

ZEROID

FORCE - Central Low Entry

Built for bodybuilders. Ready for possibilities.



FROM RACE TO ROAD

ENGINEERED FOR CHALLENGES,
OPTIMIZED FOR OPERATIONS.

ZEROID

FORCE - Central Low Entry

Chassis
EC3

Incomplete version
GEN2

Homologation
M3



ZERO1D

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A LOW-FLOOR PLATFORM READY TO BODY, WITHOUT LIMITS

Entirely new, the FORCE Central Low Entry features a higher energy-density battery and a renewed powertrain—more compact and efficient—that raises the vehicle's overall performance. Conceived as the Stage 1 of a low-entry, low-floor bus, it arrives ready with the lowered-chassis modification, giving the bodybuilder a unique base in its segment on which to build without restrictions.

With a battery capacity between 135 and 170 kWh, it reaches one of the highest ranges in the segment, meeting the demands of the most intensive operations. The base vehicle provides the engineering, robustness, and performance needed to become the foundation for the most capable low-entry bus in its class.



100% electric



UNECE M3 ready for
Class A & Class I



Space for up to
30 passengers



Up to
352 km

ENGINEERED FOR THE BODYBUILDER



Lowered chassis as standard

A vehicle unique in its category, delivered ready with the lowered-chassis modification for low-floor applications. The perfect base to body a low-entry bus without starting from scratch.



Highest capacity in the segment

Between 135 and 170 kWh of battery, placing the vehicle among the highest capacities in its category and ensuring range for the most demanding operations.



Homologation solved

Stage 2 with all partial approvals granted and a bodywork designed to meet R107, with the dimensional and structural requirements already accounted for to ease the bodybuilder's work.



Total freedom for Stage II

Homologated in M3 and finishable as Class A or Class I, up to 30 passengers. The bodybuilder completes the vehicle without restrictions, for a result made almost to measure for each operator.

HOMOLOGATION SOLVED, FREEDOM DELIVERED

The bodybuilder takes care of the interior finish and chooses the layout that best fits each service. Homologated in the M3 category, the vehicle can be finished as either Class A or Class I, with a capacity of up to 30 people in its most optimized configurations.

Its Stage 2 comes with all the relevant partial approvals already granted, and the bodywork is designed for R107 approval, meeting all the required dimensional and structural criteria. The result is a wealth of advantages for the operator, who obtains a vehicle finished almost to measure and perfectly adapted to their operation.

The interior can also be tailored to each operator's needs, ranging from premium, high-end finishes to simpler, more functional configurations—ensuring the right balance between comfort, image, and cost for every service.



CLASS A OPTION	13	10
	seats	standing
	1	1
	wheelchair	driver

CLASS I OPTION	13	14
	seats	standing
	0	1
	wheelchair	driver

Dimensions

Total Length	7,490 mm	Wheelbase	4,325 mm
Total Width	2,000 mm	Front Overhang	1,014 mm
Total Height	2,935 mm	Rear Overhang	2,151 mm

Weights

	Static (incomplete)	Admissible
Front Axle	1,340 Kg	2,500 Kg
Rear Axle	3,200 Kg	5,000 Kg
Total	4,540 Kg	7,000 Kg

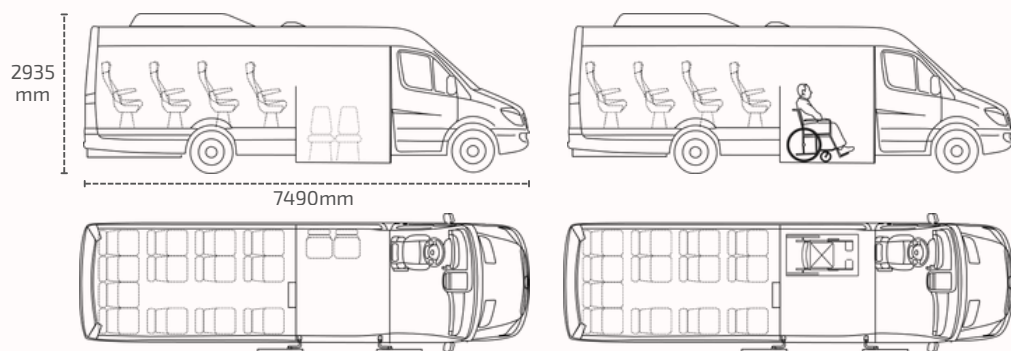
Performance

Battery Capacity	135 / 170 kWh
Range (SORT)	352 km (170 kWh)
Maximum Speed	100 km/h
Maximum Slope	18%
Turning Diameter	< 17.8m

Charger Specifications Requirements

DC Charging		AC Charging	
Connectors	CCS2	Connectors	Type 2
Power Input	80 kW	Power input*	min. 6,6 kW @ one phase. min. 22 kW @ three phases.
Output Voltage*	min. 750 Vdc		

* When charging the vehicle, the charger must meet these specifications.



* Reference layout. Final configuration may vary according to customer requirements.



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PERFORMANCE

Motor		Brakes & Suspension	
Engine type	PMSM	Braking system	Hydraulic
Nominal power	90 kW	Front Brakes	Disc
Peak power	167 kW	Front Suspension	Transversal Leaf Spring
Nominal torque	210 Nm	Rear Brakes	Disc
Peak torque	420 Nm	Rear Suspension	Pneumatic

ADAS & Active safety			
ABS - Anti-lock braking system	Yes	AEBS - Advanced emergency braking system	Yes
ESC - Electronic stability control	Yes	LDWS - Lane departure warning system	Yes
TCR - Traction control	Yes	Cybersecurity	Yes
MOIS - Cyclist collision alert	Yes	ISA - Intelligent speed assistance	Yes
BSIS - Blind spot information system	Yes	AIS - Alcohol interlock facilitation	Yes
RCDS - Reversing detection	Yes	DDAW - Driver drowsiness and attention warning	Yes
TPMS - Tyre pressure monitoring system	Yes	ADDW - Advanced driver distraction warning	Yes

Homologation			
R10	Electromagnetic compatibility	R122	Heating systems
R13	Braking system	R130	Lane Departure Warning System
R14	Safety-belt anchorages	R131	Advanced Emergency Braking Syst.
R16	Safety-belts	R138	Sound emissions
R17	Seat anchorages	R141	Tyre Pressure Monitoring System
R18	Protection against unauthorized use	R151	Blind Spot Information System
R28	Horn	R155	Cybersecurity
R29	Cabin strength	R158	Reversing detection
R39	Speedometer and odometer	R159	Moving Off Information System
R43	Safety glazing	130/2012	Vehicle access and manoeuvrability
R46	Devices for indirect vision	458/2011	Installation of tyres
R48	Lightning and light-signalling	535/2021	Annex II – Registration plate spaces
R48	Emergency stop signal	535/2021	Annex XI – Reversing Motion
R51	Sound emissions	1005/2010	Towing devices
R58	Rear under-run protection	2011/19	Manufacturer statutory plate
R79	Steering equipment	2021/1243	Alcohol interlock facilitation
R89	Speed limiting	2021/1341	Driver Drowsiness
R100	Electrical safety	2021/1958	Intelligent Speed Assistance
R121	Hand controls and tell-tales	2023/2590	Advanced Driver Distraction Warning

All the equipment mentioned is optional and customizable by any bodybuilder. The Central Low Entry bus is designed to allow interiors to be customized. Bodybuilders have complete freedom to configure the interior layout as they wish in accordance with R107, including changing the ramp or the door if they deem it necessary. All components fitted to the vehicle comply with the type-approvals listed in the table above.

BUILT FOR BODYBUILDERS.
READY FOR POSSIBILITIES.



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