

Hybrid Bus Fact Sheet

IndyGo is very excited about having 11 new “green machines” from the model year 2010 added to its fleet as they will further accelerate the company’s “Go Green” sustainability initiative. Bus service, in general, is a “greener” way to travel, but these hybrids will do even more to reduce the environmental impact on the city as well as lessen the community’s dependence on fossil fuels.

Hybrid Benefits:

- Hybrids burn less fuel, generating 99.84% fewer emissions than conventional buses
- Reduced emissions equals less smog, greenhouse gases and public health issues
- Hybrids average 5.6 miles per gallon, whereas conventional buses average 4.1
- Hybrids offer smoother, quieter rides and reduce diesel exhaust odor

How Hybrid Buses Work:

- Hybrids use two power sources: electricity and diesel fuel (similar to a hybrid car)
- Bus batteries store energy and recharge when the bus decelerates
- When the power demand exceeds battery capacity, engine provides extra energy
- Stored electricity is used for cleaner and smoother propulsion
- A computer controls the output of the two power sources for maximum efficiency

Purchasing Information:

IndyGo procured 22 new buses in 2010 using grant dollars, local funds and stimulus money. The company upgraded 11 of the 22 new buses to hybrids using an Electric Hybrid Grant initiated by Senator Richard Lugar.

- Hybrid buses cost \$571,156 each
- Conventional buses cost more than \$381,399 each



Quick Stats:

- Manufactured by California-based GILLIG Corporation
- Diesel-fueled combustion engine built by Cummins
- Hybrid propulsion technology from Allison Transmission
- 40' low-floor model with BRT styling, seats 38 people
- Fuel capacity of 120 gallons (ultra low-sulfur diesel fuel)
- Same reliability as a traditional propulsion engine bus
- Life cycle of 12 years—same as a conventional diesel bus



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