

🔥 Saves approximately **\$27,500**
in **fuel costs** per bus, per year.

🌿 Net carbon emissions reduction:
50.3 tonnes of CO₂ per bus, per year.

- ▶ Accounts for the bus and the electrical grid's emissions-intensity factors.
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👤 Seating: **41 Seats**

- ▶ Depending on the model and seat configuration, a conventional low-floor bus can have 35-39 seats.
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⚖️ Weight: approx. **3,000 lbs heavier**
than a conventional diesel bus

🔧 Maintenance Costs: **TBD**

- ▶ Without a diesel drivetrain and with regenerative braking, there is an expected maintenance savings.

Electric Bus Trial

📅 **1 year trial** to determine the feasibility of an electric bus fleet in Saskatoon.

💰 **Total cost** of the ebus: **\$533,600**

The lease was negotiated to **\$9,500/month**. Half the project is funded from the Green Municipal Fund (GMF), which is financed by the Government of Canada and administered by the Federation of Canadian Municipalities (FCM).

🔌 **100% electric**, including heat.

⚠️ **Range: 278 km**
before needing a charge.

Note: This bus has an electric heater and we expect a loss in range in winter. We will monitor the power spent on the heater.

🔋 Charging time: **5 hours**

BENEFITS

- **Improved air quality** at transit terminals, and along bus routes, will improve public health.
- **Less noise pollution** along bus routes will improve the community's quality of life.
- **Lower operation and maintenance costs.**
- Offering a modern transit system will help to **increase transit ridership.**

MECHANICS

➤ **Training: NO COST**

Charger and training are worked into the cost of the bus and comes as part of the whole package.

The North American Transit industry is working on changes to mechanic and serviceperson training that will take into account ebus power systems and the procedures.

➤ **Mechanics are still needed.**

The bus is still a bus, it still has brakes/steering/suspension/doors that all require regular maintenance. The focus on the diesel engine will fade and the focus will move to the electrical drive system.

HOW WAS BYD CHOSEN

- A Request for Proposal (RFP) was put out on SaskTenders. BYD met all of the criteria in their response to the RFP and were the successful proponent. The total contract price and the list of who responded to the RFP is available on SaskTenders.ca.

CITY

- This electric bus initiates one of the 40 actions in the Saskatoon's Low Emission Community Plan. The City will also start testing electric fleet vehicles.
- The bus unit number **1948**, the year the first electric trolley buses hit the streets of Saskatoon.