

BC Transit did have the prototype BC Gas TDH5303 - #3001. It was in fact the first experimental dual-fuel vehicle.

The CNG was injected into the air intake while diesel went in through a much smaller than normal injector. The bus started on 100% diesel until the intake temperature was high enough to ensure the CNG/diesel mixture would vaporize. The diesel would then drop to about 5% and it served only to lubricate engine seals. Other buses run on 100% CNG suffered from seal failures because CNG does not have any lubricative properties and the seals would dry out and fail, at which point the engine would have to be torn down and rebuilt at 90k instead of 300k miles

The bus ran well enough but was painfully slow and spent most of its days on the Hastings Express which required fewer stops.

Jim Bowman