



## NATIONAL IDLING REDUCTION NETWORK NEWS

September 2007

### SOLICITATIONS FOR FUNDING AND AWARDS

Organization	Project	Funding	Deadline	Website
New Jersey Department of Environmental Protection (NJDEP)	New Jersey Truckers Challenge	\$750,000	Rolling deadline until funds are fully awarded	<a href="http://www.njmta.org/images/pages/Grant_Pr_e_Approval_Application.pdf">http://www.njmta.org/images/pages/Grant_Pr_e_Approval_Application.pdf</a>
Pittsburgh Public Schools, the Heinz Endowments, Clean Water Action, Group Against Smog and Pollution, and the Clean Air Task Force	Pittsburgh Healthy School Bus Fund	\$500,000	Rolling deadline until funds are fully awarded	<a href="http://www.dieselretrofitrebate.org">http://www.dieselretrofitrebate.org</a>
Transport Canada	Freight Technology Incentive Program	Up to Can\$500,000 per project on a 50-50 cost share	November 1, 2007	<a href="http://www.tc.gc.ca/programs/environment/ec_ofreight/programincentiveguide-eng.htm">http://www.tc.gc.ca/programs/environment/ec_ofreight/programincentiveguide-eng.htm</a>
Pennsylvania Department of Environmental Protection (PaDEP)	2008 Governor's Award for Environmental Excellence	N/A	November 2, 2007	<a href="http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4795">http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4795</a>
U.S. Department of Energy (DOE)	Phase I of Small Business Innovation Research and Small Business Technology Transfer Research Programs	Up to \$100,000 per grant award	November 27, 2007	<a href="http://www07.grants.gov/search/search.do?oppId=15553&amp;flag2006=true&amp;mode=VIEW">http://www07.grants.gov/search/search.do?oppId=15553&amp;flag2006=true&amp;mode=VIEW</a>



## UPCOMING MEETINGS AND EVENTS

Meeting	Location	Date	Website or Contact
California Air Resources Board (CARB) On-Road Heavy-Duty Diesel Vehicles Public Workshop	San Diego, Sacramento, Fresno, El Monte, and Oakland, California	October 19, 22, 23, 24, 25, 2007, respectively	<a href="http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm">http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm</a>
Railroad Environmental Conference 2007	Urbana, Illinois	October 23-24, 2007	<a href="http://cee.uiuc.edu/railroad/RREC/overview.asp">http://cee.uiuc.edu/railroad/RREC/overview.asp</a>
Marine Fuel Sustainability Forum	Long Beach, California	October 24-26, 2007	<a href="http://www.bunkerworld.com/events/losangeles2007/">http://www.bunkerworld.com/events/losangeles2007/</a>
CARB Board Meeting	Sacramento, California	October 25-26, 2007	<a href="http://www.arb.ca.gov/board/ma/2007/ma102507.htm">http://www.arb.ca.gov/board/ma/2007/ma102507.htm</a>
Society of Automotive Engineers Commercial Vehicle Engineering Congress	Rosemont, Illinois	October 30 – November 1, 2007	<a href="http://www.sae.org/cve">http://www.sae.org/cve</a>
Nevada Department of Transportation (NDOT) and Regional Transportation Commission of Southern Nevada “Reduce Idling – Breathe Easier” Public Lecture	Las Vegas, Nevada	November 14, 2007	Pat Mohn, NDOT, <a href="mailto:pmohn@dot.state.nv.us">pmohn@dot.state.nv.us</a> , (775) 888-7693
Port & Intermodal Finance & Investment Summit	Coral Gables, Florida	December 3-5, 2007	<a href="http://www.infocastinc.com/ports.html">http://www.infocastinc.com/ports.html</a>
87 <sup>th</sup> Annual Transportation Research Board Meeting	Washington, D.C.	January 13-17, 2008	<a href="http://www.trb.org/news/blurbs_detail.asp?id=8181">http://www.trb.org/news/blurbs_detail.asp?id=8181</a>

## PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
CARB Emissions Inventory for In-Use On-Road Heavy-Duty Diesel Vehicle Workshop	Sacramento and El Monte, California	July 12 and 17, 2007, respectively	<a href="http://www.arb.ca.gov/msprog/onrdiesel/workshops.htm">http://www.arb.ca.gov/msprog/onrdiesel/workshops.htm</a>



Meeting	Location	Date	Website or Contact
DOE Diesel Engine-Efficiency and Emissions Research Conference	Detroit, Michigan	August 12-16, 2007	<a href="http://www1.eere.energy.gov/vehiclesandfuels/resources/proceedings/2007_deer_presentations.html">http://www1.eere.energy.gov/vehiclesandfuels/resources/proceedings/2007_deer_presentations.html</a>
CARB Shore-Power Public Workshop	Sacramento, California	September 24, 25, and 27, 2007	<a href="http://www.arb.ca.gov/ports/shorepower/shorepower.htm">http://www.arb.ca.gov/ports/shorepower/shorepower.htm</a>
CARB Ocean-Going Ship Main Engine Workshop	Sacramento, California	September 24, 2007	<a href="http://www.arb.ca.gov/ports/marinevess/marinevess.htm#092407">http://www.arb.ca.gov/ports/marinevess/marinevess.htm#092407</a>

## REGULATORY NEWS

### *New Jersey Tightens Anti-Idling Regulations for Diesel Vehicles*

Effective July 2, 2007, NJDEP put revised anti-idling regulations in place for diesel vehicles that eliminate most of the exemptions that had allowed these vehicles to idle for up to 3 minutes. Other changes include:

- Diesel-vehicle drivers can no longer idle for 30 minutes at their place of business at the beginning of the day
- Idling for 15 minutes following a 3-hour engine shutdown is no longer permitted except when temperatures are below 25°F
- A diesel bus while it is actively discharging or picking up passengers may idle for 15 consecutive minutes in a 60-minute period
- Special exemptions exist for in-service emergency vehicles, such as police, fire, and military vehicles
- Beginning May 8, 2008, drivers cannot idle for more than 3 minutes in parking spaces equipped with electrification to eliminate idling.
- After April 30, 2010, truck operators are prohibited from idling their vehicles overnight. New technologies, such as truck-stop electrification and auxiliary power units, are to be used to provide heating, cooling, and other amenities without running the engine



Sign at Wawa convenience store in Ocean City, New Jersey (photo by Terry Levinson)

- Violators are subject to a penalty of \$250-\$1,000 per day for each vehicle.

To help spread this message, NJDEP launched a State-wide public education campaign with the tag line, “Idling Stinks.” In September 2005, New Jersey became first in the Nation to require emissions controls on all public and privately owned transit buses and garbage trucks. The landmark program funds the installation of air-pollution controls on these vehicles

with revenue generated from the State’s Corporate Business Tax.

To help further reduce diesel pollution, NJDEP is partnering with the New Jersey Motor Truck Association (NJMTA) to provide grants to truck owners to install technologies proven to reduce idling and save



fuel. These technologies include auxiliary power units (APU's), bunk heaters, and tailpipe retrofits. Interested truck owners can contact the NJMTA at (732) 254-5000 for more information on these grants or use the URL on page 1 of this newsletter.

For more information, please go to [http://www.nj.gov/dep/newsrel/2007/07\\_0036.htm](http://www.nj.gov/dep/newsrel/2007/07_0036.htm) , [http://www.state.nj.us/dep/aqm/Sub14\\_Rule.pdf](http://www.state.nj.us/dep/aqm/Sub14_Rule.pdf), and <http://www.stopthesoot.org>.

## *Pennsylvania Moves to Limit Idling Throughout the State*

Legislators from areas of Pennsylvania where there is very heavy truck traffic have introduced bills in both the Pennsylvania House and Senate to limit idling of commercial diesel vehicles throughout the entire State. Currently, only the City of Philadelphia and Allegheny County (Pittsburgh area) restrict idling. All introduced bills (HB 1113, SB 295, and SB 1095) would limit idling of these vehicles to no more than 5 minutes in any 60-minute period, unless the vehicle met certain exemptions. The exemptions include many of those in the U.S. Environmental Protection Agency (EPA) Model State Idling Law, such as when:

- The vehicle is stuck in traffic or following the direction of a law enforcement official
- The vehicle is operating defrosters, heaters, or refrigeration equipment to prevent safety or health emergencies
- The vehicle is undergoing maintenance, servicing, repair, testing, active loading or unloading, or mixing.

SB 1095 and HB 1113 include provisions similar to those included in a petition for a State-wide regulation submitted by the Clean Air Board of Central Pennsylvania to the PaDEP, such as temperature-based exemptions for sleeper berth equipped trucks that would expire 3 years after enactment of a State financial assistance program for idling reduction technologies or strategies.

All versions of the bill have been referred to their respective Transportation Committees. The legislature is expected to adjourn in late November.

Meanwhile, PaDEP is also developing a State-wide regulation covering the same issues. On October 16, 2007, the PaDEP Environmental Quality Board will consider a proposed regulation; subsequent to that, there will most likely be a 60-day comment period and three public hearings once the draft regulation is published in the *Pennsylvania Bulletin*.

More information is available at [http://www.landlinemag.com/todays\\_news/Daily/2007/Sep07/091007/091307-01.htm](http://www.landlinemag.com/todays_news/Daily/2007/Sep07/091007/091307-01.htm), <http://www.cumberlandlink.com/articles/2007/09/25/news/news187.txt>, <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?syear=2007&sid=0&body=H&type=B&BN=1113>, <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?syear=2007&sid=0&body=S&type=B&BN=0295>, <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?syear=2007&sid=0&body=S&type=B&BN=1095>, and <http://www.dep.state.pa.us/dep/deputate/airwaste/aq/cars/idling.htm>.  
Source: Arleen Shulman, PaDEP



## *Canada Offers Fuel Tax Refund for Reefers, Anti-Idling Devices*

According to the Ontario Trucking Association (OTA), a Canadian Federal court decision in June 2007 allows for an expanded exemption from tax on diesel fuel used for heating or cooling the cab or cargo. Deloitte & Touche, the OTA tax advisors, has alerted the association to the potential opportunity for a refund of Canadian Federal excise tax paid in the last 2 years on fuel used to operate refrigerated units or anti-idling devices.

While some OTA members may have been recovering tax using narrower approaches previously available, OTA is urging its members to review their fuel costs and submit claims for this refund. The trucking association and Deloitte will seek refunds on behalf of interested

OTA-member carriers, with Deloitte working on a contingency basis. If Deloitte is successful in obtaining refunds on behalf of participating carriers, it will retain 35 percent of the refund from the carrier, a portion of which will be provided to OTA and the Canadian Trucking Alliance.

More information is available at

[http://www.ontruck.org/news/news/2007/pnews\\_2007\\_06\\_08\\_110950\\_rt.php3](http://www.ontruck.org/news/news/2007/pnews_2007_06_08_110950_rt.php3) and <http://www.todaystrucking.com/news.cfm?intDocID=18039&login=tlevinson%40anl%2Egov&datalogin=%2790%5E3JY5%25%5EP%20%20%0A>.

## *California Adds More "Early Action" Measures to Fight Global Warming*

Pursuant to AB 32, the Global Warming Solutions Act, CARB has proposed adding more measure to its "early action" list. These measures exceed the minimum statutory requirement and if adopted, would significantly increase the list of early action measures approved by CARB in June 2007. The goal is to help California reduce its greenhouse gas emission to 1990 levels by 2020. AB32 was approved and signed into law by Governor Arnold Schwarzenegger in 2006 and gives CARB the authority to research, write, and enforce regulations related to greenhouse gas emissions and links such emissions with global warming.

Some of the new proposed measures, which will likely be adopted and enforced by CARB by January 1, 2010, include requiring existing trucks and trailers to be retrofitted to reduce aerodynamic drag and allowing docked ships to shut off auxiliary engines by using shore

power. Another proposed action calls for tripled fines and increased enforcement of anti-idling regulations. Still others are increased truck stop electrification, financial incentives for truckers, and electrification of loading docks and off-road construction equipment. Implementing these measures, along with many others, would reduce emissions by more than 36 metric tons by 2020.

CARB held a public workshop on these measures on September 17, 2007, and is currently scheduled to vote on them at a Board meeting on October 25-26, 2007, in Sacramento. The full list of measures is at [http://www.arb.ca.gov/cc/ccea/meetings/091707workshop/ea\\_ii\\_report.pdf](http://www.arb.ca.gov/cc/ccea/meetings/091707workshop/ea_ii_report.pdf).

CARB now proposes to speed up the "SmartWay Truck Efficiency" program, including requiring in-use trucks and trailers to be retrofitted with aerodynamic devices including cab roof fairings, cab-side gap fairings, cab-side skirts, trailer-side skirts, gap fairings, and a trailer



tail. Additionally, CARB wants to reduce rolling resistance by use of wide-base tires, low-rolling-resistance tires, and automatic tire inflation systems for both tractors and trailers. Please go to [http://www.landlinemag.com/todays\\_news/Daily/2007/Sep07/091007/091007-03.htm](http://www.landlinemag.com/todays_news/Daily/2007/Sep07/091007/091007-03.htm), [http://www.landlinemag.com/todays\\_news/Daily/2007/Sep07/091707/](http://www.landlinemag.com/todays_news/Daily/2007/Sep07/091707/)

[092107-02.htm](#), and <http://www.realestateandconstructionlawblog.com/environmental-california-air-resources-board-proposes-additional-early-action-measures-pursuant-to-the-global-warming-solutions-act-ab-32.html> for more information.

## NEW REPORTS OF INTEREST

Source	Title	Website or Contact
San Diego Unified Port District (SDUPD)	<i>Cold Ironing Feasibility Study for Electric Services at Cruise Ship &amp; 10<sup>th</sup> Avenue Marine Terminals</i>	Contact Michelle White, SDUPD, at (619) 686-7297 or <a href="mailto:mwhite@portofsandiego.org">mwhite@portofsandiego.org</a> .
SDUPD	<i>Port of San Diego 2006 Emissions Inventory</i>	<a href="http://www.portofsandiego.org/sandiego_environment/documents/2006_air_emissions_inventory-september_2007.pdf">http://www.portofsandiego.org/sandiego_environment/documents/2006_air_emissions_inventory-september_2007.pdf</a>
San Pedro Bay Ports Clean Air Action Plan	<i>Economic Analysis: Proposed Clean Truck Program</i>	<a href="http://polb.com/civica/filebank/blobdload.asp?BlobID=4397">http://polb.com/civica/filebank/blobdload.asp?BlobID=4397</a>
New Jersey Department of Transportation	<i>2007 Comprehensive Statewide Freight Plan</i>	<a href="http://www.state.nj.us/transportation/freight/plan/study.shtm">http://www.state.nj.us/transportation/freight/plan/study.shtm</a>
American Transportation Research Institute	<i>Fuel Saving/Emissions Reducing Technologies and Incentives: Use and Preferences among Diesel Truck Owners in the Baltimore Region</i>	<a href="http://www.atri-online.org/research/results/environmentalfactors/index.htm">http://www.atri-online.org/research/results/environmentalfactors/index.htm</a>
CARB	<i>Draft Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration</i>	<a href="http://www.arb.ca.gov/cc/ccea/meetings/091707workshop/ea_ii_report.pdf">http://www.arb.ca.gov/cc/ccea/meetings/091707workshop/ea_ii_report.pdf</a>



## ELECTRIFIED PARKING SPACES

### *IdleAire Files Paperwork for IPO*

As a further sign that it is planning to go public, IdleAire Technologies Corporation has filed a prospectus with the U.S. Securities and Exchange Commission for an initial public offering (IPO). The company has successfully completed its consent solicitation for its 13-percent notes and related warrants preparatory to this action.

IdleAire looks to bring in up to \$100 million from the public to augment the \$320 million that Jeffries & Co. underwrote in December 2005. Jeffries will again underwrite this offering along with JPMorgan.

While IdleAire plans to list its shares on the NASDAQ Stock Market, it did not disclose a proposed stock symbol, when the stock will be for sale, or what the list price of the stock for the IPO would be. The company plans to use the net proceeds from the IPO to repay a portion of its senior discount notes, fund expansion of its network of parking spaces, and for working capital and other general corporate purposes.

Although the company has been successful in rolling out its patented technology, the prospectus notes that there is a risk that IdleAire will

ever turn a profit. The company was incorporated in 2000 and began operations in 2003. Last year the company reported a net loss of \$60.3 million on revenue of \$14 million. In the 6 months ending June 30, 2007, IdleAire increased its losses to \$44.4 million from \$25.8 million in the prior-year period. During the same period, the company increased its total net revenue to \$14.9 million from \$4.2 million.

IdleAire has noted that it has 8,246 parking spaces at 127 locations in 33 States as of the end of August 2007. The company's long-term plans call for 73,600 parking spaces at more than 600 locations. Truckers have used this service for a total of almost 20 million hours. Further information can be found at [http://www.idleaire.com/newsroom/releases/07\\_25\\_2007.jsp](http://www.idleaire.com/newsroom/releases/07_25_2007.jsp), <http://knoxnews.com/news/2007/sep/20/idleaire-in-idle-mode-on-ipo/>, <http://www.sec.gov/Archives/edgar/data/1162298/000095013307003856/w39530sv1.htm>, [http://www.truckinginfo.com/news/news-detail.asp?news\\_id=59139](http://www.truckinginfo.com/news/news-detail.asp?news_id=59139), <http://www.ttnews.com/articles/basetemplate.aspx?storyid=18378>, and <http://www.etrucker.com/apps/news/article.asp?id=63318>.

## MANUFACTURERS' NEWS

### *More Companies Offer California-Compliant Auxiliary Heating/Cooling Systems*

As the January 1, 2008, deadline in California looms ever closer, the rush is on to market anti-idling equipment whose low emissions levels allow truckers to idle their sleeper cabs. CARB will be enforcing rules

as of Jan. 1, 2008, which will require new trucks to have a tamper-proof and non-programmable automatic shutdown system that prevents trucks from idling more than 5 minutes unless they have NOx



idle emissions of 30 grams per hour or less. Below is an update on these devices:

**Cummins.** Not only will the 2008 engines from Cummins emit fewer than 30 grams of NOx per hour, but the company has announced that its ComfortGuard APU will also meet the new CARB regulations requiring such devices to have exhaust aftertreatment. Cummins says that its 2008 engines can be idled indefinitely under the impending CARB standards. The revamped ComfortGuard will be available with either a stand-alone diesel particulate filter (DPF) or an installation that allows the APU's diesel exhaust to be routed through the engine's DPF. Please see [http://www.landlinemag.com/todays\\_news/Daily/2007/Sep07/092407/092407-05.htm](http://www.landlinemag.com/todays_news/Daily/2007/Sep07/092407/092407-05.htm) for more information.

**Dometic.** This company is offering a new battery-powered auxiliary air-conditioning system that is 100-percent compliant with CARB's regulations. The system is exempt because it has no internal combustion engine and therefore produces no emissions at the truck stop. The company claims that a truck driver can be cool for 10 hours or more, while reducing fuel consumption and emissions to zero. Dometic's system runs on 12-V power from a bank of absorbed glass

mat (AGM) Group 31 batteries. It has a 2-kW DC/AC inverter that converts the battery output to 115-V power to run the air-conditioner. It includes a high-capacity alternator with external regulator, which is designed for rapid recharging of the batteries. The inverter also contains a 115-V pass-through circuit and 50-amp charger to run the air-conditioner and recharge the batteries when the truck is connected to shore power. Dometic also offers an optional inverter-only model for applications where shore power hookups are not needed. More information can be found at <http://www.layover.com/news/article/domestic-battery-powered-auxiliary-air-conditioning-systems-are-fully-compliant-with-california-clean-air-regulations-11820.html>.

**RigMaster.** RigMaster Power has worked with emissions-control specialists DCL International to come up with its 2008 model APU complete with Tier 4a-compliant engine and DPF. The company says that the unit's DPF was designed by DCL specifically for RigMaster to lower diesel particulate matter by the requisite 90 percent. Submission for certification was presented to CARB this past summer, and RigMaster expects the product to be available in time to meet 2008 requirements. Further details can be found at [http://www.rigmasterpower.com/Sections/index.php?vSec=whats\\_new](http://www.rigmasterpower.com/Sections/index.php?vSec=whats_new).

## *New Crop of Cab Comfort Equipment Now Available*

Several new or improved devices to provide cab comfort in sleeper cabs are now entering the marketplace. Among them are:

**Alliance APU.** The 2007 Alliance Premium APU, the private label brand of Freightliner LLC, provides 12,000 Btu's of air-conditioning, 10,000 Btu's of heating, and 3.3 kW of 110-V electricity. Its one-cylinder engine, claimed to be unique in the industry, burns just 1/10

of a gallon of fuel per hour. The APU, manufactured by SCS Frigette in Dallas, Texas, is a free-standing unit operating independently of the truck's factory heating, ventilation, and air-conditioning system. It integrates with the truck only through a supply and return line to the fuel tank so it does not violate any original equipment manufacturer's warranties. The unit has six 110-V outlets for microwaves and other appliances, and a 60-amp charger maintains the truck's batteries when



the APU is running. A simple control panel is mounted near the bunk. The unit weighs 418 pounds.

**Driver Comfort System.** This APU provides 9,200 or 15,000 Btu's of heating and cooling and up to 10 hours of air-conditioning through a battery pack. It has a shore power option and an advanced on-board battery charging system. The company claims that the air-conditioning system is emission free and emissions from the direct-fired heater meet all State emission standards. More information is available at <http://www.drivercomfort.com>.

**Teleflex ComfortPro.** The latest ComfortPro APU is has an increased oil service interval of 1,000 hours, increased alternator output to 60 amps, and an air-conditioning refrigerant change to R-134A. The ComfortPro model is distributed exclusively by Carrier Transicold.

More information can be found at <http://www.gfisystems.com/pdf/GenXProductNewsA-2.pdf>.

**Teleflex Proheat Air.** This new line of advanced auxiliary cab heaters is available in 2- or 4-kW models and is reputed to reduce fuel consumption by up to 95 percent compared to engine idling. Teleflex asserts that it provides quiet and efficient heat. The control panel for the device includes a time-delay timer that allows the trucker to warm up the cab remotely and also to set an ambient temperature similar to a home thermostat. The Proheat Air heaters are distributed by Carrier Transicold. Please go to <http://www.todaystrucking.com/products.cfm?intDocID=18504> for more information.

### *Cummins Looks to Future, Sees Fuel Cell APU's*

Protonex Technology Corporation has received a significant subcontract from Cummins Power Generation to supply solid oxide fuel cell (SOFC) power systems for integration into a demonstration system for a DOE contract. Cummins had been awarded a \$10-year, \$71 million cost-shared contract to develop a diesel-fueled SOFC system for a wide range of commercial applications, including on-highway truck auxiliary power.

Integrating SOFC auxiliary power systems in over-the-road trucks will allow a significant reduction in main engine idle operation and result in

greater fuel savings and lower emissions than what is possible with current technologies, according to Protonex. The SOFC power system will supply base power for air-conditioning, heating, lighting, and other loads. Fuel cells can offer higher efficiencies and significantly lower emissions than typical small auxiliary power systems that utilize internal combustion engines. Please see <http://www.protonex.com/09-24-07%20Cummins%20US.pdf> and <http://www.cumminspower.com/na/about/environmental/fuelcells/> for more details.



## RAILROAD NEWS

### *Pan Am Railways Uses Markers to Curtail Idling*

Since the beginning of September 2007, the town of Exeter, New Hampshire, has had markers along railroad tracks used by Pan Am Railways to indicate where residences are one-third of a mile away. The presence of the markers enables Pan Am engineers to tell how close they are to residential areas so that they do not idle within those zones. Pan Am has also voluntarily agreed to shut down a train and restart it if the train will be on the tracks for an extended period of time, thereby reducing idling times. According to an article in Sea-

*coastonline* quoting a spokesman from the New Hampshire Department of Environmental Services (DES), DES has no authority under the Clean Air Act to regulate idling locomotives in New Hampshire, and the State's 5-minute anti-idling rule applies only to on-road engines. More information is available at <http://www.seacoastonline.com/apps/pbcs.dll/article?AID=/20070904/NEWS/709040357/-1/NEWS11&sfad=1>.

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## RECURRING FEATURES

### *How to Find 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 located at [http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt\\_national\\_idling.html](http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html). Please update your bookmarks accordingly.

Also, be mindful that web links may expire or move over time, and some sources require registration. If you have trouble opening a link, try copying and pasting it, or retype it in the address box of your browser.

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### *Tools Now Available to Calculate Cost of Idling Reduction Equipment*

Among the tools available to truck fleet managers and owner-operators are calculators to help determine the cost and benefits of installing and paying for idling reduction equipment. Here are a few sites that might be of benefit to you. Please let us know if you are

aware of other sources that the readers of this newsletter might want to know about.

- Argonne National Laboratory (<http://www.transportation.anl.gov/pdfs/TA/361.pdf>)
- Cummins (<http://www.cumminscomfortguard.com/offer>)



- EPA (<http://www.epa.gov/otaq/smartway/calculator/loancalc.htm>)
- Espar (<http://www.espar.com/html/service/calculator/calculator.html>)
- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm>)

- Thermo King (<http://www.thermoking.com/tripac/>)

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### *Summary of State Anti-Idling Regulations*

The most up-to-date lists of anti-idling regulations in States and municipalities, updated in August 2007, are available at [http://www.atrionline.org/research/idling/Truck\\_Idling\\_Regulations.htm](http://www.atrionline.org/research/idling/Truck_Idling_Regulations.htm). If your State or municipality has changed anything listed here or if the information

listed 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.

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### *Incentives and Funding Opportunities for Idling Reduction Projects*

The DOE 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>. 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, SmartWay Web Sites Show Locations of Electrified Parking Spaces*

The DOE Clean Cities web site shows 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 area listed in this locator. For more information, please go to [http://www.eere.energy.gov/afdc/vehicles/idle\\_reduction\\_stations.html](http://www.eere.energy.gov/afdc/vehicles/idle_reduction_stations.html).



The EPA SmartWay Interactive Activity Map features data from SmartWay Partners, National Transportation Idle-Free Corridors, National Clean Diesel Campaign Retrofit Projects, School Bus USA Projects, ethanol (E-85) and biodiesel fueling stations, State idling laws, and other related data. The maps enable you to visualize the location

of projects for specific fuel consumption and pollution reduction projects. The maps also help truck drivers to find the nearest electrified truck stop and help you to find the nearest public alternative-fuel station. For more information, please go to [http://epamap10.epa.gov/website/irim\\_us\\_map.asp](http://epamap10.epa.gov/website/irim_us_map.asp).

### *Status of 400-Pound Weight Exemption for Idling Reduction Devices*

[Ed. note: The Energy Policy Act of 2005 allowed for a national 400-pound exemption for the additional weight of idling reduction technology on heavy-duty vehicles. Lawyers in the Federal Highway Administration interpreted the language to mean that each State would have to adopt that provision. The table below will be updated as States

adopt the exemption. URL's are provided so that interested parties, such as trucking companies, can work with their State trucking associations to make sure that enforcement officials are aware of changes in the laws. Please feel free to provide updates for this table.]

State	Bill	URL	Status
Arkansas			As of April 23, 2007, Arkansas Highway Police (AHP), a Division of the Arkansas Highway and Transportation Department, will accept an APU weighing up to 400 pounds so long as the driver has a written certificate to that effect and the APU is fully functional at all times (AHP Enforcement Policy 07-03-030).
Kansas	SB 8, An Act Concerning Motor Vehicles	<a href="http://www.kslegislature.org/legsrv-bills/searchBillNumber.do">http://www.kslegislature.org/legsrv-bills/searchBillNumber.do</a> and insert "8" in the search box	Approved by Governor Sebelius on April 14, 2007.
Maine	LD 265 (HP 221), An Act to Allow a Weight Tolerance for Vehicle Auxiliary Power Units	<a href="http://janus.state.me.us/legis/LawMakerWeb/externalsitefra me.asp?ID=280022617&amp;LD=265&amp;Type=1&amp;SessionID=7">http://janus.state.me.us/legis/LawMakerWeb/externalsitefra me.asp?ID=280022617&amp;LD=265&amp;Type=1&amp;SessionID=7</a>	Died upon adjournment of the Legislature on June 21, 2007.



State	Bill	URL	Status
Missouri	HB 488, an Act to Amend Chapter 135, RSMO, by Adding Thereto One New Section Relating to a Tax Credit for the Use of Idle Reduction Technology	<a href="http://www.house.mo.gov/bills071/biltxt/perf/HB0488P.HTM">http://www.house.mo.gov/bills071/biltxt/perf/HB0488P.HTM</a>	Died upon adjournment due to no final vote in the Senate.
Oregon	SB 223, An Act Relating to Exemption from Weight Limitations for Vehicles with Idle Reduction Systems	<a href="http://www.oregon.gov/ODOT/MCT/LEGISLATURE07.shtm">#SB223 APU weight allowance</a>	Governor Kulongoski signed the bill on May 7, 2007, and it was effective immediately.

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