intervals for brakes and clutch will improve. In addition, the respective tax regulations also apply to electric cars, i.e. there is currently no motor vehicle tax.

What service life can be assumed after the installation of the conversion kit?

Under normal driving conditions, we can assume a service life of approx. 200,000 km.

Do you offer a full service for workshop support? If so, what are the monthly costs for such a full service?

We are already working with workshops with which such a full-service concept could be realised.

Can the converted vehicles also be used abroad?

According to the current situation and the examination of our legal advisor, registration in the EU is possible, but we can currently only guarantee registration in Germany. We are currently clarifying the legal aspects of registration in Switzerland. Other countries, such as France, are even more friendly towards our concept, as conversion concepts are even promoted there.

What are the technical specifications of the N2 VW T5/T6?

Battery energy: 72kWh

Energy requirement: 23kWh / 100km / range: approximately 300km

Empty mass and permissible total mass before and after conversion: empty mass +300kg

Top speed: 130kmh

Where are the components to be installed?

The drive module is installed in the area of the old combustion engine. The battery module will be installed in the underbody (where the former tank and exhaust system were placed).

