



London Electric Vehicle Company (LEVC) is making its first foray into the leisure vehicle market with the launch of its new e-Camper – and its advanced drivetrain technology could prove a big winner among green-thinking but range-anxious consumers.

Demand has rocketed for independent, self-contained camping holidays in the post-pandemic world, while more and more motorists are looking for sustainable mobility solutions.

The e-Camper, which was announced by LEVC this summer and will hit the road by the end of the year, taps into both market trends, providing a safe, flexible and environmentally friendly way to enjoy the big outdoors.

The challenge for manufacturers of all-electric camper vans is providing sufficient range to give consumers peace of mind when driving in remote rural areas with precious little charging infrastructure.

LEVC's e-camper solves this problem by using the same eCity range-extender drivetrain technology that powers its older siblings – the VN5 electric van and the TX taxi, the electric heir of the iconic London black cab.

Essentially, a 31kWh battery pack and electric motor that provides up to 60.9 miles (98km) of purely electric, zero-emissions travel.

If the battery runs out, a 1.5 litre three-cylinder petrol engine kicks in to deliver a total range of 304 miles (489km). The clever bit is that the internal combustion engine never actually drives the wheels but simply acts as a generator to top up the battery, which means it always drives in full electric mode.

LEVC believes there is huge potential for the vehicle in the UK and European mainland based on the burgeoning demand for camping holidays.

Before this summer even got underway, UK travel agency Camptoo reported a 176 per cent increase in campsite bookings within a single month, with a huge demand for campervan and motorhome holidays.

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In tandem with this, a major survey published this summer by Aviva, in partnership with YouGov, found that people in the UK were becoming more open to switching to an EV, with 57% saying they would consider buying an electric vehicle if the price was right.

Underlining the potential for specifically electric and hybrid campervans, the market is attracting other entrants such as the next-generation VW California, the Vauxhall Vivaro-e and the VW ID Buzz, due to be launched in 2022.

Internally, the e-Camper has been kitted out to high specifications by campervan conversion specialists Wellhouse Leisure, who also work with Ford, Toyota, Vauxhall and Nissan.

Beyond the camping market, the arrival of the LEVC e-camper provides further evidence of the company’s desire to break out of its ‘black cab’ niche by expanding its e-mobility product portfolio while leveraging the technology and styling of its core TX product.

Both the VN5 van and the e-Camper share the TX’s front-end design and proportions, as well as the TX’s extremely tight turning circle.

LEVC, part of Geely group that owns Volvo, Lotus, Proton and numerous other brands, is not wasting any time, either.

The TX, the world’s first zero-emissions-capable electric taxi, only went on sale in January 2018 but has already become a familiar part of the London landscape. The VN5 quickly followed in September 2020, offering businesses greener, cleaner and more economical fleet solutions and the opportunity to future-proof themselves against the ever-expanding Ultra Low Emission Zones.

LEVC’s ambitious plans in the electric vehicle market are underlined by the £500 million it has invested in its state-of-the-art factory and R&D centre at Ansty, Coventry.

The plant, which is the first in the UK to be dedicated entirely to the production of electric-propulsion vehicles, opened in March 2017 and, at full capacity, will be able to build more than 20,000 vehicles a year.

