

NATIONAL IDLING REDUCTION NETWORK NEWS

March 2006



SOLICITATIONS

2006 Carl Moyer Program Multidistrict Solicitation Closes on April 14

The California Air Resources Board (CARB) has announced that the 2006 Carl Moyer Program Multidistrict Solicitation and associated applications are now available at <http://www.arb.ca.gov/msprog/moyer/moyer.htm>. This solicitation will provide grants to offset increment costs of reduced emission technologies in the following areas:

- Goods movement projects including
 - Marine vessels and locomotives
 - Off-road equipment permanently located at a maritime port or rail yard
 - On-road heavy-duty vehicles that transport cargo to and from a maritime port or rail yard and travel at least 400 trips per year to a port or rail yard
- Transport refrigeration units (TRU's)
- Off-road construction equipment and mobile agricultural equipment that operates in more than one air-quality district
- Particulate matter retrofit devices that also reduce NO_x for on-road heavy-duty vehicles that operate in more than one air-quality district
- Idling reduction technologies installed in on-road heavy-duty vehicles operating in more than one air-quality district
- TRU's on vehicles or equipment operating in more than one air-quality district.

All eligible projects must comply with the January 6, 2006, Carl Moyer Program Guidelines, the 2006 Carl Moyer Program Advisories, and the specific requirements of the solicitation.

A pre-bid conference will be held Monday, April 3, 2006, to provide potential project applicants with an opportunity to ask clarifying questions regarding general project requirements and specific technology questions. Applications must be received by CARB no later than 5:00 p.m. on Friday, April 14, 2006. Please direct questions regarding the administration of this solicitation to Ms. Stacey Dorais at (916) 322-2383 or sdorais@arb.ca.gov.

Texas Seeks Grantees for SmartWay's Technologies Test Program

The Texas New Technology Research and Development (NTRD) program has just released a request for grant applications (RFGA) for outdoor track testing of selected components of the SmartWay technology kit on drayage trucks. NTRD is soliciting the refinement of a drayage vehicle drive cycle and the performance of outdoor track testing utilizing this drive cycle. The project will utilize two tractor-trailers to evaluate the commercialization and emission reduction potentials of specific fuel-saving technologies as defined by the U.S. Environmental Protection

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Agency (EPA). The closing date for the solicitation is Monday, May 1, 2006, with an award anticipated by June 30, 2006, for a project period of 2-4 months. NTRD expects to make one award of \$200,000. Cost sharing is encouraged. The RFGA is available at <http://files.harc.edu/Sites/TERC/NTRD/RFGAs/RFGA-02.pdf>, and other information is available at <http://www.tercairquality.org/NTRD/RFGAs/RFGA-02>. Source: Terri Kurtin, Houston Advanced Research Center

SmartWay Seeks Applications to Conserve Fuel and Reduce Emissions from Heavy-Duty Trucks

The EPA SmartWay Transport Partnership is soliciting States, non-profit organizations, and educational institutions to submit applications for a project to evaluate energy savings and emission reduction technologies for long-haul trucks. The technologies for evaluation are part of a kit that includes, but is not limited to, wide-based tires, advanced trailer aerodynamics, idling reduction devices, automatic tire inflation systems, and a diesel oxidation catalyst. When combined, these devices have the potential to significantly reduce emissions and conserve fuel. Total funds available are \$300,000 for one or more awards. The deadline for submitting an application is Monday, May 15, 2006. For more information, please see RFA No. EPA-OAR-STP-06-07, which is available at http://www.epa.gov/air/grants_funding.html#0607. Source: Paul Bubbosh, EPA Headquarters

ANNOUNCEMENTS OF FINANCIAL AWARDS

North Carolina Solar Center Partners with Volvo Trucks to Demonstrate Mobile Idle Reduction Technologies

The North Carolina Solar Center at North Carolina State University (NCSU) will partner with Volvo Trucks North America to design and demonstrate a prep kit for mobile idle reduction technologies (MIRT's) for new commercial vehicles to reduce the idling times for long-haul trucks. The EPA SmartWay Transport Partnership awarded the Center \$500,000 in October 2005 for a 2½-year project to work with a truck manufacturer to design a prep kit to demonstrate MIRT's in over-the-road sleeper trucks. The Center then put out a competitive solicitation for truck manufacturers, and the proposal from Volvo Trucks North America was selected as the winner. Volvo has agreed to install the prep kits in at least 20 trucks. Volvo and NCSU will obtain data on operator and fleet usage of the systems during the program. Volvo will leverage its Volvo Link two-way satellite communications system for some of the data collection. The company will also recruit customer fleets to participate in the program. For more information, please go to http://www.ncsc.ncsu.edu/resources_by_sector/clean_transportation_projects.cfm, <http://www.volvo.com/trucks/na/en-us>, and http://fleetowner.com/news/volvo_trucks_mobile_idle_reduction_technology_mirt_030606/.

North Carolina Mobile Grants Program Announces 2 Idling Reduction Awards

The Division of Air Quality (DAQ) of the North Carolina Department of Environment and Natural Resources has recently announced the winners of its Mobile Source Emissions Reduction Grants solicitation. DAQ has awarded \$799,511 for 16 projects in 14 counties in the State. Two of these projects are for idling reduction: \$8,889 for idling reduction equipment for the Carolina Coastal Railway and \$60,000 for an idling reduction program and equipment for the Charlotte/Mecklenburg school district.

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The Mobile Source Emission Grants program is funded by a 1/64-cent per gallon tax on gasoline sold in North Carolina. It awards grants for projects and equipment that limit air pollution from cars, trucks, and other motor vehicles. The program has awarded 88 grants totaling \$6.44 million statewide since 1995. For further information, please see http://www.daq.state.nc.us/news/pr/2006/ms_emis_red_grants_03222006.shtml. *Source:* Heather Hildebrandt, DAQ

REGULATORY NEWS AND PUBLIC MEETINGS

Railroads Sue SCAQMD over New Idling Reduction Rules

South Coast Air Quality Management District (SCAQMD) in southern California is defending its right to reduce locomotive emissions in the wake of a court challenge filed by Union Pacific (UP) Railroad, Burlington Northern Santa Fe (BNSF) Railway, and the Association of American Railroads. SCAQMD has adopted three rules to reduce the public health risk associated with locomotive emissions:

- Rule 3501, adopted on February 3, 2006, requiring railroads in the region to keep records of all locomotive engine idling lasting more than 30 minutes, unless a locomotive is equipped with an anti-idling device
- Rule 3502, also adopted February 3, 2006, prohibiting unnecessary locomotive idling for more than 30 minutes, unless a locomotive is equipped with an anti-idling device
- Rule 3503, adopted on October 7, 2005, requiring 19 freight rail yards in the region to submit emissions inventories and health risk assessments to SCAQMD.

The railroads are arguing that SCAQMD is prohibited from adopting any locomotive emission regulations under the Federal Clean Air Act, the Federal Interstate Commerce Commission Termination Act, and other Federal laws.

SCAQMD's regulations are more stringent than requirements of a June 2005 voluntary agreement among CARB, UP, and BNSF. Unlike that voluntary agreement, SCAQMD's regulations are legally enforceable and subject the railroads to strict penalties if they do not comply with the rules. For further information, please go to <http://www.aqmd.gov/news1/2006/LocomotiveCourtChallengePR.html>. *Source:* Joe Tario, New York State Energy Research and Development Authority (NYSERDA)

FHWA Seeks Comments on Interstate Highway Oasis Program

The Federal Highway Administration (FHWA) is seeking comments on a provision of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that calls for FHWA to establish an Interstate Oasis program. After the comment period is over, FHWA is to develop standards for designating an Interstate Oasis as a facility that offers, at a minimum, products and services to the public, 24-hour access to restrooms, and parking for automobiles and heavy trucks. According to *Fleet Owner*, some States could close down rest stops on Interstate highways, which could exacerbate the shortage of parking space for long-haul trucks.

Standard signage would be also created not only to indicate that an oasis is coming up but also to indicate to the traveling public what amenities are available at each oasis. Comments on the proposed Interstate Oasis program are due on or before Friday, April 28, 2006. More information is available in the *Federal Register* notice of February 27, 2006,

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http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2006_register&docid=fr27fe06-91 and at http://preview.fleetowner.com/news/topstory/truckstop_oasis_fhwa_030706/. Source: Joe Tario, NYSERDA

Washington State OKs Tax Incentives for On-Board/Off-Board Idling Reduction Equipment

The Washington State House and Senate have passed SSB 6512, "An Act Relating to enhancing air quality at truck stops." The bill seeks to provide tax incentives for the infrastructure and services that support the use of auxiliary power units (APU's) for heavy-duty vehicles weighing more than 14,000 pounds through on-board or stand-alone electrification systems. This bill essentially provides business, occupation, use, and sales tax credit for those who provide auxiliary power at truck stops. It also provides for a tax credit to truckers who install equipment on their truck that enables them to use auxiliary power. There are no tax credits for APU's, while an APU that also has plug-in capability might be eligible. These exemptions would expire on July 1, 2015. Further information is available at <http://apps.leg.wa.gov/billinfo/summary.aspx?bill=6512&year=2006>. Source: Paul Bubosh, EPA Headquarters, and Frank Van Haren, Washington State Department of Ecology

California Considers Creation of New Loan Program for Idling Reduction Technologies

California Assemblywoman Shirley Horton introduced AB 1901, the "Truck Retrofit Revolving Loan Program," which would require the California Energy Resources Conservation and Development Commission to help finance, through direct loans, the retrofitting of trucks with EPA SmartWay Transport Partnership Upgrade Kits. The fund associated with the program would use monies from the State Treasury for the purpose of providing loans under this program. Trucks or fleets would have to operate 75 percent of the time in California to be eligible for the loan program. This bill would apply to trucks weighing over 33,000 pounds and would terminate on January 1, 2012. A hearing on the bill has been scheduled for Monday, April 3, 2006. More information about the legislative history of this bill can be found at http://www.aroundthecapitol.com/Bills/AB_1901. Source: Kristin Sipes, EPA Headquarters

CARB Public Hearing to Discuss Emission Reduction Plan for Ports and Goods Movement

CARB will be holding a public meeting on Thursday, April 20-21, 2006, in Long Beach. On the tentative agenda is a public hearing to consider the emission reduction plan for ports and goods movement in California. CARB staff has released its Proposed Emission Reduction Plan for Ports and Goods Movement for public review and comment. The plan includes an assessment of statewide health impacts from emissions related to ports and goods movement, and specific actions necessary to reduce those emissions and protect public health. The plan is available at <http://www.arb.ca.gov/planning/gmerp/gmerp.htm> along with information on related activities. Information about the agenda for this meeting is posted at <http://www.arb.ca.gov/board/ma/2006/ma042006.htm>.

Illinois Works on Restricting Idling

A bill pending in the Illinois General Assembly would limit idling for diesel-powered vehicles weighing more than 8,000 pounds in certain counties and locations in the State. HB 4782

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would allow no more than 10 minutes of idling in any 60-minute period, except for numerous exceptions. It would allow for the use of APU's. The anti-idling rule would not apply at or below 32°F and at or above 80°F. Fines would be pegged at \$50 for the first infraction and \$150 for the second and any subsequent infraction during a 12-month period. The bill currently awaits action in the Illinois Senate. For more information, please see http://www.landlinemaq.com/todays_news/Daily/2006/Mar06/031506.htm#2 and <http://www.ilga.gov/legislation/BillStatus.asp?DocNum=4782&GAID=8&DocTypeID=HB&LegId=23398&SessionID=50&GA=94>.

UPCOMING MEETINGS

Midwest Clean Diesel Initiative to Sponsor "Cleaning Up Illinois Diesel"

Details are being firmed up for a meeting on Tuesday, May 2, 2006, on "Tools for Cleaning Up Illinois Diesel: Technology, Funding, and Collaboration." It will be held at the BP Naperville Complex in Naperville, Illinois. Sponsors include the U.S. Department of Energy (DOE) Clean Cities Program, Illinois Environmental Protection Agency, Chicago Area Clean Cities, Illinois Lt. Governor Pat Quinn, and the Diesel Technology Forum. For more information, please check the Midwest Clean Diesel Initiative web site at <http://www.epa.gov/midwestcleandiesel> or contact Bethany Kraseman at bethany.kraseman@cityofchicago.org.

Save the Date for "Clean Air Innovations Conference 2006"

This year's EPA's "Clean Air Innovations Conference" will be held on September 6-8, 2006, in Denver, Colorado, at the Adams Mark Hotel. The conference web site is now up and can be found at <http://www.cleanairinfo.com/airinnovations/index.htm>. A tour of DOE's National Renewable Energy Laboratory is an optional pre-conference event. State, local, tribal, air-quality managers, and energy and transportation planners are the intended audience of this meeting, along with community and business leaders and others interested in new solutions and quality of life improvements related to cleaner air. Conference organizers are currently soliciting for interesting topics, sessions, and speakers for this event. For more information, please contact David Cole (cole.david@epa.gov) or Donna Rogers (rogers.donna@epa.gov) at EPA Research Triangle Park in North Carolina.

PUBLICATIONS

SmartWay Posts New Study of In-Cab Air Quality of Idling Trucks

EPA technical reports dealing with emissions from idling trucks are available at <http://www.epa.gov/smartway/idle-testing.htm>. A new report, *Measuring Air Pollution Inside and Outside of Diesel Truck Cabs*, has just been added to that site. This 154-page report documents the air quality inside trucks that were parked idling at an Interstate 40 truck stop near Knoxville, Tennessee. Researchers measured air quality inside and outside the truck cab for different models/makes of trucks and under various environmental conditions. Among the conclusions were that in-cab concentration of pollutants was dependent on the location of the truck at the truck stop *vis à vis* other idling trucks, leakage from the exhaust or engine compartment that entered the cab, whether the truck engine was on or off, and the air intake settings of the cab. For further information on the study, please contact Dr. Wayne Davis at (865) 974-5321. *Source:* Paul Bubbosh, EPA Headquarters

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Connecticut Group Recommends Federal Subsidies for TSE and APU's

Environment & Human Health, Inc. (EHHI), a non-profit organization based in North Haven, Connecticut, has recently released a report entitled *The Harmful Effects of Vehicle Exhaust*. The report makes the point that there are significantly more vehicles on the road in Connecticut today than in the past and vehicle-miles traveled there have also shown the same kind of increase. Emissions from these vehicles, both gasoline-powered and diesel-powered, added to that of a State heavily dependent on the use of heating oil in the winter, causes health problems for its citizens. Among the solutions recommended to improve air quality are having the Federal Government subsidize truck stop electrification (TSE) and on-board APU's and supporting the use of idling reduction signs for schools and other places where unnecessary idling occurs. Other idling reduction recommendations are for State and local authorities. For more information, please go to <http://www.ehhi.org/reports/exhaust/default.htm>.

Source: Nancy Alderman, EHHI

PRESENTATIONS NOW AVAILABLE FROM SEVERAL MEETINGS

Northeast Clean Ports Workshop Posted on Web Site

Presentations from the February 1, 2006, Northeast Clean Ports Workshop, which was organized by the EPA Northeast Diesel Collaborative, are now available at <http://www.northeastdiesel.org/marine.htm>. Almost 170 people attended this meeting at which presentations from experts from ports, industry, and public agencies shared their experience in developing both comprehensive emission reduction programs and specific projects in the areas of cleaner fuels, retrofits, idling reduction, fleet modernization, and operational changes to improve efficiency.

"Talking Freight" Seminar Transcript and Slides Now Available

On February 21, 2006, the FHWA sponsored another webcast in their "Talking Freight" series. The topic this time was the National Freight Policy Framework. Anyone interested in reading a transcript of the web cast and viewing the slides can find them at <http://www.fhwa.dot.gov/freightplanning/talking.htm>. Source: Jennifer Seplow, SAIC

Mid-Atlantic Diesel Collaborative Workshop Materials Now Available Electronically

Photos, participant information, and links to panel presentations from the Mid-Atlantic Diesel Collaborative Workshop are now up on the Mid-Atlantic Diesel Collaborative web site at <http://www.dieselmidaatlantic.org>. About 100 stakeholders attended the meeting on February 28, 2006, in Washington, D.C., and their discussions focused on what the Collaborative should be, new State and Federal funding options, incentives, and partnership-building opportunities. If you would like to be notified of future efforts of the Collaborative, please contact Kelly Sheckler, EPA Region 3, at sheckler.kelly@epa.gov or Susan Stephenson, Mid-Atlantic Regional Air Management Association at sstephenson@marama.org.



NEWS ABOUT PORTS

Public Comments Solicited for Draft Cold-Ironing Report

CARB staff is soliciting comments on its draft report, *Evaluation of Cold-Ironing Vessels at California Ports*. This report presents an analysis of the feasibility and cost effectiveness of cold-ironing ocean-going vessels while docked at California ports. Cold-ironing refers to shutting down auxiliary engines on ships while in port and connecting to electrical power supplied at the dock, thus eliminating virtually all emissions from a ship while it is in port. It is also referred to as "shore power" and alternative maritime power.

This report supports emission reduction goals outlined in the 2003 South Coast Air Basin State Implementation Plan (SIP), the CARB draft Goods Movement Emission Reduction Plan, and the Board's Diesel Risk Reduction Plan. The draft report is available at <http://www.arb.ca.gov/msprog/offroad/marineveess/documents.htm#coldiron0306>. Please submit comments to Mike Waugh, Manager, Program Assistance Section, by Monday, April 3, 2006, at mwaugh@arb.ca.gov or (916) 445-6018.

San Diego Looks to Cold Ironing for Cruise Ships

According to the San Diego *Union-Tribune*, the port of San Diego had 217 visits from cruise ships last year, more than double the number of calls in 2000. To reduce the amount of air pollution from these vessels when they are idling at the dock, the port plans to conduct a feasibility study of cost estimates and design concepts for shore power at its 10th Avenue and cruise ship terminals. San Diego Gas & Electric would look at ways to deliver 12-24 MW of electricity to each terminal. The project would cost \$3-\$5 million per terminal, and each ship would need to be modified to connect to the power onshore. For more information, please go to http://www.signonsandiego.com/uniontrib/20060223/news_7m23port.html. *Source:* Joe Tario, NYSERDA

MANUFACTURERS' NEWS

Carrier to Distribute Teleflex APU's

Starting March 1, 2006, Carrier Corporation's Transcold business unit will be the sole distributor for aftermarket Teleflex auxiliary power units (APU's), which will be renamed the ComfortPro™ series. Carrier will serve as the worldwide dealer network and vastly expand the distribution, service, and support for these APU's. The ComfortPro series includes a multi-function driver control panel, a climate-control unit, and a shore power option that enables a trucker to plug into a standard 110/120V outlet. Carrier expects the cost to be about \$8,500 installed, although that price may fall as volume increases. At the current price for diesel fuel, the company expects the payback period to be about 1½ years. For more information, please go to <http://www.trucktrailer.carrier.com>, <http://128.167.97.173/www/v/index.jsp?vgnextoid=b7199276ff0b9010VgnVCM100000cb890b80RCRD>, and http://fleetowner.com/news/carrier_confortpro_apu_mats_032306/. *Source:* Joe Tario, NYSERDA

Shore Power Feature Added To Bergstrom Nite System

Bergstrom, Inc., has added a new APU to its produce line called the NITE (no-idle thermal environment) system. It uses a battery system that is independent of the truck's electrical

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system to offer climate control and electricity for appliances used while the driver is at rest. There is also a shore power feature so that the parked truck can connect to grid electricity as needed. This new feature allows for the vehicle to use both AC and 12V DC power. The air-conditioner can operate for varying lengths of time, depending on the number of batteries that are spec'd as part of the system. The unit weighs 210 pounds, well within the new weight waiver authorized by the Energy Policy Act of 2005. For more information, please see http://fleetowner.com/news/bergstrom_nite_system_030306/ and <http://www.nitesystem.com/index.cfm/news?id=4>.

Integrated Auxiliary HVAC and Power Unit Now Available on New Western Star Trucks

Western Star Trucks is now offering an integrated auxiliary heating/air-conditioning and power generation package as optional, factory-installed original equipment on new 4900-Series truck models. The Idle Solutions package is being supplied by Dometic Environmental Corporation and Temco Metal Products Company. The Idle Solutions system consists of a Dometic 14,000 BTU heating, ventilation, and air-conditioning (HVAC) system and a Temco 7.2 kW power generator. It is completely independent from the main engine and other truck systems. The Dometic HVAC system consists of a condensing unit, which is mounted outside the cab, and a cooling/heating unit inside the sleeper. The two components are joined by quick-connect refrigerant line sets, which are pre-charged at the factory, allowing for easy installation without special EPA-approved equipment. The system provides 4000 W of heating capacity for cold weather. The Temco APU consists of a 3-cylinder, liquid-cooled 15.8 HP Perkins diesel engine driving a 7.2 kW generator. According to Temco, the unit uses 0.3 gallon per hour of diesel fuel while providing ample power to run the air-conditioner and other electrical appliances. For more information, please see <http://www.layover.com/cgi-bin/portal/printnews.pl/9271.html>. Source: Joe Tario, NYSERDA

Kohler Power Systems Introduces APU for Trucking

Kohler Power Systems, a division of Kohler Company, is expanding its lines of generators to include an APU especially tailored to the needs of the trucking industry. Kohler's 5 kW APU is air cooled and self contained, and it weighs less than 350 pounds. For more information, please go to http://www.fleetowner.com/news/kohler_power_systems_apu_mats_032406/index.html and www.kohlerpowersystems.com.

OTHER NEWS OF INTEREST

Idling Reduction Cost Calculator Now Up on Argonne Web Site

Argonne National Laboratory has added a new cost worksheet on its web site (<http://www.transportation.anl.gov/pdfs/EE/361.pdf>) to enable truck owners to calculate the savings and payback time from using on-board idling reduction equipment or electrified parking spaces. This is a test version for users; please send comments to Linda Gaines at lgaines@anl.gov. It complements other calculators available on the Internet, such as EPA's SmartWay Technology Package Savings Calculator (<http://www.epa.gov/SmartwayLogistics/calculator/loancalc.htm>) and those on manufacturers' web sites. Source: Linda Gaines, Argonne National Laboratory

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Fleet Owner Publishes Special Report on Choosing an Idling Reduction System

Timed to coincide with all the manufacturers' news (see above) coming out of the Mid-America Trucking Show at the end of March, *Fleet Owner* magazine has a comprehensive special report on how to choose the right idling reduction system for fleet owners and owner-operators. The article contains a checklist to consider when deciding which system to buy, interviews with fleet managers on their experiences with heating and cooling systems, and how the truck manufacturers plan to offer integrated systems. More information can be found at http://fleetowner.com/equipment/feature/fleet_choosing_idle_reduction/. *Source:* Wendy Leavitt, *Fleet Owner*

Overdrive 2006 Trucker of the Year Sets Bar Very High

Robert Jordon, this year's winner of *Overdrive's* 2006 Trucker of the Year, is a man of many talents. He drives a reefer for Caine Transport about 150,000 miles every year and is a strong believer in not idling during his rest periods. He has found ways to insulate his cab and bunk to enhance his comfort. Because he does not idle, he gets double the miles per engine hour of a typical trucker and saves on maintenance costs by reducing the number of oil changes he needs to make. He is also an inventor who uses his experience as a truck driver to create new hardware to reduce the need for idling. For more information, please go to <http://www.idlefree.net> and <http://www.etrucker.com/apps/news/article.asp?id=51455>. *Source:* Joe Tario, NYSERDA

Freightliner Sees Lower Interest in APU's as Carriers Focus on Cost of '07 Engines

According to *Transport Topics*, officials at Freightliner Trucks stated they expect demand for APU's to slow temporarily as fleets buy current trucks before having to cope with the increased costs of new engines that are compliant with the 2007 emissions standards in January. Other truck manufacturers are preparing to offer APU's to comply with the increasing number of anti-idling regulations at the State and local level. For more information, please see <http://www.ttnews.com/members/topNews/0015002.html>.

Eaton Signs \$65 Million Contract with IdleAire

Eaton Corporation has recently signed a \$65 million contract with IdleAire to supply its Power Truss™ system, a key component of IdleAire's ATE Advanced Travel Center Electrification® system, at 210 truck stops and fleet terminals nationwide that are planned for the next 12 months. That list can be found at http://www.idleaire.com/newsroom/releases/02_24_2006.jsp. Eaton has been a key design partner with IdleAire and co-developed the Power Truss™ system that distributes electrical power to each individual truck parking space. In this initial national deployment, the Power Truss™ system will provide electricity to more than 13,200 parking spaces. *Source:* http://web.eaton.com/NASApp/cs/ContentServer?pagename=EatonCom/Pages/PressRelease_Details&cid=1143077432790



Pentagon to Reduce Idling to Save on Fuel Costs

According to a *Reuters* report of March 20, 2006, the Pentagon is looking for ways to save on fuel costs. One approach is to train more on simulators and shut down engines instead of idling. Since most armored vehicles and aircraft were designed in times of low fuel prices, cost-cutting measures are focused on them. For example, an Abrams tank can go from 0 to 20 mph in 7 seconds, but it uses 56 gallons per hour at full speed and 10 gallons per hour when it is idling. Some tanks now use battery power at idle. For more information, please go to http://today.reuters.com/news/newsArticle.aspx?type=topNews&storyID=2006-03-20T143332Z_01_N17323493_RTRUKOC_0_US-ENERGY-PENTAGON-EFFICIENCY.xml&archived=False. *Source:* Joe Tario, NYSERDA

New Rochelle Regulates Idling of All Motor Vehicles

New York State limits idling of all on-road vehicles heavy-duty weighting more than 8,500 pounds (http://www.dec.state.ny.us/website/regs/subpart217_3.html#top), whether they are fueled by diesel or gasoline. Local Law No. 8 of 2004 of the City of New Rochelle (http://www.e-codes.generalcode.com/codebook_frameset.asp), a city in Westchester County outside New York City, now regulates idling of both light-duty and heavy-duty vehicles in that city to no more than 5 minutes, subject to the exceptions for heavy-duty vehicles in Subpart 217-3 of Title 6 Part 217 of the State of New York Codes, Rules, and Regulations (web site above). *Source:* Kristin Wiener, City of New Rochelle

New URL for Back Issues of National Idling Reduction Network News

If you are a new subscriber or have misplaced an issue of this newsletter, all issues are now located at http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.shtml. Please update your bookmarks accordingly.

Summary of State Anti-Idling Regulations

The most up-to-date list of anti-idling regulations in States and municipalities is available at <http://www.atri-online.org/2005.ATRI.IdlingCompendium.pdf>. If your State or municipality has changed anything listed here or if it is in error, please let us know, and we'll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

Incentives and Funding Opportunities for Idling Reduction Projects

DOE's Clean Cities program provides a listing of Federal and State programs that offer incentives and funding for idling reduction projects. Further information can be found at <http://www.eere.energy.gov/cleancities/idle/incentives.html>. Please let us know if the information needs to be changed or updated.

The West Coast Diesel Collaborative has a comprehensive listing of grant and loan programs available from many States to purchase or apply for a loan for on-board idling reduction equipment. For the listing of these programs, please go to <http://www.westcoastdiesel.org/programs.htm>.

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Clean Cities Web Site Now Offers TSE Locator

The DOE Clean Cities web site now displays the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in 11 States (Alabama, Arkansas, California, Georgia, Maryland, North Carolina, New Jersey, New York, South Carolina, Tennessee, and Texas). Both IdleAire and Shurepower installations are listed in this locator. For more information, please go to http://www.eere.energy.gov/cleancities/idle/station_locator.html.

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