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TABLE 4-14 Results for Urban Transit Buses—Selected States

Agency	State	Year	Model
WISDOT	Automatic transmission diesel	2007	2007
Revenue mfg	3.0	4.1	3.1
Vehicle cost	\$245,000	\$252,000	\$238,000
Capital costs	\$0.01	\$0.01	\$0.01
Operating costs	\$1.01	\$1.01	\$1.01
Total costs	\$1.02	\$1.02	\$1.02
New York City	Scania 90 diesel with diesel particulate filter	2007	2007
Revenue mfg	3.0	3.0	3.0
Vehicle cost	\$230,000 (\$210,000)	\$230,000 (\$210,000)	\$230,000 (\$210,000)
Northwest County	Diesel 60	2007	2007
Revenue mfg	3.0	3.0	3.0
Vehicle cost	\$230,000	\$230,000	\$230,000
Capital costs	\$0.01	\$0.01	\$0.01
Operating costs	\$1.01	\$1.01	\$1.01
Total costs	\$1.02	\$1.02	\$1.02
Chapel Hill	Diesel	2007	2007
Revenue mfg	3.0	3.0	3.0
Vehicle cost	\$230,000	\$230,000	\$230,000
New York City	Hybrid	2007	2007
Revenue mfg	3.0	3.0	3.0
Vehicle cost	\$230,000 (\$210,000)	\$230,000 (\$210,000)	\$230,000 (\$210,000)

NOTE: Hybrid 26 to 32 percent average 17 percent improvement in fuel efficiency hybrid vehicle costs exceeded \$400,000. \$100,000 premium. New York City's Hybrid Program 10 percent of standard hybrid cost. Hybrid Transit Administration 10 percent of cost of standard diesel. Operating cost of hybrid is 17 percent lower than diesel. \$0.01, unit price of electricity.

SOURCE: EPA.

See Engineering (2006), Transportation (2006), and EPA, Energy, January 22, 2008.

Motor transmission and driveline opportunities in the motor coach segment

- Motor coaches generally use technologies similar to those used by tractor trailers to improve driveline efficiency but adopt technologies similar to the transit bus to enhance transmission efficiency.
- Because the motor coach does not have front-drive axles, unlike the tractor trailer, it cannot benefit from switching to a single-drive axle.
- Because the motor coach spends more time at high speed, the efficiency benefits of using an eight-speed transmission is estimated to be lower.
- The transmission assumed for 2015 to 2020 is an eight-speed AT along with reduced driveline friction and aggressive shift logic.
- Weight Reduction: Estimates for the benefit of weight reduction in motor coaches are shown in Table 4-15.

TABLE 4-15 Hybrid Technology Cost and Benefits for Transit Buses

Technology	Incremental Capital Cost (\$)	Fuel Consumption Benefit (mpg)	Incremental Weight (lb)
Gasoline engine	20,000	15.50	Available—10 on road
Diesel engine	22,000	15.40	Available—70 on road
Diesel particulate filter and diesel oxidation catalyst	20,000	22.00	Available—2,000-3,000 on road

SOURCE: TRAX (2006).

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