



REV GROUP

ZEB Bus Conference

September 10-11 , 2018

THE ENC PATH



EXPERIENCE AND PAST PERFORMANCE



- **SUNLINE – PALM DESERT:**
 - 8 in revenue service
 - 2 buses on order
 - First low-floor FC buses shipped in 2014



- **SARTA – CANTON OHIO:**
 - 6 buses in revenue service
 - 6 buses on order
 - First low-floor FC buses shipped in 2016



- **OCTA and UC IRVINE:**
 - 1 FC bus at each location
 - UCI has filling facility. OCTA is building one
 - In service for nearly 2 years



AFCB – THE NEXT GENERATION



THE BATTERY-DOMINANT PLUG-IN CAPABLE NEXT-GEN BUS

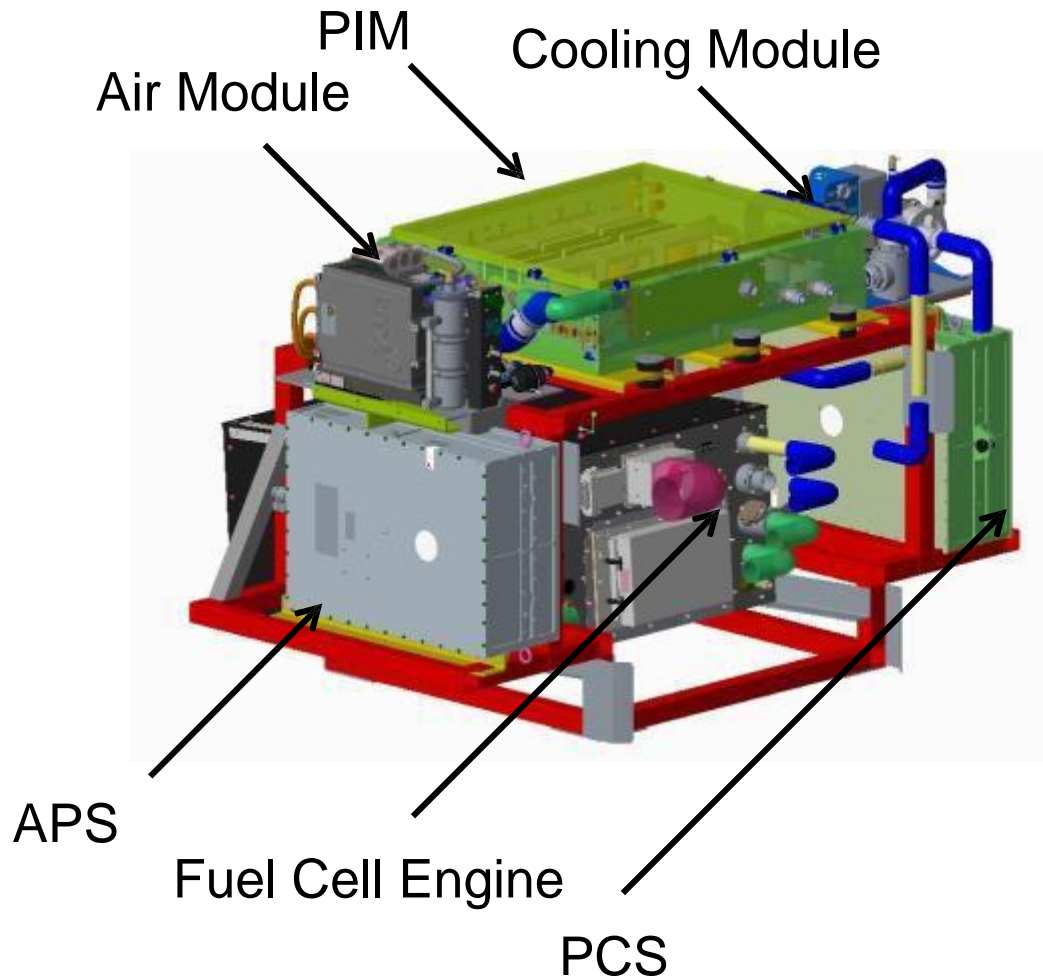


ELECTRIC MOTOR



FUEL CELL

Fuel Cell Engine



POWER MANAGEMENT

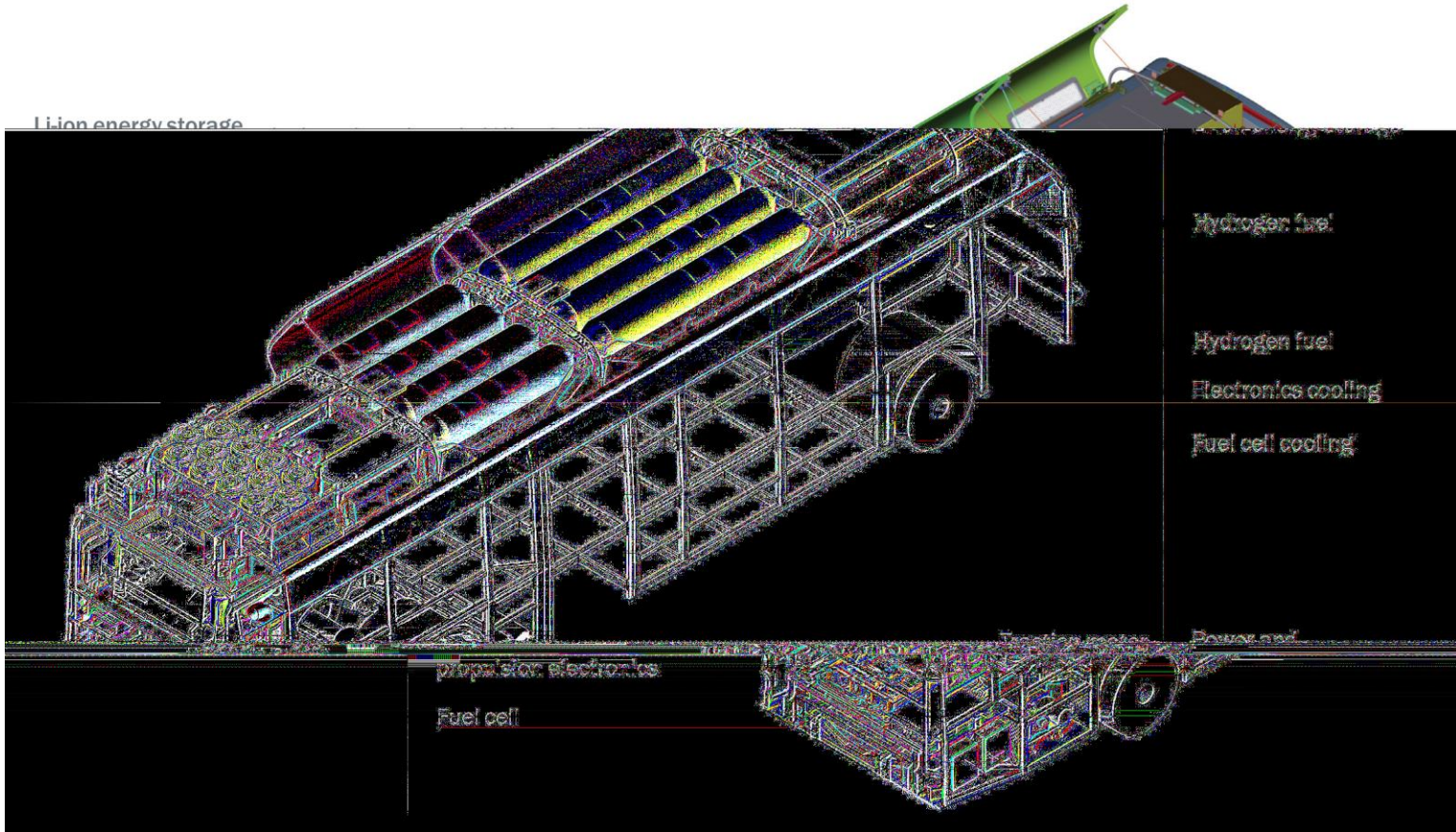


Accessories Control System

Propulsion Control System



ENERGY STORAGE



BATTERY STORAGE



Application Type	High Power	Balanced	High Energy
Pack Name	XMP71P	XMP99P	XMP114E
Capacity (kWh)	7.1	9.9	11.4
Cell Type	40HP	56HP	65UHE
Enclosure	Common enclosure for all Sub-pack Integration		

Features of design:

- ⚡ Proven Li-ion Nickel Manganese Cobalt (NMC)/Graphite Chemistry
- ⚡ Liquid cooled design ensures safety and long life at high rates
- ⚡ Robust cast aluminum enclosure (IP67), designed for challenging environments
- ⚡ Scalable and modular design
- ⚡ Efficient use of space and weight

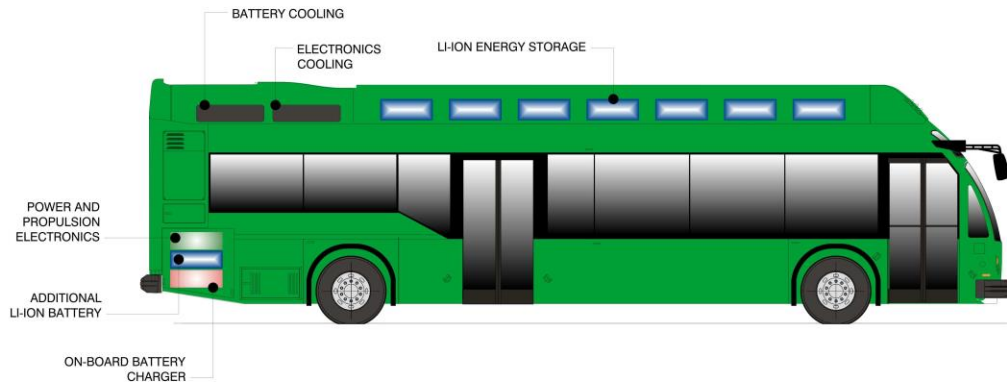
FROM FC-BUS to BE-BUS



- HYDROGEN FUEL CYLINDERS REPLACED BY LH-ION BATTERIES
- FUEL CELL REPLACED WITH ON-BOARD CHARGER
- OPTION FOR CONDUCTIVE OR INDUCTIVE CHARGING

FROM HYDROGEN FUEL CELL BUS TO 100% BATTERY ELECTRIC BUS

- PROVEN COMPONENTS BAE HYBRID-DRIVE
- STRONGEST BODY STRUCTURE IN THE INDUSTRY
- COMPOSITE EXTERIOR
- PREVIOUSLY ELECTRIFIED COMPONENTS LIKE AIR COMPRESSOR, A/C UNIT, DOORS, COOLING FANS, AND POWER STEERING





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