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New York City Transit

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MTA New York City Transit's Hybrid-Electric Bus Fleet Exceeds 10 Million Miles in Passenger Service

After traveling more than ten million miles in revenue service, MTA New York City Transit's fleet of BAE Systems-powered Orion VII Hybrid-Electric buses continues to live up to expectations of increased fuel efficiency, while significantly reducing exhaust emissions compared with vehicles powered by standard powertrains.

Recognizing the combined benefits of increased efficiency and reduced emissions, NYC Transit has been a pioneer in the development of Hybrid technology for mass transit applications. The agency's experience goes back more than a decade with the development of the first six hybrid buses. NYC Transit has played a critical role in the development of this vital technology, supported by DaimlerChrysler, builder of the Orion VII bus, and BAE Systems, producer of the HybriDrive® propulsion system.

"The development and operation of Hybrid-Electric technology is the cornerstone of our effort to help improve the region's air quality while at the same time providing the added benefit of increased fuel economy," said NYC Transit President Lawrence G. Reuter. "Hybrid-Electric technology is especially suited to the stop-and-go driving that make up most of the NYC Transit's bus operations. The state-of-the-art propulsion system produces lower emissions while providing a measurable fuel economy benefit. It is especially rewarding to see this technology coming of age at a time when fuel costs are soaring,"

According to BAE Systems estimates, based on NYC Transit's data, the 325 hybrid-electric buses saved more than one million gallons of fuel over their first 10 million miles of operation compared to conventional diesel buses traveling the same distance. The environmental benefits have been equally significant. For example, over the course of 10 million miles, the hybrid fleet is estimated to have reduced carbon dioxide emissions by about 13,000 tons and oxides of nitrogen (NOx) by about 90 tons compared to conventional buses.

"Since the beginning, heavy-duty hybrid technology has promised improvements in fuel economy and emissions reduction," said Hank McGlynn, vice president of Power Systems at BAE Systems. "After ten million miles on the road, these buses have clearly delivered on that promise."

"We are very pleased to see the Orion VII hybrid bus succeed in one of the world's toughest mass transit environments," said Andreas Strecker, president and CEO of DaimlerChrysler Commercial Buses North America. "New York City Transit is a frontrunner in advanced urban transportation. We take great pride in providing vehicles that meet the city's high standards, not only in terms of fuel economy and emissions reduction, but also reliability and ease of maintenance."

Bus customers are also benefiting from the low-floor design of the hybrid-electrics, an amenity introduced with the initial order of hybrid-electric buses. Aside from ease of entry and exit, the low-floor also provides for faster service since riders no longer have to negotiate steps. NYC Transit currently operates the largest hybrid bus fleet in the world, with 325 buses in service today. Five hundred more are now on order, to be assigned to NYC Transit and MTA Bus.

About HybriDrive propulsion

The HybriDrive series hybrid propulsion system consists of a Cummins ISB 5.9-liter high-efficiency engine driving a generator that provides power to a single electric drive motor. The engine, which is about half the size of a conventional bus engine, runs at optimal speed independent of the pace of the bus. The generator also charges an energy storage unit that provides additional power for high-demand situations, such as fast starts and hill climbs.

Hybrid buses equipped with the HybriDrive system offer reduced operation and maintenance costs in addition to fuel savings. The absence of a mechanical transmission means no transmission overhauls — a major maintenance item on conventional buses. Another feature is a regenerative braking system that uses the drive motor to slow the bus while recharging the energy storage system. This feature, most efficient in stop-and-go traffic, saves energy, and significantly reduces brake wear.

For more information on hybrid buses, customers can listen to a podcast on the program by logging onto NYC Transit's podcast service ***TransitTrax*** at http://mta.info/nyct/transittrax.htm

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