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Hydrogen Hybrid Bus to Provide Transit During 2010 Winter Olympis

A New Prototype Fuel Cell/Hybrid Electric Bus Travels to "The Other Columbia"

The Hydrogen Hybrid Bus will travel from Columbia SC to Vancouver British Columbia on Monday, February 18th as the bus departs to assume duties ferrying passengers and athletes during the 2010 Winter Olympics.

The Hydrogen Hybrid Bus, a University of South Carolina (USC) mobile test laboratory for hybrid electric, hydrogen fuel cell powered mass transit will be loaned to the games for athlete and passenger transportation at the request of the Federal Transit Administration and the Canadian Government.

On Monday, at 11 am the 38-foot, 37 passenger bus begins its journey north, leaving from Central Midlands Regional Transit Authority (CMRTA)'s lot on 3613 Lucius Rd. and travel to Golden, Colorado where it will be upfitted for cold weather operation and then proceed to Vancouver, British Columbia for service. Pending final approval from the Canadian Government, the bus will begin carrying passengers and athletes for approximately one month. The bus has been in Columbia undergoing testing since August of 2009. Upon completion of the demonstration opportunity at the Winter Olympic Games, the bus will become part of the University of South Carolina transit fleet.

"The biggest thing we have to do is install supplemental heat for the fuel cells and for passenger comfort," said Dale Hill of Proterra, the bus manufacturer. "The bus was originally planned to have heat later in its life cycle since South Carolina's climate is relatively mild and the new body composition holds heat and cold quite well. But, when considering operating in Vancouver BC, we needed to accelerate this planned installation for the opportunity to gather this kind of data at this time in the project," Hill added.

Combining a carbon fiber/fiberglass composite body and a unique bank of fast-charge, lithium titnate batteries, married to two, nine KW hydrogen fuel cells the Hydrogen Hybrid Bus produces clean propulsion whose only emission is water vapor.

"The bus is clean and green. By using hydrogen, one of the most plentiful elements on the Earth, and state-of-the-art batteries, we are able to produce renewable electric power in a lighter, more aerodynamic package better suited for today's transportation demands in the US and elsewhere," added Hill.

"Because the bus has done so well here, we think it is ready for a higher visibility engagement with a different set of challenges," said Jason Hanlin of the Center for Transportation and the

Environment (CTE). The Winter Olympics passenger demand and climate extremes will provide us with some strong contrasting data to compare against data gathered in South Carolina and will provide an opportunity for others to evaluate our solution," Hanlin said.

Part of the National Fuel Cell Bus Program, the Hydrogen Hybrid Bus will be one of several hydrogen-fuel-cell powered buses used by the British Columbia transit authority during the Olympic Games. Media interested in covering this story are asked to contact Jeff Ranta, Public Relations Manager for the Hydrogen Hybrid Bus (803) 600-3091, jeff@bigfishadpr.com. For more information about the bus visit www.hydrogenhybridbus.com.

Facts about the Hydrogen Hybrid Bus:

Built using best-of-class components, the Hydrogen Hybrid Bus has incorporated a carbon fiber/fiberglass composite body and a unique combination of fast charge lithium titnate batteries married to two, nine KW hydrogen fuel cells to produce clean propulsion whose only emission is water vapor.

A prototype, the Hydrogen Hybrid Bus was built with assistance from the Federal Transit Administration and a team of agencies and businesses in South Carolina and elsewhere including the Hydrogen Fuel Cell Coalition, The South Carolina Research Authority, (SCRA), Central Midlands Regional Transit Authority (CMRTA), The City of Columbia, Signature Transportation Services, Big Fish Advertising and Public Relations, The University of South Carolina, and other manufacturers and vendors.

The Hydrogen Hybrid Bus is on a three-year demonstration and evaluation cycle proving the feasibility of advanced, hydrogen fuel cell technology applications for mass transit.

The primary mission of the demonstration program is to gather and transmit data to federal and state agencies on the bus' performance including the onboard fuel cells, the fast charge batteries and myriad other data points. All of the captured data is sent to various locations for evaluation, including the National Renewable Energies Laboratory in Colorado for use in future fuel cell bus applications.

South Carolina was the first choice to demonstrate the bus because of the amount of research being done at USC and in the state on proton exchange membrane fuel cells.

Because of a shortage of hydrogen fueling stations between Columbia and British Columbia, the bus will be transported via trailer. Costs for transporting the bus, and managing the bus on site will be borne by the British Columbia Transit Authority. Neither the University of South Carolina nor the city of Columbia are paying for any part of the Winter Olympic Games phase of the bus demonstration.

For more information about the Hydrogen Hybrid Bus, visit www.hydrogenhybridbus.com.

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