



THE SINO-EUROPEAN ELECTRIC BUS

| DIMENSIONS | EBUSCO 2.0 |
|----------------------|-------------|
| Lenght mm | 11,480 |
| Width mm | 2,500 |
| Height mm | 3,200 |
| Empty weight kg | 11,800 |
| Seats n. | 84 |
| Density battery kWh | 242 / 311 |
| Electric motor kW/Nm | 150 / 2,500 |
| Range in city km | 250 / 300 |

100% electric bus Ebusco 2.0 arriving in Stavenger, Norway. Even better than the previous model tested with success on Northern European roads

Presented at the IAA last September, the 2.0 version of the Ebusco full electric bus has been completely renewed compared to the YTP-1 model shown two years ago in the same venue. It should be noted that during this time the 100% electric bus by Ebusco

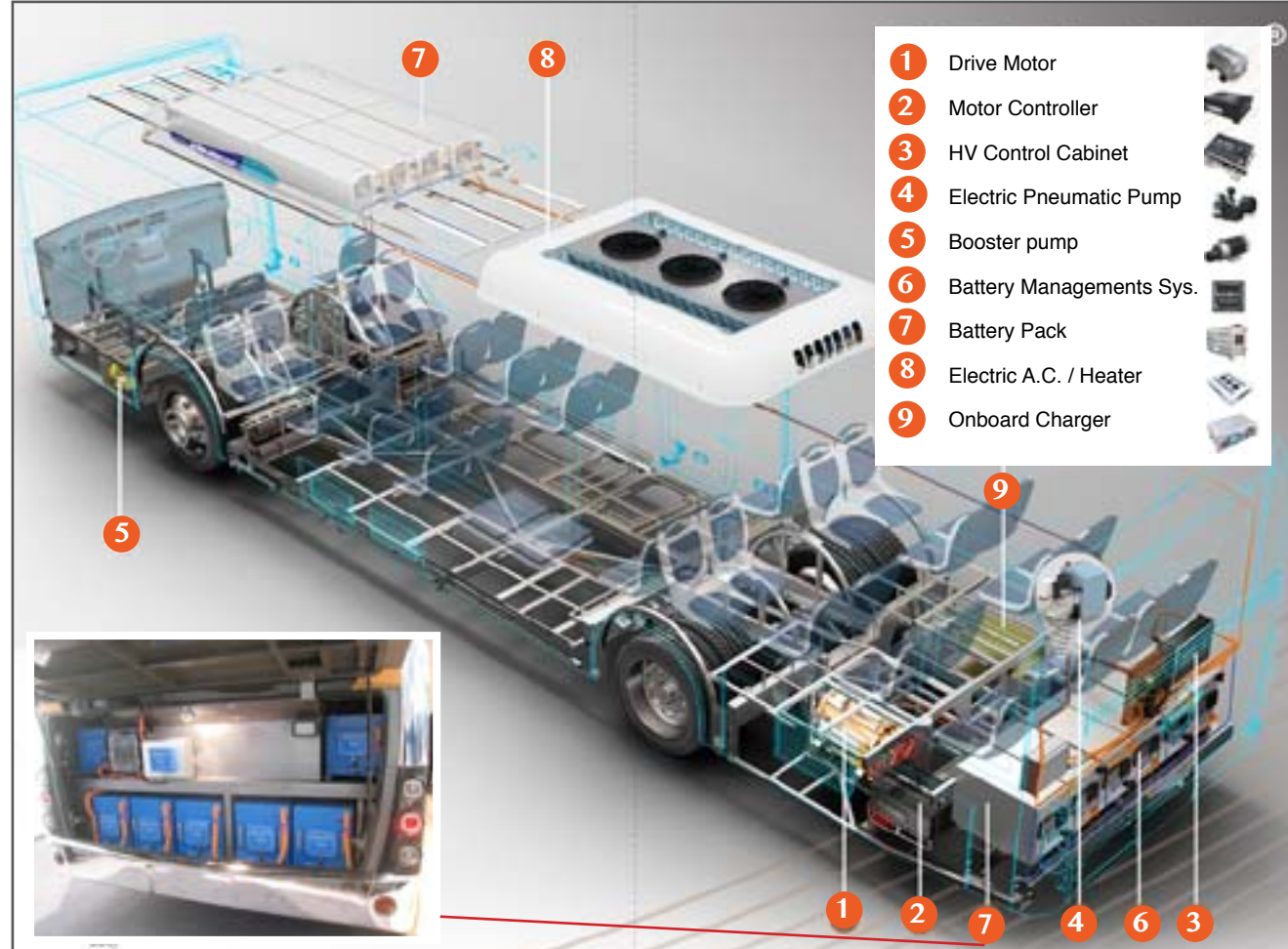
was subjected to numerous road tests to verify its operational stability, also during extreme climate conditions. Knowing that about 300 of these buses have been deployed for over 100 thousand kilometres each on the streets of China did not suffice. In fact, in collaboration

with Veolia Transport (and also in partnership with Dutch financial corporation ING), last March Ebusco carried out a six days (12 hours daily) vehicle test in Helsinki, Finland, where external temperatures ranged between -12 and +2 degrees. Two months later it was deployed in Maastricht, the Netherlands, and then it traveled more than 200 km a day for 15 days on the lines of Stadtwerke Bonn GmbH in Germany. Results were always good. With the new Ebusco 2.0 the actual operatio-



nal phase is unrolling. Boreal Transport purchased two vehicles that soon will be put into service in Stavanger, Norway. Built in the production plants of Chinese ma-

ufacturers, 35 seated). All components are supplied by the most reliable international brands, from ZF to Wabco, to Knorr-Bremse and Actia, to name a



manufacturer Golden Dragon, the Ebusco 2.0 features a new look, full aluminium body (lighter), battery management system (BMS), further energy saving measures and increased transport capacity (up to 84 pas-

few. All electric components are made by Zhuhai Yintong New Power Tech, on behalf of Ebusco. Mounted on the left side of the rear overhang, there is the water-cooled asynchronous electric motor with power rating of 90 kW (150 kW maximum) and a torque of 850 Nm (2,500 Nm maximum). It is powered by 12 packs of lithium iron phosphate (LFP) batteries with 700 or 900 Ah density and a total capacity of 242 and 311 kWh respectively. Some batteries are located in the rear section of the roof while others are housed behind the tailgate in the rear end. The manufacturer claims that they have a running range of 250 kilometres for the first and 300 kilometres for the second. Also thanks to the energy recovery system during braking. On request, the batteries can be supported by the Battery Management System (BMS) that

indicates the operating parameters and the charge levels to the driver through a special display. Batteries can be recharged 100% in about an hour and a half via the onboard charger system. The roof of the Ebusco 2.0 also houses the climate unit powered at 300-380 Volt DC, with cooling capacity of 30 kcal/h (28 heating) and R407c coolant. Located at the High Tech Automotive Campus in Helmond, the Netherlands, the company Ebusco focuses on the development, marketing and sale of full electric buses in Europe. Future projects include also the possibility of manufacturing its electric buses in the Netherlands. In addition to complete buses, Ebusco also sells all necessary electrical equipment for single and multiple charging systems in Europe. ●