



## **Work Package 2 – Deliverable 3**

### **“Delivery of Suzuki Hybrid FC Scooters”**

#### **Dissemination Level PU**

The original intent of the HyTEC project was to include the demonstration of a number of fuel cell hybrid scooters, with the London Metropolitan police being engaged as an end user. The fuel cell hybrid scooters were supplied by Suzuki Motor Corporation Japan (Suzuki), based on a modification of the platform of a standard Burgman motor scooter to accommodate the fuel cell system, Hydrogen storage cylinder and electric motor drive. These were delivered into the project with the support of Intelligent Energy, for London based operation and wider dissemination activities.

A changing strategy on the part of Suzuki meant that the role of the scooters within the HyTEC project had to be adapted and these changes are reflected in the most recent iteration of the project DoW.

At the start of the HyTEC project, in 2011, the plan was to deploy 2-3 Burgman fuel cell hybrid scooters into London for demonstration purposes. However, in early 2013 the decision was made by Suzuki to create an entirely new 2-wheel platform for future commercial release of their fuel cell hybrid scooter model. The result of this was that there would be no further development on, or any further build of, the FC Burgman model and related key fuel cell / H2 related components. This, as a result curtailed the opportunity to test and demonstrate the Burgman FC scooter in London as part of the HyTEC project. Suzuki confirmed in July 2013 that any demonstration running of the Burgman scooters would not involve a direct handover to Metropolitan Police or other end users, although it was agreed by Suzuki that having the Metropolitan Police associated with the demonstration running would remain an objective.

Despite the change in strategy for demonstration and operating the existing Burgman scooters, two of the Burgman FC units were still available to the project for demonstration purposes. However in November 2013, Suzuki was required to recall one of the two Burgman scooters to Japan to support work underway on H<sub>2</sub> storage and re-fuelling interface issues. Only one Burgman scooter was therefore available in the UK, however this unit had no critical spares for backup in the event of component under-performance or failure. Suzuki confirmed willingness to be stay involved with HyTEC events in the UK (and elsewhere as considered essential for dissemination purposes) and use of the remaining Burgman scooter in London, but on the basis this could not involve extended test running. This was duly effected with the Burgman scooter being demonstrated at multiple public and stakeholder related events in the UK (London, Millbrook, Edinburgh) and in Brussels, during the period to project completion in August 2015.

As part of their changing strategy, Suzuki had indicated it would use London as a prototype fleet test venue for the 'next generation' 2-wheel FC hybrid platform. The first of the new prototypes were initially indicated to be available in early to mid-2014. However, this was subsequently revised to late 2015/early 2016 to allow for additional design work and hydrogen cylinder test issues). Discussions between Suzuki and the Greater London Authority (GLA) have continued.

With the change of strategy by Suzuki, there was no means by which the performance targets for the fuel cell Burgman scooters could be attempted and all running of the Burgman scooter vehicle was on a controlled demonstration / ride and drive basis only.

As such, the related Milestones M4.1 (scooter performance targets) and M4.4 (scooter fleet distance targets) were therefore not formally achieved.