

HYBRID BUS PRELIMINARY DESIGN SPECIFICATION SHEET

ISO				
<u>Max.</u>	<u>Min.</u>	<u>Benchmark</u>	<u>Comments</u>	
6.7	m		Workshop fleet operator target not to exceed 25ft	
2.4	m	WWU E-Bus		
2.9	m	WWU E-Bus		
5.3	m^2	WWU E-Bus	Target ≥ 25% reduction over E-Bus (76 ft^2 or 7.1 m^2)	
3629	kg	WWU E-Bus	** Need to obtain realistic TPC mass for reduction in GVW; E-Bus @ 17,000lb w/ batteries	
5897	kg	StarTrans Senator	Curb weight + (17 seated +7 standing + driver) => reduce based on < curb weight; STS = 14500lb	
		StarTrans Senator	** LT225/75R16 => 708rpm @45 mph- Standard; need low rolling resistance	
1814	kg	Ford E-450 Cutaway	Stripped Chassis => 6130lb / 2781 kg	
4.5	m	StarTrans Senator		
1.8	m	Ford E-450 Cutaway		
2.0	m	Ford E-450 Cutaway	Dual rear tire usage	
0.3	m			
	2.0	m	StarTrans Senator	Ford E-540 cutaway chassis
			Kitsap Transit	
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			Kitsap Transit	
			** Need contact patch for wheelchair	
	11.8	l/100km	Kitsap Transit	+100% improvement over Kitsap Transit fleet average
			HTUFF RFP	0-60 mph @ SLW (seated load weight)
			Ford E-450 Cutaway	5% @ 40mph @ GVW
			HTUFF RFP	4-wheel disc w/ 13.58" rotors
	483	km	HTUFF RFP	Combined electric / fuel range on one charge / fill
7.6	9.5	m	Ford E-450 Cutaway	Wall to wall; Max = Workshop target; Min = E-450 baseline
	113	kph	HTUFF RFP	

<u>Date</u>	<u>Who</u>	<u>Change Record</u> <u>What</u>
2/25/09	Fleishman	Revised turning radius from 31.25 to 25ft
8/14/2009	Fleishman	Added max.. Cd of 0.40
8/14/2009	Fleishman	Added tire spec. 235/60R18
8/14/2009	Fleishman	Revised target chassis weight from 6130 lb to 4000 lb (body + stripped chassis)
8/14/2009	Fleishman	Added acceleration target of 18 s max. 0-60 mph time @ SLW