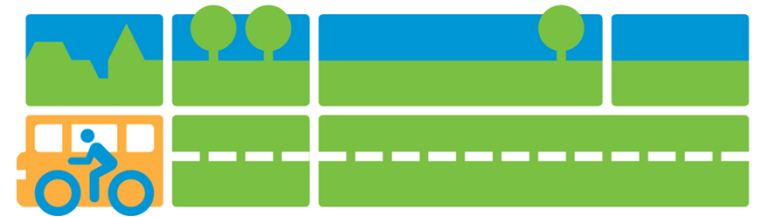


inmod

electro-mobility in the countryside



the inmod idea



Our goal is to meet the mobility needs in infrastructurally challenged rural areas. At the moment passengers in this areas have to cover great distances which is expensive.

The current philosophy of rural bus transportation is:

We have to pick up passengers from their doorstep.

The result is that buses zigzag from village to village which bogs down public transport and makes for an unattractive experience for the passengers.

the inmod idea

inmod is working to make public transport more attractive to use.
Inmods new philosophy of rural bus transport is:

Public transportation in infrastructurally challenged rural areas is always multimodal:

There will be faster bus service on the main roads with fewer bus stops
combined with feeders from the villages.

One public and one private part of the intermodal chain.

One system, one ticket, two vehicles.



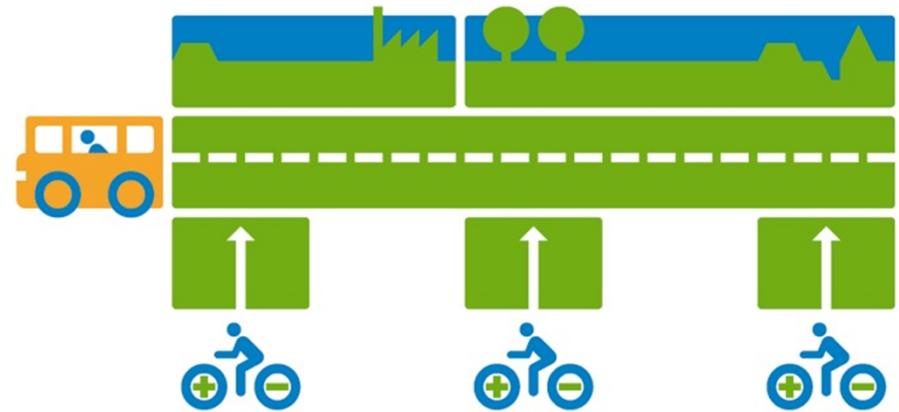
the inmod practice

There is one **electric bus** driving for inmod as an express bus on the rural main roads.



Pedelecs will be used as feeders from villages.

The routes are constructed in a way that will allow people to reach the bus stop within 15 minutes by pedelec.



the inmod technology



An **inmod electric bus** was built in the Czech Republic by the company SOR. It is 9,5 m long, which can drive as fast as 65 km/h and has a reach of 160 km. Two more Inmod **busses** are 12 m long hybrid busses from MAN.



the inmod technology



320 inmod Pedelec:
BikeTec Flyer C, modified so
that they can be charged
without removing the
battery.



the inmod technology

200 inmod boxes for parking and loading:

Inside there is the electronic system for user communication, opening of the doors, battery charging and sending status information.

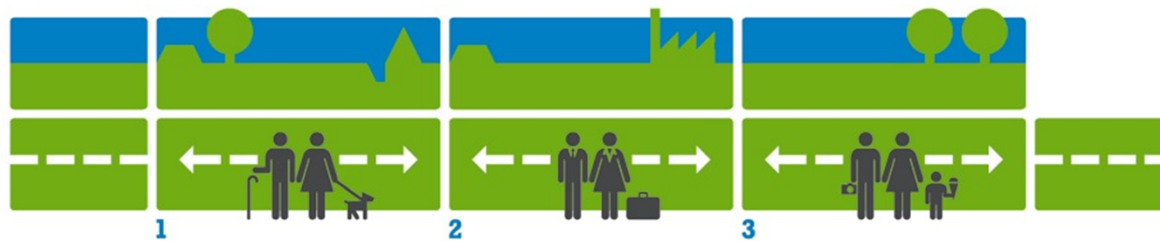


the inmod technology

The inmod Manager:
The administration and
process management software.



the inmod users



Three different groups are going to use **inmod**:

1. The inhabitants of rural areas with occasional need of transport,
2. Commuters who want to do without cars and
3. Tourists who wish to move between the coast and inland areas without a car.

the inmod routes



Four Pioneers:

Mecklenburgische Seenplatte
Klützer Winkel
Salzhaff
Usedom

the inmod routes



Klützer Winkel
Boltenhagen to Lübeck

the inmod routes



Salzhaff
Wismar to Rerik

the inmod routes



Usedom
Anklam to Heringsdorf

the inmod result



Inmod will research many relevant insights into even more user attractive, future-oriented- public transportation scenarios.

Regained mobility will revive the opportunities for development and quality of life in this area.



FAQ



1. How do you set up the system?
2. Keep tracking of the pedelec usage?
3. How do you implement get people?
4. Distance constraints?
5. Scheduling?





inmod

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Gefördert durch:



Bundesministerium
für Verkehr, Bau
und Stadtentwicklung

Gefördert durch:

**Mecklenburg
Vorpommern**
Ministerium für Energie,
Infrastruktur und Landesentwicklung

Koordiniert durch:

