

Paris – April 22, 2008

**PSA Peugeot Citroën and Intelligent Energy Unveil H₂Origin
Fuel-Cell Powered Zero Emissions Vehicle**

In Loughborough, near Birmingham, UK, PSA Peugeot Citroën and Intelligent Energy today presented the results of their joint H₂Origin research project, aimed at fitting an advanced technology fuel cell stack into a zero-emissions urban delivery van to power its electric drivetrain.

The three-year partnership has culminated in the development of the Peugeot Partner H₂Origin technology demonstrator, whose electric drivetrain is powered by the latest generation Proton Exchange Membrane (PEM) fuel cells.

This new-generation 10 kWe system delivers several important benefits:

- A range of 300 km, three times that of a conventional battery-powered EV.
- Compact design for both the fuel cell stack and ancillary equipment, enabling integration into the front engine bay in place of the internal combustion engine.
- Vehicle start at temperatures as low as -20°C, representing a major advance for a fuel-cell powered vehicle.

A groundbreaking 700-bar hydrogen storage system also enhances mobility and makes the vehicle easier to operate:

- 70% more hydrogen can be carried on board, without any increase in the size or weight of the storage tanks.
- Range is extended, without having to plug the vehicle into a power source to recharge the batteries, enabling it to be used in a wider variety of applications.
- The hydrogen tanks are mounted on a sliding rack under the rear cargo area, making it fast and easy to swap in new ones. This offers a practical alternative to refueling at a service station and eliminates a major obstacle to the development of hydrogen vehicles.

An active prove-out strategy to be ready from day one

With the Peugeot Partner H₂Origin, PSA Peugeot Citroën is demonstrating its commitment to actively exploring potential solutions in an area that holds considerable promise among the various automotive energy paradigms emerging as a new century unfolds. This technology intelligence process is in line the consensus among experts and industry observers that mass production automotive fuel cells could become a reality towards 2020.

There are still major obstacles that must be overcome, including costs that preclude affordable use in automobiles and the size and weight of the hydrogen tanks. What's more, the use of hydrogen as a fuel source is still in its infancy, and moving forward will require a commitment by governments and supranational organizations, as well as a shift in energy policy, none of which the automobile industry can control.

The H₂Origin demonstrator has enabled PSA Peugeot Citroën to further advance up the automotive fuel cell learning curve and to be ready to move forward with fuel-cell based ZEV solutions as soon as market conditions and the energy environment allow.

H₂Origin is the sixth fuel-cell vehicle built by PSA Peugeot Citroën since 2000.

Henri Winand, CEO of Intelligent Energy, said:

"For the first time we've produced a compact fuel cell stack that can fit into an automobile engine bay and is robust enough to withstand such a highly demanding operating environment. We've gained an unbelievable amount of experience thanks to our work with PSA Peugeot Citroën."

Jean Pierre Goedgebuer, Scientific Director of PSA Peugeot Citroën, said:

"As the leader in low carbon emission vehicles, we've already produced several ZEVs. The Intelligent Energy fuel cell has increased the electric Peugeot Partner H₂Origin's range from 100 to 300 km. Extending the range of electric city delivery vans in this way considerably broadens their potential applications and use. This looks like an extremely interesting solution to help drive future growth in EV demand, once the various economic factors are into place."

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