

### **Bosch is extending its portfolio with new fuel-cell solutions for buses**

#### **Introducing the FCPM C100 at Mobility Move in Berlin**

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- ▶ Bosch presents fuel-cell systems that deliver 100 to 300 kilowatts of power.
- ▶ The FCPM C100 is suitable for mounting on the roof of city buses.
- ▶ A wide range of solutions cover the production and use of hydrogen.

Stuttgart and Berlin, Germany – European cities are increasingly turning to climate-friendly solutions for their local public transportation. At the Mobility Move trade fair in Berlin, Bosch is presenting the fuel-cell power module (FCPM) C100, a new version of its fuel-cell unit that is particularly suitable for city buses. With this climate-neutral solution, the vehicles can be powered electrically and – when using renewable hydrogen – completely CO<sub>2</sub>-free. “In addition to battery-electric buses, fuel-cell electric vehicles can also be used to combat climate change,” says Jan-Oliver Röhl, executive vice president of the Bosch Power Solutions division and chairman of Bosch’s global commercial vehicle activities. “The fuel cell is especially well-suited for buses that travel longer distances every day and rarely have the opportunity to charge en route.” An EU regulation stipulates that by 2030, carbon emissions of newly registered city buses must be reduced by 90 percent compared to 2019. Starting in 2040, this will apply to all other bus types as well. Vehicles with fuel-cell power modules, which the EU recognizes as zero-emission vehicles, can make an important contribution here.

The compact C100 variant exhibited in Berlin is a new addition to Bosch’s FCPM portfolio, which covers a power spectrum of 100 to 300 kilowatts. With its flat design and a height of only 40 centimeters, the C100 is made for being mounted on the vehicle roof, which is typical for the European market. The easy-to-integrate system is designed for city buses with a length of 12 to 18 meters and offers the usual CAN and diagnostic interfaces. The FCPM C100 is based on the FCPM C190 variant for intercity buses and coaches, where the latter is installed in the rear as is typical for diesel vehicles. Bosch plans to test the C190 in demo vehicles in the first half of 2026. Rounding off the range is the FCPM C300; its

300 kilowatts of system power make it the ideal energy source for heavy trucks and coaches.

### **Bosch offers excellent technology along the entire hydrogen value chain**

Bosch has been strongly committed to building an H<sub>2</sub> economy for many years, and is developing technical solutions for the production, infrastructure, and use of hydrogen. In 2025, the company announced the launch of its Hybrion PEM electrolysis stack for hydrogen production. Bosch is also working on technology for hydrogen engines and offers corresponding components for port and direct injection. At the end of 2025, a team of developers from Bosch won the German Future Prize, the federal president's award for technology and innovation, for their development of the mobile fuel cell.

**Press photos and infocharts are available on the Bosch Media Service at [www.bosch-press.com](http://www.bosch-press.com).**

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