

US EPA ARCHIVE DOCUMENT

Upcoming Events:

Idle Less, Save More! The Tri-State Idle Reduction Conference: Presented by the Lake Michigan Clean Cities Consortium, May 10th

The Chicago Area Clean Cities, Wisconsin Clean Cities – Southeast Area, and South Shore Clean Cities are hosting the “Idle Less, Save More! Tri-State Idle Reduction Conference,” at the Holiday Inn in Willowbrook, Illinois on May 10th. The conference will focus on technologies and strategies to reduce fuel consumption and emissions from heavy-duty on-road trucks, buses and school buses.

More information, including registration materials, can be found at: www.smartidle.com

For sponsorship opportunities or more information contact Samantha Bingham at the City of Chicago, Department of Environment: (312) 744-8096; samantha.bingham@cityofchicago.org

Michigan Clean Fleet Conference, May 17th

NextEnergy is holding the “Michigan Clean Fleet Conference” on May 17th at the NextEnergy Center in Detroit, MI. This event will include presentations and exhibits covering alternative fuels, hybrids, clean diesel technologies, and much more. The conference will include opportunities to ride in an alternative fuel or hybrid vehicle, network with fleet managers, government and planning officials, and industry experts to discover ways to reduce fuel usage, decrease emissions, and save money.

To inquire about sponsorship and exhibitor opportunities, contact Dan Radomski at (313) 833-0100 ext. 150 or danr@nextenergy.org

More information can be found at: <http://www.nextenergy.org/events/>

U.S. EPA Proposes Locomotive and Marine Rule

U.S. EPA is proposing more stringent exhaust emission standards for locomotives and marine diesel engines. The proposal would significantly reduce harmful emissions of diesel particulate matter (PM) and nitrogen oxide (NOx) emissions from these engines through a three-part program: (1) tightening emission standards for existing locomotives when they are remanufactured, (2) setting near-term engine-out emission standards, referred to as Tier 3 standards, for newly-built locomotives and marine diesel engines; and (3) setting longer-term standards, referred to as Tier 4 standards, for newly-built locomotives and marine diesel engines that reflect the application of high-efficiency aftertreatment technology. EPA is also proposing provisions to eliminate emissions from unnecessary locomotive idling and is asking for comment on a concept to reduce emissions from existing marine diesel engines when they are remanufactured. This proposal is part of EPA's ongoing National Clean Diesel Campaign (NCDC) to reduce harmful emissions from diesel engines of all types.



More information can be found at: <http://www.epa.gov/otaq/locomotv.htm>

TV Truck Designers and Volvo North America Partner With EPA to Help Truckers Save Money, Reduce Emissions

EPA's SmartWay Transport Partnership and the "Chrome Shop Mafia" have teamed up to help truck drivers save on fuel costs and cut air pollution. The Mafia, a nationally recognized crew of truck designers and custom fabricators, restore and upgrade older big rigs on Country Music Television's "Trick My Truck" show.

SmartWay's kits are combinations of EPA-endorsed fuel- and emissions-savings technologies that can improve truck fuel efficiency up to 15 percent, saving more than \$8,000 in fuel costs annually. The environment also benefits: These products significantly decrease harmful diesel emissions and reduce exposure to contaminants that might adversely affect the health of drivers and the general public.

Both EPA's SmartWay program and 4 State Trucks, an equipment retail outlet and service center in Joplin, MO, that serves as headquarters for the Mafia, are marketing SmartWay Upgrade Kits. The kits cost between \$8,500 and \$25,000, depending on the technologies selected for installation. Individual components can be purchased and installed for as little as \$800. Truckers may obtain financing from the U.S. Small Business Administration to pay for the upgrades.



The Chrome Shop Mafia watches as the truck that will be retrofitted with a SmartWay upgrade kit rolls into the shop

The kit typically ends up saving truckers more money than it costs, even during a loan-repayment period. For example, an upgrade kit consisting of an auxiliary power unit, single-wide tires, and trailer aerodynamics could be purchased for about \$16,500. With a five-year loan at 12 percent annual interest, the cost would be about \$367 per month while producing an estimated \$636 in monthly fuel savings. That represents a gain of \$269 per month, or \$16,140 over the five-year period.

Later in the second quarter of this year, customers of Volvo Truck North America will be able to specify a SmartWay-eligible tractor component package when ordering their trucks. The required components will be specially identified in Volvo's truck ordering system so that carriers participating in the SmartWay program can ensure their new trucks qualify for EPA's public designation. Some 78 percent of Volvo (long hood) sleeper cabs sold in 2006, nearly 19,000 tractors, were equipped with the full aerodynamic package called for by the SmartWay Transport Partnership. Volvo also offers low-rolling resistance tires and systems to reduce the need for over-night idling of truck engines. Volvo has been a member of the SmartWay Transport Partnership since 2003 through Volvo Logistics North America.



Chrome Shop Mafia members Kevin and Rod prepare to install an APU

The SmartWay Transport Partnership is an innovative program developed by EPA and freight-industry representatives to reduce greenhouse gases and air pollution, and to promote cleaner, more efficient ground freight transportation.

More information on SmartWay upgrade kits and financing is available at:

<http://www.epa.gov/smartway/financing.htm>

More general information on SmartWay is available at

<http://www.epa.gov/smartway>

Verification, Certification, Registration, ETV-What Does it All Mean?

U.S. EPA has several requirements and programs to ensure that new engines and fuels meet applicable emission requirements, and retrofit devices reduce pollutants to satisfactory levels. With so many products on the market, it can at times be difficult for a consumer to find a product that achieves actual emission reductions. Terms such as EPA verified, certified, and registered, are often erroneously used. The following brief summary is an attempt to clarify some of this terminology, and includes resources for further information. If you still find yourself confused, contact Jon Nichols at (312) 353-7942 or nichols.jonathan@epa.gov for more information.

Heavy Duty and Non-Road Engine Certification

For heavy duty trucks and buses, and non-road diesel equipment, EPA requires that new engines meet emission standards for pollutants. Prior to selling an engine, the manufacturer must certify the engine and emission system and receive a certificate of conformity from EPA. Engine configurations are certified under 40 CFR Parts 86 and 89.

This term is sometimes used falsely by the marketers of products claiming they are EPA certified to reduce emissions. EPA certifies that an engine configuration meets federal emission regulations. EPA does not certify products to reduce emissions beyond compliance with required emission limitations.

More information on the engine certification process, including a list of certified engine configurations can be found at: <http://www.epa.gov/otaq/>

Fuel and Fuel Additive Registration

In order to ensure that fuels and fuel additives do not increase emissions beyond specific limits, EPA requires that each manufacturer or importer of gasoline, diesel, and fuel additives has their product registered under 40 CFR Part 79. Registration involves providing a chemical description of the product and certain technical, marketing and health-effects information. This allows EPA to identify the likely combustion and evaporative emissions. In certain cases, health-effects testing is required for a product to maintain its registration or before a new product can be registered. EPA uses this information to identify products whose emissions may pose an unreasonable risk to public health, warranting further investigation and/or regulation.

This term is sometimes falsely used by the marketers of products claiming they are EPA registered to reduce emissions. EPA does not register products to reduce emissions.

More information on the fuel registration process can be found at: <http://www.epa.gov/otaq/additive.htm>

Environmental Testing Verification Program (ETV)

Environmental Testing Verification (ETV) is a program through which EPA develops testing protocols, and verifies that a product has environmental benefits under specific conditions. ETV verifies a multitude of products, including water filtration systems, sampling and monitoring equipment and diesel exhaust after-treatment technologies. However, ETV is not a comprehensive verification program. For example, a product may have an ETV verification to reduce particulate emissions from a specific engine configuration running at a certain load. However, this does not mean it will necessarily have the same results on another configuration. Consequently, ETV data and testing protocols are often used in determining product verification under EPA's Voluntary Diesel Retrofit Verification Program.

More information on ETV can be found at: <http://www.epa.gov/etv/>

EPA Voluntary Diesel Retrofit Verification Program

EPA's Voluntary Diesel Retrofit Verification Program uses test data submitted by the manufacturers of diesel emission control technologies to verify that a product achieves certain in-use emission reductions under a range of conditions. The program is designed to verify a product that is retrofitted to an existing engine configuration to further reduce emissions. Verification provides stakeholders with confidence that these technologies will achieve quantifiable emission reductions, and consists of three steps: Application and

technology review, testing in accordance with protocols and statistical analysis, and durability requirements. While most of EPA's verified technologies are diesel oxidation catalysts, diesel particulate filters, or similar technologies, there are verified fuels and additives (e.g., biodiesel).

For example, a technology may be verified to reduce 89% of particulate matter from non-road diesel engines between 100 and 300 horsepower. Due to the product's verified status, the owner of a machine in this category has confidence that this device is achieving significant reductions.

EPA has signed a memorandum of agreement with the California Air Resources Board (CARB). Through this agreement, EPA recognizes and accepts CARB verified technologies. The majority of federal and state grants are used to fund verified technologies due to its assurance of actual emission reductions.

More information on EPA's verification program can be found at:

<http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm>

More information on CARB's verified technologies can be found at:

<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>



You are subscribed to the Midwest Clean Diesel Initiative e-mail list, a service brought to you by USEPA, Region 5 to inform you of news and related events on diesel programs in the Midwest. If you wish to have your name removed please email: **nichols.jonathan@epa.gov**

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