



Renewable energies



PRESENTATION OF BUSINOVA

THE COMPANY

Safra was founded in 1955. Three complementary activities composed the company including car bodywork, industrial and rail bodywork, that gives the company full control of the public transport market.

pack towed under the rear of the vehicle, integrated the motorization and electrical batteries, and un chassis dedicated to the passengers, with a nice

This electrical hybrid plug-in bus is clearly unique in the world, and its typical design makes it so attractive.

THE ORIGIN OF THE PROJECT BUSINOVA

In 2010, Safra began an innovative program aiming to break away from the traditional urban bus market by perfecting new motor technology around a functional and esthetic design, helping to drive public transport development policy forward. The specifications are simple: the cleanest possible bus, a high capacity, easy to use, the cheapest in terms of operation and maintenance and with an extended life span thanks to energy upgrades.



A SUSTAINABLE MOBILITY SOLUTION

Businova is a rational, environmentally responsible product which will allow local councillors to commit to cleaner towns and cities. By combining electrical, hydraulic and thermal technologies, the Businova's engine cuts back on both its energy consumption and CO2 emissions, which means that the vehicle has a part to play in an effective policy on the essential reduction of harmful emissions. This project is supported by the Transport Authority Group (GART in French), and by Yann Arthus-Bertrand, president of GoodPlanet Foundation, which is the official sponsor of Businova. Referenced by the Central Purchasing Office of AGIR, the Businova project is also adopted by ADEME as part of its PIA (Future Investments Programme).



This elegantly designed bus combines two major patented innovations:

- the multi-hybrid propulsion plug-in system included 1 propulsion motor (electrical) and 2 auxiliary motors (hydraulic and thermic)
- the bi-modular chassis included the power

AN ECOLOGICAL PROJECT

The BUSINOVA project is also an innovative program very much in tune with the European directive 2009/33/CE as well as the order 2011-493 from the 5th of May, with the pollution emission reduction target of 30%. The vehicle allows very low fuel consumption, 15l/100 km, against 35l/100 km for a diesel one, and for some cases, like Gaillac, a consumption of 10l/100 km, and only 1,1 kW/km for the electrical consumption . Since the beginnings of the test phase in 3 french cities, more than 10 transport organizations had announced their interest for a demonstration phase. For the international part, Transdev Canada is also interested with 25 vehicles.



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