

Two Irizar i2e electric buses to go into operation in central London

Irizar and Go-Ahead, London's biggest bus operator, have signed an agreement for two Irizar i2e electric buses to be put into operation in London from the end of July.

At Ormaiztegi, on 9th June 2015

The Irizar i2e buses are fully manufactured with Irizar group's own technology, and add to those delivered in Europe in 2014. The all-electric buses will go on to high-intensity routes 507, connecting Waterloo station to Victoria Station and 521, connecting Waterloo Station with London Bridge Station.

Mike Weston, TFL's Director of Buses, said: *"London has always been at the forefront of adopting and trialling new green technology. As the number of electric buses in our fleet grows we are learning more about how they can help us to improve services and benefit our customers."*

Richard Harrington, Go-Ahead London's Engineering Director said: *"London's buses are in the process of being transformed into the most environmentally friendly fleet in the world. We were the first operator in the capital to run pure electric vehicles and 18 months of reliable service has proved this form of power is a viable solution. Irizar's entry into this market is welcome and I look forward to working with them to deliver benefits to all Londoners"*.

By placing electric buses in the UK, Irizar not only shows its capacity for adapting to the needs of markets and operators but also reaffirms its intention of positioning itself as market leader in urban mobility with the firm commitment to contribute to the sustainability and improvement of city environments.

"This is an important step for Irizar because it helps us develop a product and service which meets the demanding specifications of Go-Ahead and the regulations in the UK, as well as providing the safety, reliability, comfort and autonomy of all Irizar products," said Hector Olabegogea, Irizar's Electromobility Manager.

The 12-metre buses features include a continuous low floor and two double doors, with an electric ramp located at the centre door. The electric motor has 180kW of power and the batteries have storage 282kWh of storage, which give the buses a range of between 160km and 180km under typical London traffic conditions. As a new feature, they also incorporate a heating/cooling unit for the driver area and anti-vandalism locks.



Irizar has taken advantage of its ability to adapt manufacture of buses and coaches to demanding specifications by configuring the vehicles for TfL and Go-Ahead with 26 seats and one wheelchair place, to give a total passenger capacity of 60. The vehicle will incorporate the on-board fleet management systems and telemetry which are standard in London bus operation.

The i2es are the first buses handled by Irizar subsidiary Irizar UK, better known as sole UK supplier of its coach range. Director Steve O'Neill said: *"Our new Bus Project Manager, John Horn, has brought his vast experience in bus sales in the UK to Irizar's bus team in Spain to ensure these vehicles are appropriate for the London operating environment, and we are confident they will continue the success in Europe"*.

"Going forward, we expect to see rapid development of i2e sales in the UK, with a number of local authorities showing an interest in running emissions-free buses in urban and metropolitan areas."

Go-Ahead London is the largest bus company in the capital. It employs just over 7,000 people from 17 locations, mainly in South, North and East London. The company has approximately 2,300 vehicles, including London's first fully electric buses and around 110 New Routemasters.

Go-Ahead London run 25 per cent of the regulated bus market under contract to Transport for London (TfL), where routes are awarded under a competitive tendering programme for a period of five to seven years. The company provides over 140 TfL services and in 2013/2014 ran 80 million miles.

In addition to running London's first electric buses, the company has also operated two fully electric engineering support vehicles since 2009.



Irizar Group

Irizar is a leading business group in the bus and coach sector as well as the undisputed reference in the electronic, communications (ITS solutions), rotary machinery and components sectors and equipment for the railway sector.

Formed of more than 2,600 people, the Irizar Group operates in five bus and coach production plants (Spain, Morocco, Brazil, Mexico and South Africa), and five companies from different sectors in Spain. This is all fruit of its industrial diversification policy, to which it adds its own R&D Centre for the long term process of applied research and technological development of its own products and systems.

With sales figures of above 500 million Euros per year, we are a solid group with commercial presence in more than 90 countries across the five continents.

The central plant is located in the town of Ormaiztegi in Gipuzkoa (Spain), where Creatio, the Irizar Group Research and Development Centre, is also located.

Founded in 1889, with more than 125 years of history and stronger and younger than ever before, Irizar is now a solid Group, geographically and industrially diversified in continuous growth. It is decidedly committed to the brand, technology and sustainability, with its own products in both electric coaches and buses as in the rest of products in those sectors where it is present.

Results of the vehicles into operation

One unit circulating in San Sebastian (dbus operator)

In service since 23 July in San Sebastian city

- In operation on all 12-metre lines
- Kilometres travelled: more than 20,000km
- Hours of daily operation: Between 14 and 16h

Two vehicles circulating in Barcelona city within the European ZeEUS program (TMB operator)

In service since 18 August in Barcelona city

- In operation on line 20
- Kilometres travelled: More than 20,000km
- Hours of daily operation: Approximately 16h

Tests in EMT of Madrid

A week of tests in the EMT bus station of Madrid



- An 800-metre circuit with intermediate stops where doors are opened and closed
- Kilometres travelled: 150km in 12h
- Equivalent to: 180km in 14h

Tests made in RMT of Marseille (France)

Tests carried out from 24 November 2104 to 22 January 2015

- In operation on line 83
- Kilometres travelled: 4000km
- Hours of daily operation: Between 12 and 14h

Tests made in the Metropolitan Area of Barcelona (AMB)

Test made by Baixbus from 10/03 to 22/03

- Operating on lines L46, L52, L96
- Kilometres travelled: 205km
- Hours of daily operation: 12h

Test made by Tugsal from 25/03 to 08/04

- Operating on lines B31, N11 and B26
- Kilometres travelled: 147km.
- Hours of daily operation: 11h25m