



NATIONAL IDLING REDUCTION NETWORK NEWS

November 2006

SOLICITATIONS FOR FUNDING AND AWARDS

Organization	Project	Funding	Deadline	Website
Mid-Atlantic Regional Air Management Association	Mid-Atlantic Regional Small Business Anti-Idling Initiative for purchase of auxiliary power units (APU's) s for small trucking companies or independent truckers based in Delaware or Pennsylvania	\$48,000	January 15, 2007	http://www.dieselmidatlantic.org/AntiIdle/index.html
City of Boston Air Pollution Control Commission	Demonstration, education, and research projects related to reducing air pollution emissions from on-road and off-road motor vehicles	Up to \$200,000	January 26, 2007	http://www.cityofboston.gov/environment
U.S. Environmental Protection Agency (EPA) Region 1	Annual Environmental Merit Awards		January 27, 2007	http://www.epa.gov/ne/ra/ema/
New York State Energy Research and Development Authority (NYSERDA)	PON 1090: Advanced vehicle R&D for new product development and for the siting or expansion of manufacturing facilities to produce innovative on-road vehicle components or systems in New York State	\$5 million	February 21, 2007	http://www.nyserda.org/includes/funding_content_pop.asp?i=PON%201090
North Texas Council of Governments	North Texas Emission Reduction grants for vehicular NO _x reduction projects, including on-site electrification and APU's	~\$5 million	Rolling deadline until funds are fully awarded	http://www.nctcog.org/pa/YourRegion/YourRegion.pdf



UPCOMING MEETINGS AND PRESENTATIONS FROM PAST MEETINGS

Meeting	Location	Date	Website or Contact
EPA West Coast Diesel Collaborative Fall 2006 Diesel Emissions Reduction Funding Forums	Oakland, Fresno, and Sacramento, California	November 6, 7, and 8, 2006 (respectively)	Presentations are at http://www.westcoastcollaborative.org/funding-forum.htm
Pacific Ports Air Quality Collaborative, First International Conference on Port Clean Air Policies and Strategies	Los Angeles, California	December 13-15, 2006	http://www.ppagc.org/en_conference.html
California Air Resources Board (CARB) Public Workshops on In-Use Off-Road Diesel Vehicle Rule	Sacramento, Los Angeles, and Fresno (respectively)	December 18, 20, 21, 2006	http://www.arb.ca.gov/msprog/ordiesel/workshops.htm
CARB Shorepower Working Group	Sacramento, California	January 11, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm
Transportation Research Board	Washington, D.C.	January 21-25, 2007	http://www.trb.org/meeting/
Clean Ships: Advanced Technology for Clean Air	Coronado, California	February 7-9, 2007	http://www.westcoastdiesel.org/files/other/Clean%20Ships%20Announcement.pdf
2007 Clean Heavy-Duty Vehicle Conference	Los Angeles, California	February 13-15, 2007	http://www.cleanheavyduty.com
Faster Freight – Cleaner Air 2007	Long Beach, California	February 26-28, 2007	http://www.ffca2007.com/



REGULATORY NEWS AND EVENTS

Massachusetts Continues its Crackdown on Idling Trucks

The Massachusetts Department of Environmental Protection (MassDEP) recently cited 12 truck operators for ignoring a State law that limits most idling of vehicles to 5 minutes or less. This was the second sweep of violators in less than a year. MassDEP noted that both the weather conditions and the use of the trucks at the time of the violation did not fall within any exemption and was therefore “unnecessary.” Between June and August 2006, MassDEP inspectors observed approximately 130 trucks on neighborhood streets, shopping centers, terminals, and distribution facilities in 13 communities in all parts of Massachusetts. Twelve trucks were running too long be-

tween stops. MassDEP is requiring the 12 truck operators to provide driver training so that the drivers know what the law is and how public health can be adversely affected by idling.

Massachusetts law and MassDEP regulations limit vehicle idling to no more than 5 minutes in most cases and applies to both gasoline- and diesel-powered vehicles. Enforcement is by MassDEP, police departments, and local boards of health. For more information, please see <http://www.mass.gov/dep/public/press/1006truc.htm>. Source: Julie Ross, MassDEP

Pennsylvania Move to Limit Idling Dies at End of Legislative Session

As reported in last month’s issue, the Commonwealth of Pennsylvania is moving toward regulating unnecessary idling of commercial diesel-powered vehicles. On November 13, 2006, Representative Will Gabig (R-Carlisle) introduced HB 3079, the Restrictions on Idling Act, in the House Transportation Committee. This proposed law would apply to vehicles loading, unloading, or parked if they idle for more than 5 minutes in any 60-minute period. Vehicles would be allowed to idle if the temperature is lower than 40°F or higher than 80°F provided all truck stop, terminal, and rest area parking spots are occupied. Buses could idle for 10 minutes before passenger boarding and idle to maintain

passenger comfort while passengers are on board. Operating APU’s, generator sets, or other types of mobile idling reduction technology would be exempt from the penalty of a summary offense. However, the General Assembly adjourned before the bill could be moved out of the Transportation committee. More information is available at http://www.landlinemag.com/todays_news/Daily/2006/Dec06/120406/120506-04.htm and <http://www.legis.state.pa.us/CFDOCS/Legis/PN/Public/btCheck.cfm?xtType=PDF&sessYr=2005&sessInd=0&billBody=H&billTyp=B&billNr=3079&pn=4914>.



TRUCK STOP ELECTRIFICATION

IdleAire Reports 3d Quarter Results, Reaches 10 Million Hours of Service

IdleAire Technologies Corporation released its 3d quarter revenues, which showed an increase of 89 percent for the first 9 months of this year compared to last year or \$8.9 million compared to \$4.7 million. Revenues for the 3d quarter of 2006 were \$4.7 million compared to \$2 million for the same quarter last year. As of September 30, 2006, IdleAire was operating 4,371 spaces at 67 sites in 21 States compared to 1,346 spaces at 24 sites last year. In the 3d quarter of 2006, IdleAire installed facilities at 30 new truck stops and 2 fleet terminals while closing 2 “non-core” locations.

The net loss for the quarter ending September 30, 2006, increased to \$13.6 million, compared with a net loss of \$4.8 million in the prior year period due to increases in net interest expense of \$4.3 million and direct site operating costs of \$4.6 million due to costs associated with

deployment of the network, according to the company. The company expects to be profitable in the first half of 2007.

Separately, IdleAire announced that it had reached 10 million hours of service on Thanksgiving Day, November 23, 2006. The company also reached two additional milestones – approximately 10 million gallons of diesel conserved and over 233 million pounds, or 105,900 metric tons, of diesel emissions eliminated -- since its first three small test installations in 2001. More information is at http://www.idleaire.com/newsroom/releases/11_14_2006.jsp, http://www.knoxnews.com/kns/business/article/0,1406,KNS_376_514_6981.00.html, and http://www.idleaire.com/newsroom/releases/11_27_2006.jsp.

Everhart Leaves IdleAire

David Everhart, one of the co-founders of IdleAire Technologies Corporation and its original Chief Executive Officer and current Chief Operating Officer, has resigned for medical reasons. IdleAire has named Lynn Youngs, its current Executive Vice President, as his successor. Everhart will continue to serve as a member of the Board of Directors

until January 15, 2007. Yong joined IdleAire in 2005 after serving as Vice-President of Goody's Family Clothing for more than 10 years. For more information, please go to http://www.idleaire.com/newsroom/releases/11_2_2006.jsp.

Inc. Names IdleAire to “Green 50”

The November issue of *Inc.*, a magazine for small businesses, has a list of the 50 companies that it has denoted as “The Green 50.” This

group of entrepreneurial companies runs good businesses, addresses environmental issues, and makes money at the same time. The



magazine profiles eight groups: industrialists, integrators, converts, pioneers, builders, the “road crew,” futurists, and recyclers. IdleAire is highlighted in the road crew group, which includes Tesla Motors,

Extengine Transport Systems, Prometheus Energy, and Zipcar. For more information, please view http://www.inc.com/magazine/20061101/green50_intro.html.

MANUFACTURERS' NEWS

Carrier Transicold to Offer APU Financing

With the growing interest in the use of APU's as a means for truckers to reduce diesel emissions while conserving fuel, Carrier Transicold's dealers now offer flexible financing for APU purchases. Carrier has selected Lease Corporation of America as a preferred supplier because of its trucking industry experience. According to the company, it is not unusual for monthly savings in fuel to more than offset the monthly installment payment. The ComfortPro APU provides air-conditioning, heating, and household current for a truck sleeper cab as well as battery charging and truck engine warming. The equip-

ment offers all-electric architecture, the Deltek™ hybrid diesel-electric technology found in Carrier's Vector™ 1800MT trailer refrigeration units. The ComfortPro APU's energy source is a 4,000-watt generator driven by a diesel engine. A hermetically sealed electric compressor inside the cabin provides air-conditioning. The APU has a 1,000-hour service interval and a 2-year, 4,000-hour warranty. For more information about financing options for the ComfortPro APU, please go to www.trucktrailer.carrier.com. *Source:* Tom Cunningham, Carrier Transicold

Teleflex Buys Ecotrans Technologies

Teleflex Incorporated has completed its purchase of Ecotrans Technologies Incorporated, a supplier of locomotive APU's. Ecotrans has annual revenues of about \$8 million.

Since 2001, Teleflex Power Systems, a subsidiary of Teleflex, has been the exclusive manufacturer of Ecotrans APU's. The locomotive APU supplies all necessary services, such as battery charging, coolant and oil heating, and electrical power management without the need to idle the main engine. Locomotive operators are expected to save between 16,000 and 22,000 gallons of fuel per year while reducing emissions of NOx and hydrocarbons.

Teleflex entered the truck market in 1990 with its Proheat® fuel-fired heater, and since 2000 has developed APU's. Earlier this year, Carrier Transicold became the exclusive global distributor of Teleflex's ComfortPro™ APU for heavy-duty trucks. Further information is available at <http://phx.corporate-ir.net/phoenix.zhtml?c=84306&p=irol-newsArticle&ID=928834&highlight=> and <http://phx.corporate-ir.net/phoenix.zhtml?c=84306&p=irol-newsArticle&ID=937618&highlight=>.



Two PACCAR Brands to Offer No-Idling Option

In the second quarter of 2007, PACCAR will offer an alternative energy platform in its Kenworth and Peterbilt tractors that will allow drivers to cool, heat, and operate electrical components inside the cab without idling their engines. The company claims that its Kenworth Clean Power™ and Peterbilt Comfort Class™ will reduce fuel consumption by 8 percent annually. For example, the Clean Power System provides 110 V for hotel loads during a 10-hour mandated rest period.

Kenworth uses four deep-cycle batteries to power a microwave-sized thermal storage cooler, which fits under the bunk. The liquid inside the cooler is cooled to freezing while the truck is being driven or is connected to shore power. The 21,000 Btu's of cooling capacity can keep the cab cool for 10 hours even when the outside temperature is up to 95°F. When drivers need heat instead of air-conditioning, they can either hook up to shore power and use a small diesel-fired heater, which is also mounted under the bunk. More information is available at http://www.paccar.com/NewsReleases/article_news.asp?file=2024 and http://www.kenworth.com/6100_pre_mor.asp?file=2014.

Eaton's New ePTO Patents Reduce Idling

Eaton Corporation has been awarded U.S. Patent 7,104,920, among others, for its Hybrid Electric Power System, which will be commercially available through manufacturers in 2007 (see article on hybrid trucks below). The patents are focused on controls and systems related to Eaton's hybrid technology for commercial vehicles, including its power take-off (ePTO) feature. The ePTO provides utility and telecommunications users the ability to run the vehicle's PTO while the engine is off, resulting in a fuel saving of up to 60 percent. That feature also cuts engine idling time by up to 87 percent while reducing noise and emissions, according to the company. For more informa-

tion, please go to

http://www.fleetowner.com/equipment/news/eaton_hybrid_patents/index.html and [http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&p=1&u=%2Fnetahtml%2FPTO%2Fsearch-bool.html&r=3&f=G&l=50&co1=AND&d=PTXT&s1=%22Eaton+Corporation%22.ASNM.&s2=hybrid&OS=AN/"Eaton+Corporation"+AND+hybrid&RS=AN/"Eaton+Corporation"+AND+hybrid](http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&p=1&u=%2Fnetahtml%2FPTO%2Fsearch-bool.html&r=3&f=G&l=50&co1=AND&d=PTXT&s1=%22Eaton+Corporation%22.ASNM.&s2=hybrid&OS=AN/).



NEWS ABOUT PORTS

POLA, POLB Approve Landmark Port Action Plan

The governing boards of the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) approved the *San Pedro Bay Ports Clean Air Action Plan*, the most comprehensive strategy to cut air pollution and reduce health risks at this seaport complex. The boards have now committed the ports to reducing pollution by at least 45 percent over the next 5 years at an estimated cost of \$2 billion. The plan was created with the cooperation and participation of the South Coast Air Quality Management Board, CARB, and EPA.

With regard to idling reduction, the plan calls for extensive use of ship-to-shore electricity at the ports within 5 years. All major container cargo and cruise ship terminals would be equipped with shore-side

electricity. POLB will develop 10-16 electrified berths in 5 years, while POLA will have shore-side electricity at 15 berths in that same time span.

Railroads fall under this plan, also. All Class 1 railroads operating in the rail yards at POLA and POLB will install anti-idling devices that automatically shut off after 15 minutes by 2011. In addition, exhaust hoods will be utilized to capture emissions from locomotives. For more information, please go to http://www.polb.com/environment/air_quality/clean_air_action_plan.asp.

USS Nimitz Shows CARB How Cold Ironing Keeps California's Air Clean

The USS Nimitz (CVN 68) hosted Dr. Robert Sawyer, CARB Chairman, recently as he sought information on how the U.S. Navy contributes to keeping California's air clean. Sawyer was very interested in the use of cold ironing, which naval vessels have been using for years while in port. Cold ironing uses shore power to run a ship's electrical systems instead of diesel generators, which give off large amounts of air pollutants. Despite resistance by the commercial shipping indus-

try, Sawyer commented that CARB is very interested in applying cold ironing to large cargo ships as dockside emissions from these ships are quite substantial when they are using auxiliary power. Sawyer said the Navy has a successful energy reduction program dating back to 1990 under the Federal Clean Air Act. For more information, please go to <http://www.navycompass.com/news/newsview.asp?c=199964>.



NEWS ABOUT HYBRID HEAVY VEHICLES

Manufacturers Introduce New Heavy-Duty Hybrids at HTUF

The Hybrid Truck Users Forum (HTUF) in San Diego, California, on November 14-16, 2006, was the venue for several manufacturers to make announcements about several new types of hybrid vehicles.

Peterbilt. This subsidiary of PACCAR plans to build a limited number of hybrid-electric Class 7 trucks for municipal and utility truck application sometime in 2007. This vehicle uses a PACCAR PX-6, 2007



Photos courtesy of Michael Laughlin, New West Technologies

Peterbilt Hybrid Utility Truck

EPA-compliant engine and an Eaton Corporation parallel hybrid system, which has regenerative braking. Energy stored during idling is used to power the vehicle's power take-off (PTO). The company expects fuel economy to improve by 30-40 percent and maintenance costs to go down. For more information, please go to http://www.fleetowner.com/equipment/news/peterbilt_hybrid_vehicle/index.html.

Peterbilt also announced that it has built a hybrid Class 8 tractor and is testing it over-the-road. Based on a Peterbilt Model 386 chassis, the truck uses an Eaton hybrid-electric drive system. The Eaton system is designed to capture high-speed braking energy going downhill and provide power for high-speed acceleration when climbing hills. Efficiency gains plus the opportunity to provide for hotel loads with the engine off could allow for a 5-7 percent improvement in fuel economy for long-haul trucks.

Oshkosh. This Wisconsin-based company introduced its proprietary ProPulse® hybrid drive technology in a refuse vehicle. The system increases fuel economy, reduces emissions, lowers life-cycle costs, and has lower interior and exterior noise. The company claims that customer tests show a 20-50 percent improved in fuel economy over typical refuse trucks. The hybrid technology is the result of a 4-year technology development partnership among the U.S. Department of Energy (DOE) National Renewable Energy Laboratory (NREL), Oshkosh, Rockwell Automation, The Ohio State University, Waste Management, and John Miller Enterprises. More information is available at <http://phx.corporate-ir.net/phoenix.zhtml?c=93403&p=irol-newsArticle&ID=931029&highlight=>.



Oshkosh Hybrid Refuse Hauler

Eaton. This company plans to manufacture 1,000 hybrid-electric drivelines annually for medium-duty trucks starting in mid-2007. Currently, 24 units have been produced for International-Eaton utility trucks, with 100 follow-on orders in the works.

NREL Study Compares Hybrid vs. CNG Transit Buses

NREL has published the final version of a study comparing 10 new compressed natural gas (CNG) and next-generation diesel series-hybrid electric bus propulsion systems operated at New York City Transit (NYCT) against a baseline of conventional diesel buses. The DOE laboratory report is part of a series of evaluations from NREL that track and evaluate new propulsion systems in transit buses and trucks. The buses evaluated in the study were the original 10 prototype diesel-hybrid buses from Orion and BAE Systems (model Orion VI buses) operated at NYCT. That evaluation was the subject of a July 2002 report and provided results from the prototype buses from 1998 through 2001. This report focuses on 10 new compressed natural gas (CNG) buses and hybrid propulsion systems.

This report describes the evaluation results for new Orion VII low floor buses at NYCT with CNG propulsion (equipped with Detroit Diesel Corporation Series 50G CNG engine) and new hybrid propulsion

(equipped with BAE Systems' HybriDrive propulsion system). These final results represent a 12-month evaluation of these two groups of buses (October 2004 through September 2005). The buses evaluated are the same age, the same bus platform, have been operated on similar duty cycles, and experienced similar maintenance practices.

Conclusions of the report include:

- Hybrid-diesel buses showed an increase of 37 percent in fuel economy compared to standard diesel-powered buses and 88 percent compared to CNG buses.
- Maintenance costs for hybrids were 5 percent lower than CNG buses.



- Emissions from the diesel hybrids were 90 percent lower for particulate matter, 40 percent lower for NO_x, and 30 percent fewer greenhouse gases.
- Drivers like the increased torque of the hybrid for help in accelerating and hill climbing.

The complete report can be found at <http://www.nrel.gov/vehiclesandfuels/fleetttest/pdfs/40125.pdf>.

RAILROADS

Pan Am Railways (aka Guilford) Drops Lawsuits, Agrees to Install APU's Systemwide

Guilford Rail Systems, renamed Pan Am Railways in March 2006, has dropped its lawsuit against Andover, Massachusetts, and has agreed to equip its locomotives with APU's to reduce noise and fumes while the locomotives are idling in the town. This settles a long dispute between the railroad and the town about the town's ability to curtail idling within its borders. Residents living along the railroad tracks have long complained about trains that idled on sidings for up to 36 hours at a

time. Pan am has agreed to equip all of its 105 locomotives with APU's within 5 years at the rate of 2 engines a month. Please see the December 2004, December 2005, and January 2006 issues of this newsletter for the background of this and similar cases dealing with Pan Am. More information is available at http://www.eagletribune.com/local/local_story_318063817.

OTHER NEWS OF INTEREST

Cummins Offers Free Guide to Idling Regulations

Cummins, manufacturer of the ComfortGuard™ APU, is now distributing a free 8-page guide to the myriad anti-idling regulations in States and localities. The guide, "Idle Talk: How the Regulations Affect You," offers fleet owners and truck drivers a quick-reference compendium of the latest maximum idling time allowed across the country. "Idle Talk" also gives a concise historical perspective of idling laws and how

APU's use can help truckers meet the confusing and conflicting regulations across the country. "Idle Talk: How the Regulations Affect You" may be downloaded at <http://www.cumminscomfortguard.com/offer>. Source: Joe Tario, NYSERDA



SmartWay, SBA Roll Out New Loan Program for Upgrade Kits

EPA's SmartWay Transport Partnership has joined with the U.S. Small Business Administration (SBA) to use the resources of the SBA Express Loan program for the purchase of SmartWay Upgrade Kits by small trucking companies. Financial partners are currently Bank of America, Business Loan Express, Superior Financial Group, and other SBA lenders. The kits include idle-reduction devices, low rolling resistance tires, aerodynamic equipment, and exhaust aftertreatment devices. The kits can improve truck fuel efficiency by 15 percent and save more than \$8,000 in fuel costs annually, while significantly reducing emissions of soot and nitrogen oxides.

Participating lenders will provide quick approval and affordable monthly payments. Small trucking firms can borrow from \$5,000 to

\$25,000, with no collateral, an easy on-line or telephone application, and flexible loan terms. Over the last 2 years, EPA has worked with the Arkansas, Minnesota, and Oregon to create some small, State loan programs. These programs have limited capital available, and loans were available only to truckers licensed in the participating State. This new national SmartWay loan program now provides unlimited capital to any trucker or small company in the United States by means of loans available through SBA. Information on EPA's SmartWay Transport Partnership program and the loan initiative can be found at <http://www.epa.gov/smartway/financing.htm> and http://fleetowner.com/management/news/epa_offers_loans/.

New Canadian Program Helps Fleets Go Green

The Fraser Basin Council and its program partners – Western Economic Diversification Canada and the British Columbia Ministry of the Environment – recently kicked off the E3 Fleet Program for fleet managers. It is designed to help fleet managers increase fuel efficiency, reduce emissions, manage expenses, incorporate new technologies, and use alternative fuels. One of the features of this new program is a calculator to show cost savings of using idling-reduction equipment.

The E3 Fleet system has four components: a Green Rating Guide, a points system for determining just how green fleet is, a third-party audit of fleets, and the ultimate rating at the Bronze, Silver, Gold, or

Platinum level. The “green” rating of fleets, the first in North America, will be on a points-based system related to the company's fleet action plan, its driver training and awareness efforts, idling reduction, vehicle purchasing, fuel data management, operations and maintenance, trip and route planning, utilization management, fuel efficiency, and greenhouse gas performance. Members of the program have access to software-based services that provide comprehensive reports on fleet performance. For more information, please go to <http://www.e3fleet.com/mc/page.do?sitePagelD=38616>. Source: http://www.greenbiz.com/news/news_third.cfm?NewsID=34275



REGULAR FEATURES

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.html. Please update your bookmarks accordingly.

Summary of State Anti-Idling Regulations

The most up-to-date lists of anti-idling regulations in States and municipalities are available at <http://www.atrionline.org/2005.ATRI.IdlingCompendium.pdf> and <http://www.epa.gov/smartway/documents/420b06004.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

The U.S. Department of Energy'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>.

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 Shure-power installations area listed in this locator. For more information, please go to http://www.eere.energy.gov/cleancities/idle/station_locator.html.



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