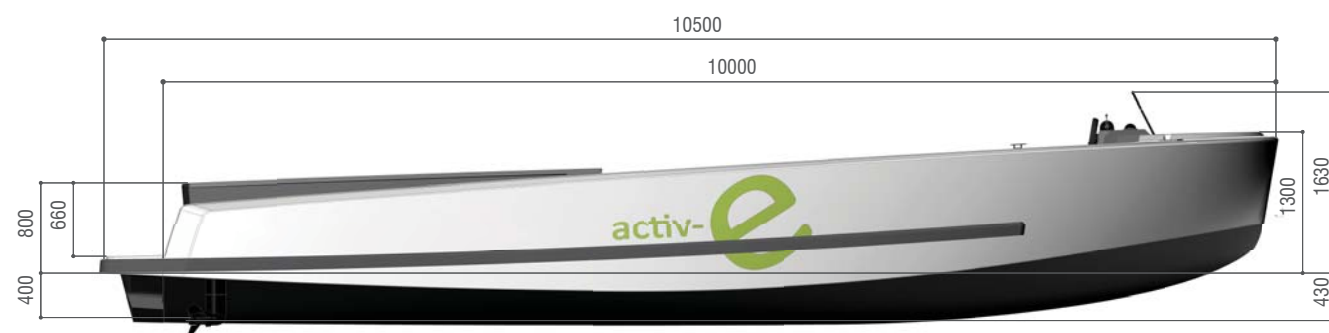
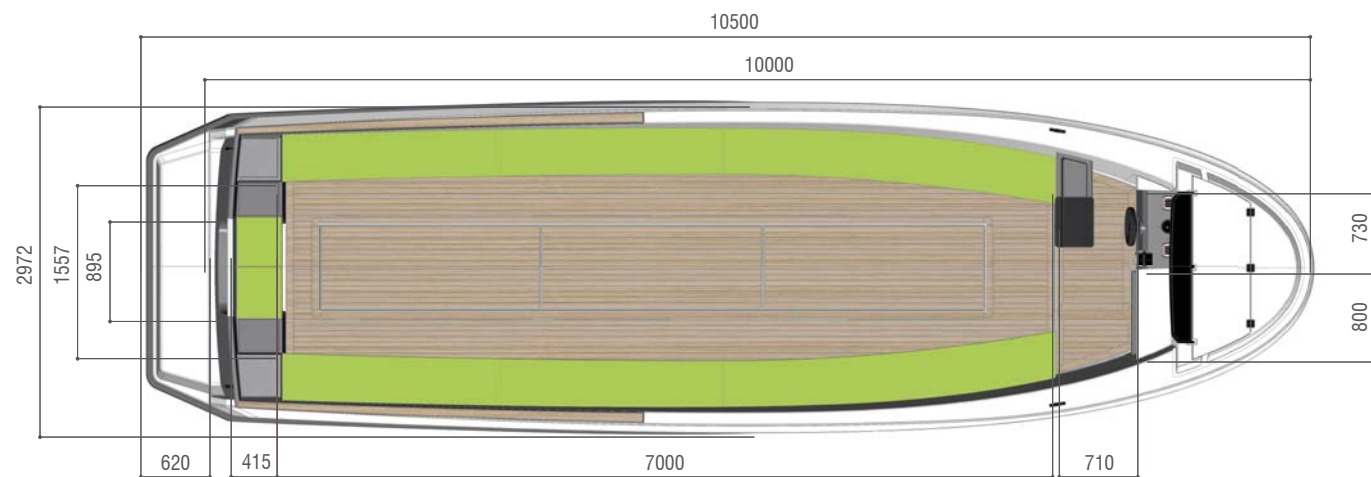


## TECHNICAL FEATURES

LOA (with swim platform)	10500 mm	batteries 18kWh Panasonic	lithium-ion
L hull	10000 mm	batteries weight	110 kg
LWL light displacement	9200 mm	slow recharge time (3kW)	8 h
Bmax	3000 mm	quick recharge time (10 kW)	2.5 h
light load draft	400 mm	<b>tot. time recharge from generator</b>	<b>4 h</b>
light weight	3300 kg	daily consumption 7kn	18 kWh
driver+12 passengers weight	4500 kg	range at 7kn	4.3 h
engine power	2x 25 kW	daily cost	3 €
<b>generator power</b>	<b>5 kW</b>	building materials	grp
operating speed	7 kn	building technology	resin infusion
max speed light displacement	18 kn		



# activ-e



*active public transport*

**EMISSION**  
zero

**SUSTAINABLE**  
design and product

**POWER**  
clean and quite

**LAYOUT**  
modular and flexible

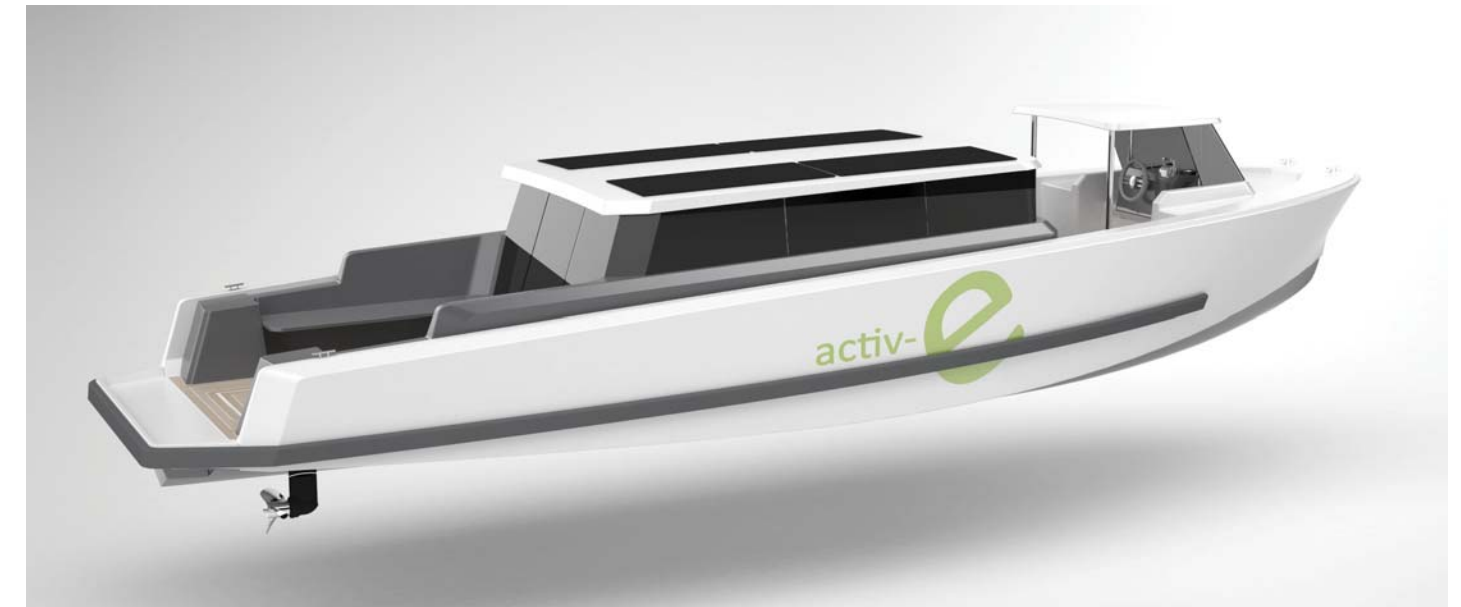
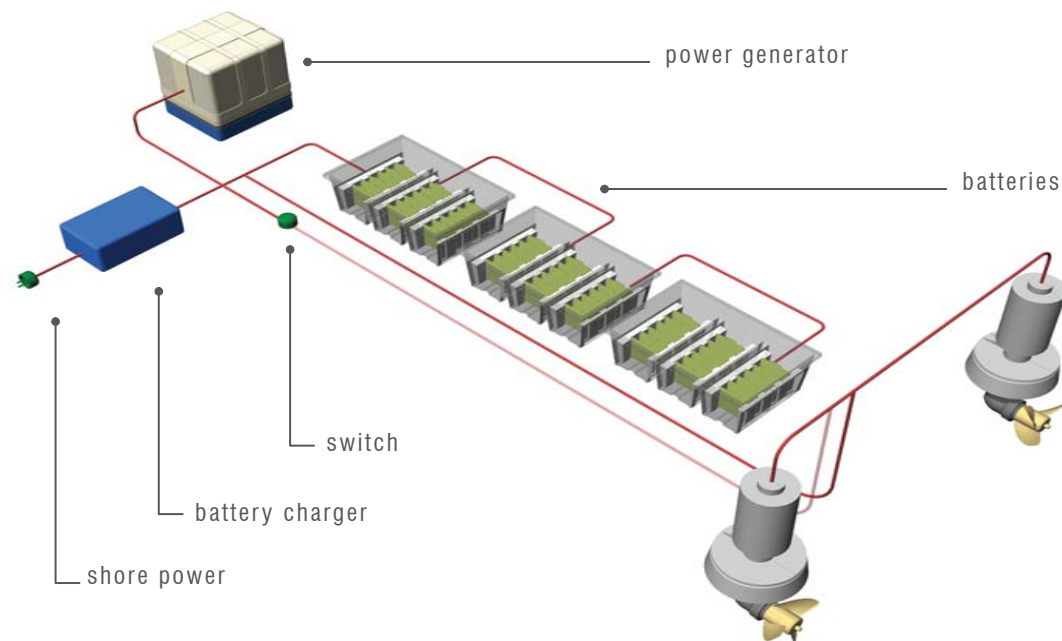
Project: by H30 Italy  
Shipyard: Anselmo Mauri Costruzioni Navali Italy  
for information [www.siregh3o.it](http://www.siregh3o.it) \_ [www.facebook.com/h3oDesign](https://www.facebook.com/h3oDesign)

Activ-e is a motor boat for passengers transportation and recreational use on inland waterways, developed, designed and built following eco-friendly master line in propulsion, materials and construction technique. The boat is equipped with azimuth sail-drive dual transmission and with dual electric propulsion, whereas energy is supplied by an expandable lithium-ion batteries modular group. The entire system is managed by a control, especially designed to optimize the energy balance and to ensure the durability of the batteries over the time, the autonomy of navigation and the handling safety.

Soon, active will be equipped with two synchronous permanent magnet electric motors. With this technology the best weight/power and dimension/power ratio is obtained. At a cruising speed of 5 knots, the standard battery pack provides a range greater than 15 hours. With this configuration, the boat has to be considered as a "zero-emission unit"; this feature allows it to sail in the presence of anti-pollution restrictions. Wishing to extend the sailing autonomy, you can board a 5kW diesel power generator in a provided space. Thanks to two separate charging systems on board, the batteries can be charged both quickly

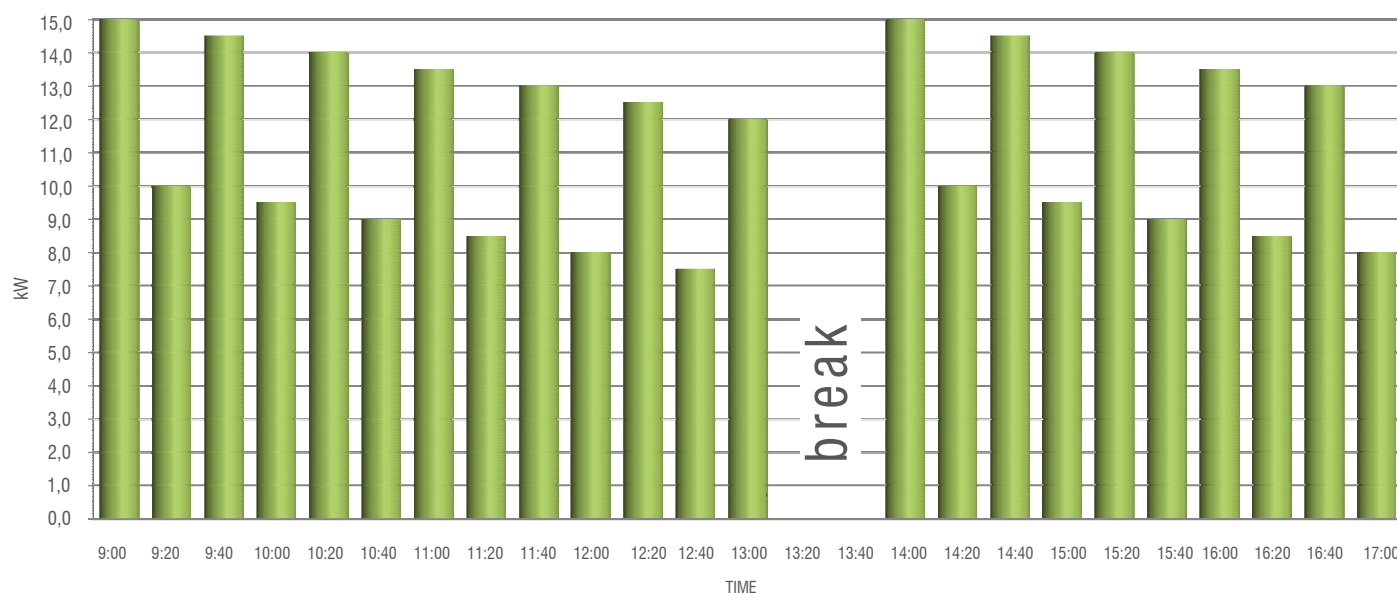
through a suitable power supply column and slowly through a standard electrical outlet. To complete the contribution of alternative energy, it is possible to install on the roofs a set of photovoltaic panels, for about 1.2kW of power. The swiveling pod couple replaces the traditional steering system and makes maneuvering easier. The hull is designed to optimize the water lines at range speed. The stability is ensured by the presence of longitudinal rails that keep trim and water line nearly constant at different load levels. The entire construction is performed by infusion system and sandwich is used to improve the

stiffness. Construction, structures, stability requirements and deck organization are compliant with the current European directives regarding public transport on inland waters (2006/87/CE). As the systems and the equipments remain below the level of the flooring, the deck can be organized in a versatile way according to the different requirements. At the moment, in addition to the public transport version that can be registered up to 29 seats, a taxi with 12 indoor seats and a leisure central console are available.



*active commercial/tender laguna*

time/level of recharge daily use with refill of 20 minute



*active pleasure*

