

Nissan entwickelt Taxiversion des NV200 für britische Hauptstadt

Mit dem NV200 London Taxi hat Nissan eine neue Vision des künftigen Londoner „Black Cab“ mit seinen 300 000 Passagiere pro Tag entwickelt. Das Fahrzeug wird im Vergleich zu aktuellen Taxi-Modellen deutlich weniger CO2 emittieren. Zudem plant Nissan Tests mit dem rein elektrisch angetriebenen e-NV200.

Die Vorstellung des Nissan NV200 London Taxi wird von Bürgermeister Johnson ebenso begrüßt wie von Behinderten-Verbänden und der einflussreichen Londoner Taxifahrer-Vereinigung. Nachdem die Taxiversion des NV200 bereits in Tokio enthüllt und als exklusives „Taxi of tomorrow“ in New York City ausgewählt wurde, ist London die nächste Station der aufregenden globalen Nissan Vision für den privaten Transportdienstleistungssektor.

Nissan hat das NV200 London Taxi von innen nach außen entwickelt, um Passagieren und Fahrern größtmöglichen Komfort in einem großzügig geschnittenen Innenraum zu bieten - insbesondere auch Menschen mit eingeschränkter Mobilität. Zudem ist das Fahrzeug effizienter und umweltverträglicher als die aktuell eingesetzten „Black Cabs“. Das neue Taxi basiert auf dem NV200 - dem ebenso zuverlässigen wie vielseitig einsetzbaren Kompakt-Van, der seit seiner Markteinführung Ende 2009 in weltweit 40 Ländern mehr als 100 000 Mal verkauft und unter anderem als „International Van of the Year“ ausgezeichnet wurde.

In der Version als London Taxi bietet der NV200 Platz für fünf Passagiere: Drei nehmen auf der Rückbank Platz, für zwei weitere Mitfahrer stehen herunter klappbare Sitze entgegen der Fahrtrichtung zur Verfügung. Die Rückbank ist verschiebbar. Das macht den Laderaum variabel und schafft Raum für Rollstühle. Der Beifahrersitz wurde entfernt; hier kann weiteres Gepäck untergebracht werden. Ein herausragendes Merkmal sind die seitlichen Schiebetüren, die einen besonders bequemen Ein- und Ausstieg erlauben. Zudem erhöhen sie die Sicherheit von Fußgängern, Radfahrern und anderen Verkehrsteilnehmern, weil sie nicht plötzlich zur Seite aufschwingen können. Ein Glasdach gibt den Blick nach oben frei.

Das mit einem sparsamen 1,5-Liter-dCi-Vierzylinder-Dieselmotor mit Sechsgang-Schaltgetriebe ausgerüstete Fahrzeug unterbietet mit einem Verbrauch von 53,3 mpg (umgerechnet 5,3 Liter/100 km) die effizienteste Version des aktuellen Londoner Taxis TX4 um 50 Prozent. Der CO₂-Ausstoß beläuft sich auf lediglich 138 g/km, während der TX4 209 g/km CO₂ emittiert. Zudem weist das Nissan-Taxi erheblich niedrigere Stickoxid- und Partikelemissionen auf. Nach abschließenden Tests einschließlich eines Crashtests wird erwartet, dass der NV200 im weiteren Jahresverlauf die vollständige Zertifizierung als London Taxi erhält. (ampnet/nic)

Bilder zum Artikel:



Nissan Black Cab.



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LONDON TAXI FACTS

There are **12,000** licensed taxis in London

The average London taxi trip is **3.2 miles**

← 5x the length of The Mall →

On an average day London's taxis will make **100,000** journeys

carrying **1.48** passengers per trip

London taxis transport around **160,000,000** passengers each year

All powered London taxis are required to pass a 25% improvement regarding from the small roundabout at the Blackheath entrance allowing them to make an estimated **50,000,000** U-turns each year

London's taxis rack up around **222,000,000** miles each year

Introducing the **Nissan NV200** and **e-NV200** **LONDON TAXIS**

KEY FEATURES

- Up to 5 passengers
- A transparent roof panel to enjoy the skyline above
- USB charging points for passengers
- Easy access sliding doors
- 25H / 7.6m turning circle
- Wheelchair access
- NV200 London Taxi: 1.6dCi 110 Euro S diesel engine
- e-NV200 London Taxi: 107hp 80kwh 100% electric motor

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LONDON TAXIS: A ROLLING HISTORY

(1911-1914) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1911 Daimler model and were known as 'Daimler taxis'.

(1914-1918) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1914 Daimler model and were known as 'Daimler taxis'.

(1918-1922) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1918 Daimler model and were known as 'Daimler taxis'.

(1922-1926) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1922 Daimler model and were known as 'Daimler taxis'.

(1926-1930) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1926 Daimler model and were known as 'Daimler taxis'.

(1930-1934) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1930 Daimler model and were known as 'Daimler taxis'.

(1934-1938) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1934 Daimler model and were known as 'Daimler taxis'.

(1938-1942) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1938 Daimler model and were known as 'Daimler taxis'.

(1942-1946) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1942 Daimler model and were known as 'Daimler taxis'.

(1946-1950) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1946 Daimler model and were known as 'Daimler taxis'.

(1950-1954) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1950 Daimler model and were known as 'Daimler taxis'.

(1954-1958) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1954 Daimler model and were known as 'Daimler taxis'.

(1958-1962) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1958 Daimler model and were known as 'Daimler taxis'.

(1962-1966) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1962 Daimler model and were known as 'Daimler taxis'.

(1966-1970) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1966 Daimler model and were known as 'Daimler taxis'.

(1970-1974) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1970 Daimler model and were known as 'Daimler taxis'.

(1974-1978) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1974 Daimler model and were known as 'Daimler taxis'.

(1978-1982) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1978 Daimler model and were known as 'Daimler taxis'.

(1982-1986) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1982 Daimler model and were known as 'Daimler taxis'.

(1986-1990) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1986 Daimler model and were known as 'Daimler taxis'.

(1990-1994) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1990 Daimler model and were known as 'Daimler taxis'.

(1994-1998) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1994 Daimler model and were known as 'Daimler taxis'.

(1998-2002) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 1998 Daimler model and were known as 'Daimler taxis'.

(2002-2006) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 2002 Daimler model and were known as 'Daimler taxis'.

(2006-2010) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 2006 Daimler model and were known as 'Daimler taxis'.

(2010-2014) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 2010 Daimler model and were known as 'Daimler taxis'.

(2014-2018) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 2014 Daimler model and were known as 'Daimler taxis'.

(2018-2022) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 2018 Daimler model and were known as 'Daimler taxis'.

(2022-Present) The first London taxis were built by the London Taxi Company, a subsidiary of the London Transport Board. They were based on the 2022 Daimler model and were known as 'Daimler taxis'.

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