



The City Mobility project

- Three LFSe, 100% electric buses by Nova Bus tested on the 36 – Monk line
- Two quick-charging stations at Angrignon terminus and at Square-Victoria
- Four slow-charging stations at Lasalle bus garage

Planned calendar

- Field testing (technical runs without passengers): **January to March 2017**
- Passenger service: **March 2017 to December 2019**

Choice of 36 – Monk bus line

- Part of the bus route goes through the downtown area (visibility), while another portion winds through a residential area
- Line is 10.6 km long (one direction)
- The bus line ends at a bus terminus (Angrignon) while the other end is near Square-Victoria—OACI métro station
- The line is served by a minimum of 3 buses during off-peak periods
- Ensures some 3000 passenger rides a day

Bus characteristics

- 3 LFSe 100% electric buses by Nova Bus
- Body/chassis/axles/brakes: LFS
- TM4 electric drive system made in Québec
- 4 batteries - LiFePO4 - 633 volts
- Contact points located on bus rooftop for quick recharging
- Hybrid, diesel/electric heating unit: 23 kW / 7 kW
- Air-conditioning unit: Thermo-King 16 kW
- Maximum speed: 90 km/h
- Audio signal when bus gets underway

How quick-charging stations work

- The pantograph only extends when a bus pulls up. Once the bus is correctly positioned below the pantograph, an indicator light will go on and the driver can then apply the parking brake. The system will then automatically detect the bus and start lowering the pantograph.
- Contact points are located on the roof of the bus.
- Recharging through conduction takes less than five minutes.
- Once the recharging operation is completed, the pantograph is retracted and ready to use when the next bus arrives.
- The bus with freshly recharged batteries resumes its route, with the next recharge at the other end of the bus line.

