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## Plug-In School Bus

IC vehicle with a drivetrain by Enova Systems is delivered to the school district in Napa, Calif., part of a project led by Raleigh, N.C.-based Advanced Energy.

See Page 5



## 'Alignment of Vision'

*Clean Energy Branches Beyond North America, Forms Clean Energy del Peru for CNG Fueling*

"We've never found such an alignment of vision," says Clean Energy VP Mitchell Pratt, explaining why his firm and Energy Gas del Peru have formed a new business entity, Clean Energy del Peru, to develop and operate compressed natural gas fueling stations.

Clean Energy (NASDAQ:CLNE) went public just this year, and the venture in Peru represents its first foray outside North America. Clean Energy holds a 49% stake in Clean Energy del Peru and Energy Gas del Peru holds 51%.



Mitchell Pratt

## Taxis First, then Buses

Clean Energy has dispatched assistant construction and engineering VP Denis Ding to oversee the building of a CNG station strategically located midway between downtown Lima and the Lima International Airport.

The station, expected to be operational by October, will feature 13 dual hose fast-fill CNG fuel dispensers "and will have the capability to add four additional dual hose fast-fill transit dispensers," Clean Energy says. Lima *more on page 2*

**GM's Turn** – Plug-in hybrid attention shifts to General Motors as a new pact with A123 on lithium ion batteries is announced. **–See Page 4**



hybrid truck does this silently

## PG&E Shows Its Hybrids

Pacific Gas & Electric demonstrates in-service HTUF hybrid electric service truck to reporters in San Francisco, likewise V2G capabilities of its EnergyCS-modified Prius, a plug-in hybrid electric vehicle. PG&E, EPRI and Ford are working on PHEV technology for smaller and more numerous trouble trucks, and have asked their HTUF partners International and Eaton to look into a PHEV version too. Separately, Eaton says it's begun commercial hybrid drivetrain production. **See Page 5**

## Miles E-Truck and HSV

Miles Automotive adds a made-in-China electric truck to its passenger vehicles, claiming single-charge range of up to 70 miles from a 72-volt array of AGM lead acid batteries. New dealers have been added in anticipation of a freeway-capable lithium ion sedan in 2008. **See Page 6**



## Natural Gas Vehicles

### Clean Energy del Peru *(continued)*

already boasts more than 11,000 CNG taxis "facing long lines due to inadequate fueling facilities and there is virtually no capability to serve larger transit buses that run on natural gas."

The station, with electric Ariel compressors packaged by ANGI, will be able to fill 360 taxis per hour and, later, up to 60 buses per hour, Pratt says.

He says that he and Clean Energy president and CEO Andrew Littlefair met with Peruvian Prime Minister Jorge del Castillo Galvez early this year and are convinced that the gas-rich country wants to take advantage of its domestic natural gas resources for its domestic vehicles.

### Latin America Beachhead?

"Peru is an exciting and strategic opportunity," Pratt told *F&F*, with "a societal and governmental alignment of interests to break dependency on petroleum and diesel."

A \$50 million Peruvian government plan targets the conversion of more than 130,000 public transit buses and taxis operating in Peru, and will initially be focused on the more than 60,000 buses and taxis in Lima. Drivers will be able to have their vehicles converted with no money down, Pratt says, and will pay for the work out of fuel savings. They'll still pay less than they would for gasoline, and busy drivers will see the debt erased in seven to eight months.

Natural gas and condensates from Peruvian fields are equivalent to roughly 2.4 billion barrels of oil, approximately seven times the size of Peru's proven oil reserves, Clean Energy says.

The station outside Lima is sited adjacent to a high-pressure gas pipeline, which reduces CNG costs.

It's being set up to accommodate large tube trailers for sending CNG to remote parts of the

country, initially to replace propane for industrial use. "Our plans are to build three or four stations as quickly as we can," Pratt says. For maximum reliability, Clean Energy plans to use its existing, i.e. North American, equipment suppliers.

"We expect that CNG can be provided to drivers at favorable prices as the Peruvian Government's Ministry of Energy has announced that the commodity cost of natural gas on a gasoline gallon equivalent basis for vehicular fuel will remain fixed through 2012," Littlefair says in Clean Energy's Clean Energy del Peru announcement. "After that, price increases will be capped at a maximum of 5%."

"Our CNG station expertise, combined with strong governmental CNG policy and significant available funding, will enable rapid implementation in Lima. These factors are the driving force behind Clean Energy's decision to expand into Peru," Littlefair said.

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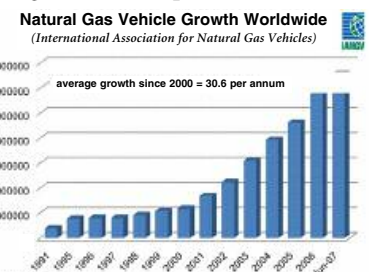
### The World's Alternative?

The world natural gas vehicles count has grown at an annual 30.6% for the past five years, "with Asia leading the field with an eye-opening 49.7% average," NGV Global reports, citing a new statistical section on the International Association for Natural Gas Vehicles website.

Pakistan has moved to second place with 1.55 million NGVs, ahead of Brazil with 1.425 million. Argentina remains the largest user of NGVs with 1.65 million.

"Total reported figures now exceed 6.8 million natural gas vehicles worldwide, though with no reported data from several countries so far this year, this number is likely to be in excess of 7 million."

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### Trillium Transaction Access

Trillium USA has upgraded the services on the secure portion of its ClientConnect website to include access to transaction information for customers using Trillium's proprietary fueling card at public stations. Station users can now view a report online or download an electronic file to integrate their compressed natural gas fueling with the rest of their fleet's fuel management and maintenance tracking systems.



Trillium is allowing clients to access their CNG fueling data via a secure section of the company's website.

"It's the first time a CNG

company has made fueling data so accessible to users," says marketing director Jennifer de Tapia.

"We've gotten a great reaction from our customers."

Trillium further reports a contract with Southern California Gas to upgrade and operate the CNG station at the utility's Anaheim base. The station serves the SoCal Gas fleet via a slow-fill system, and there is a fast-fill dispenser for public access.

Trillium will supply an Ariel compressor and fittings, and CNG storage.

The SoCal Gas Anaheim station is expected to be upgraded and online by fall.

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## Hybrid Vehicles

### Cleaner Goats

*WestStart-Calstart Asks Industry for Proposals For Hybrid-Drive Yards Hostlers for Use at Ports*  
Call them what you will: terminal tractors, yard hostlers, or “goats,” there are thousands of the powerful diesel vehicles moving shipping containers around port facilities, and they’re a significant source of air pollution.

The Southern California Ports of Long Beach and Los Angeles, Long Beach Container terminal, Kalmar Industries, the U.S. EPA and WestStart-Calstart are kicking off a program to develop a hybrid version of the vehicles. They floated a request for information early this month to determine whether a hybrid version of a Kalmar Ottawa 4x2 can reduce pollution and pare fuel use.

### Could Be Electric, Could Be Hydraulic

The goal is a commercially viable hybrid tractor, with full 96,000-pound minimum gross combined vehicle weight capability. It’s to have a 2007-certified diesel engine. “All hybrid drive technologies will be evaluated equally,” Bob Kanter, environmental chief at the Port of Long Beach, says in the RFI. In other words, both hydraulic and electric hybrid designs are in the running. At his facility, Kanter says, yard hostlers spend about half their time idling.

The 2007 engine alone will reduce emissions, the RFI states. “It is anticipated that the hybrid drive system will contribute additional emissions reductions and fuel savings though features such as hybrid launch assist, regenerative braking and idling reduction or elimination.

“A key component of this project will be *the evaluation of the business case*” (emphasis added).

The program team wants three tractors for POLB and two to be tested in Staten Island, N.Y. Responses to the RFI are due **September 14**, after which a formal RFP will be prepared.

Kalmar already offers compressed natural gas, liquefied natural gas and propane-LPG versions of its



Kalmar Ottawa 4x2

yard goats. The CNG and LNG vehicles use the Cummins Westport 5.9-liter B Gas Plus engine with the B LPG Plus for propane. Cummins Westport is engineering a version of its 8.9-liter, 2010-certified ISL G for the Kalmar yard goat application too.

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### Kenworth Delivers a Hybrid

*Seattle-Area Neighbor Dunn Lumber Gets First of New Fuel-Efficient Line*

Kenworth is talking up delivery of the first of its medium duty parallel hybrid trucks to Seattle neighbor Dunn Lumber.

Kenworth says its goal for its new medium duty hybrid is to enhance fuel economy by up to 30% in start-and-stop applications, such as pickup and delivery and utility trucks. The firm is offering limited



fleet manager Mark Geyer and CEO Rob Dunn

production for municipal fleets and utility companies this year with full-scale production expected to follow in 2008.

“It’s still very early, but fuel economy is up an estimated 35% in the first few weeks of operation compared to one of our similarly spec’d Kenworth T300s,” Dunn fleet manager Mark Geyer says in a Kenworth release.

“The truck also looks great and is extremely quiet, which is a big plus.”

The Kenworth T270 hybrid was unveiled at the Mid-America Trucking Show in Kentucky earlier this year, and was shown too at AF&V 2007 in Anaheim, Calif. (*F&F*, April 9; see page 8 for information on AF&V 2008). The vehicle has a parallel drivetrain from Eaton with frame-mounted, 340-volt lithium ion battery pack, driven by a 6.7-liter Paccar PX-6 engine down-rated from 300 to 240 horsepower.

Dunn operates 11 stores and a door shop. It offers products like decking made from recycled grocery bags and arsenic-free treated wood.

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## Hybrid Fleet Sales

### On the RAC Lots

*Toyota Places Prius Cars in Real Volumes With the Major American Rent-a-Car Fleets*  
Increased production is allowing Toyota to place serious volumes of hybrid vehicles, primarily the Prius sedan, with U.S. rent-a-car fleets.

"We are providing all of the majors with Prius this year," says Scott Heyer, national fleet sales and marketing manager with Toyota Motor Sales USA.



"We are partnering with all of the major corporate RACs."

That means Avis, Hertz and Enterprise-Alamo-National are customers and, "We're talking with the Dollar-Thrifty group," Heyer told *F&F*.

Orders for Enterprise alone, says one report this month, come to 4,500 with 3,000 already in service, about half the present total. Avis and Hertz reportedly have 1,000 each.

As previously mentioned, RAC placement yields a marketing benefit, helping introduce the hybrid vehicle to consumers — most of whom buy cars too.

"Rental gives you a nice opportunity," Heyer says. Toyota, Scott Heyer, 310-468-4055; fax 310-468-7832; scott\_heyer@toyota.com; fleet.toyota.com

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## Plug-In Hybrid Electric Vehicles

### GM's Turn

General Motors has raised the ante in plug-in hybrid electric vehicles, stepping up its work with fast-moving lithium ion battery specialist A123Systems. PHEVs have dominated clean transportation news this summer, with word of a Ford program to supply factory Escape Hybrids to Southern California Edison followed closely by Toyota's news that PHEV Prius cars would be tested by two California universities (*F&F*, July 23 and August 6).

The GM-A123 alliance was itself disclosed only in June.

Their arrangement now calls for A123 "to develop battery cells to meet the specific requirements of GM's E-Flex system," the drivetrain of its developmental Chevy Volt PHEV.



Chevy Volt sand sculpture at Kitsilano Beach in Vancouver

"Breakthrough battery technology will drive future automotive propulsion," GM vice chair Bob Lutz said in a release. "It's the next great paradigm shift in our industry." GM made clear that lithium batteries from Compact Power/LG Chem (*F&F*, June 25) remain in the running.

Contributing to GM's PHEV momentum, in the first half of August 2007 at least, was a report in *The Wall Street Journal* indicating that Toyota, citing safety issues, is postponing the debut of its lithium ion hybrids by two years.

To help keep up the pressure, GM has launched a slick blog-type website on the Chevy Volt PHEV too.

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A123Systems, VP Ric Fulop, 617-778-5700; fax -778-5749;

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### Electrovaya Delivers PHEV Escape

Electrovaya (Toronto:EFL) says that its New York-based unit, Electrovaya Company, has delivered a plug-in version of the Ford Escape Hybrid with its new MN-Series of SuperPolymer brand lithium ion cells to the New York State Energy Research and Development Authority.

The car is the first from Electrovaya in a \$10 million NYSEDA project that could lead to conversion of the State's 500-plus standard hybrids to PHEVs (*F&F*, Jan. 15). It has achieved up to 130 miles per gallon, Electrovaya says, by augmenting the Escape Hybrid's stock 1.8-kilowatt-hour nickel metal hydride battery pack with lithium ions for total of 12 kilowatt-hours. The MN batteries are said to combine the energy density of cobalt lithium battery technology with the safety of phosphate cells (*F&F*, March 12). Electrovaya, Ms. Gitanjali DasGupta, 905-855-4611

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Electrovaya Company (New York), president Marc Kopec,

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## Hybrid Electric Vehicles

### A PHEV for Napa

*Deliveries of IC Vehicles with Enova Drives Continue with School District in California*  
Northern California's Napa School District is the state's first to get a vehicle as part of the 20-unit Plug-In Hybrid Electric School Bus Project led by Raleigh, N.C.-based Advanced Energy.



Napa took delivery this month of an IC (International-Navistar) bus with drivetrain by Enova Systems, with potential to double fuel efficiency on some routes while reducing emissions by up to 90%.

The parallel drive for these early IC PHEV school buses includes a 6.4-liter **MaxxForce 7** diesel engine by International and a 25/80-kilowatt Enova assemblage of transmission, batteries and electric motor.



The bus is configured to run on biofuel blends, too.

#### Government & Utility Funding

The Bay Area Air Quality Management District provided \$100,000 in support of the Napa bus and Pacific Gas & Electric and the U.S. EPA put in \$30,000 each (EPA with the West Coast Collaborative and as part of its national **Clean School Bus USA** program).

Besides Napa, school districts in North Carolina, Arkansas, Pennsylvania and Florida have received their IC hybrid buses, as has one in Washington State.



Seattle and Everett, Wash. await theirs, as do school districts in Iowa, New York, South Carolina, Texas, and Virginia.

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### PG&E Likes V2G

Environmental consultant Sven Thesen explained the workings of PG&E's PHEV Prius by EnergyCS, emphasizing vehicle-to-grid capability, a concept by which electricity stored in a population of battery cars can be fed back to the grid in times of peak demand.

"This has potential to reduce everybody's bills," he said. PG&E is trying to anticipate the advent of V2G by designing advanced metering and rate protocols, and equipment.  
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## Utility Fleets

### PG&E Shows Its Hybrids

*Wants PHEV Version of HTUF Service Truck As It Works on a Plug-In Ford Trouble Truck*  
Pacific Gas & Electric showed its Class 6 International service truck with Eaton parallel hybrid drive to local reporters earlier this month, and said it would like to see a plug-in version offered.

PG&E continues work too on a Class 5 trouble truck, based on the Ford F-550, with PHEV drive — noting that it operates far more of the smaller vehicles.



*PG&E's Efrain Ornales gives the hybrid lowdown.*

#### A Class 6 Bird in Hand...

But the **Hybrid Truck User Forum** vehicle has the advantage of being in service *today*, with more coming.

"You can go to International now and order one," PG&E's Efrain Ornales told San Francisco reporters.

Separately, Eaton declared its medium-duty hybrid drives to be a commercial offering, pledging "to ramp-up production capacity over the next three years in order to meet customer demand and achieve economies of scale." Besides the two dozen HTUF vehicles in trials with PG&E and 13 other utilities, Eaton says some 200 vehicles are in early service with FedEx, UPS, Coca-Cola, and Pepsi, as well as Europe's DAF Trucks and Beiqi Foton Bus in China.

#### ...Which Goes for CNG and LNG Too

Ornales also told reporters about work with Kenworth and Freightliner on new models of trucks that can run on compressed natural gas. PG&E says it will have 1,186 natural gas vehicles when pending orders are filled this year.

Its NGV fleet includes 49 CNG crew cabs and dump trucks in service now and eight liquefied natural gas Kenworth tractors by year-end.

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## Electric Vehicles

### The ZX40ST, and an HSV

*Miles Launches Built-in-China Battery Truck, Adds Dealers as it Promises a Full-Speed Car*  
Miles Electric Vehicles took the occasion of FedFleet 2007 in Orlando to introduce a battery electric truck dubbed the ZX40ST, which like Miles' low-speed passenger EVs is built by Tianjin Qingyuan Electric Vehicle in China. "The new open-air work truck will be the most powerful all-electric truck on the market and cost a fraction to drive and maintain compared to a gas-powered vehicle," Miles said.

The company promotes a mix of technologies that allows it to coax single-charge range of 60 to 70 miles from a 72-volt array of adsorbed glass mat lead acid batteries — in a truck with steel unibody construction and more than 500 pounds of cargo capacity.

#### Save Money, Save the Earth

"With 90% fewer moving parts, they generally require 90% less maintenance," Miles says. Factoring in the cost of electricity versus gasoline, "a typical organization will save \$15,000 to \$18,000 in lifetime fuel costs" for each gasoline vehicle it replaces with the ZX40ST, assuming the ZX40ST can travel more than 125 miles on \$3.00 worth of electricity. For each gasoline truck retired in favor of a ZX40ST, organizations can reduce their overall fleet tailpipe emissions by more than 12,000 pounds per year, Miles says.

Current fleet customers are said to include NASA, the U.S. Navy, the Sacramento Municipal Utility District, and the universities Stanford, UCLA and California State Polytechnic.

Miles vehicles employ AGM batteries supplied by China's Blue Sky with Changzhou Huasheng motors and Curtis controllers.

Miles claims a business legacy in China dating back more than a century, and says it's just added 30 dealers as it works toward a network of 190 for the 2008 debut of a \$30,000, freeway-capable (HSV) battery EV. The vehicle will have a 320-volt, 25-kilowatt-hour array of lithium ion batteries affording estimated range of 120 miles or better.

"Our HSV has the potential to be a breakthrough



*Miles promises economical, freeway-capable battery electric sedan for 2008.*

product," Miles Automotive CEO Jeff Boyd said in a release. Miles says it's providing franchised dealers with "broad territory ownership, overnight parts delivery, technician certification training, state-of-the-art web management tools, aggressive PR and marketing, and dedicated support" from regional reps.

The company says it expects a 2009 model year build of 18,000 Miles HSVs, followed by production of 38,000 units in 2010 and about 100,000 in 2011. Miles, Mr. Zion Enos, 310-390-4890; fax 310-397-8985; zenos@milesautomotive.com; [www.milesautomotive.com](http://www.milesautomotive.com)

### Smith Affirms U.S. Manufacturing Plans

The UK's Smith Electric Vehicles, claiming 25 U.S. fleet operator inquiries a week for its all-electric, highway-ready Newton truck and Edison van, says it will spend \$30 million on a U.S. plant with capacity of 1,000 vehicles per year, "followed by a purpose-built facility for 2009 with installed capacity of up to 5,000 units per year for North America." Smith EVs, Kevin Harkin, +44-845-1557-755;

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## Hydrogen

### Quantum for GM Fueling

Quantum Fuel Systems (NASDAQ:QTWW) say it's supplying three transportable hydrogen refueling stations to General Motors. They "will be used to refuel GM's fuel cell vehicles, which are equipped with Quantum hydrogen fuel systems, at various locations, from vehicle proving grounds and public ride-and-drive events to fleet demonstrations," the company says.

Quantum, president Alan Niedzwiecki, 949-399-4552; aniedzwiecki@qtww.com; [www.qtww.com](http://www.qtww.com)

### Honda FCX Gets \$12,000 Tax Credit

The Honda FCX is the first fuel cell vehicle to qualify for the federal, Qualified Fuel Cell Motor Vehicle Credit program, with an allowance of \$12,000. "This tax credit helps offset the higher costs associated with the early development of advanced technology vehicles that reduce CO2 emissions and dependence on oil," American Honda fuel cell vehicle marketing manager Steve Ellis says in a release.



The FCX is the only fuel cell car fully certified to road standards as a zero emission vehicle, Honda says.

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### BC Transit Cylinder Correction

Each of BC Transit's 20 New Flyer fuel cell buses for the Vancouver-Whistler Winter Olympics (and beyond) will have eight Type 3 tanks for storing hydrogen — not "3 tanks."

*Fleets & Fuels* regrets the error made in the Aug. 6 issue.

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## Cellulosic Ethanol

### Three Tap Cellulosics

*At Least Three Companies Are Gearing Up To Produce Ethanol from Non-Food Biomass*

At least three companies are gearing up to produce ethanol from cellulosic biomass in the U.S., trumpeting their feeds as superior to corn-based ethanol both economically and ethically.

- Cambridge, Mass.-based **Mascoma Corp** is looking to take advantage of a tax incentive package now being prepared by MEDC, the Michigan Economic Development Corp, to locate a “wood-to-wheels” plant in Michigan. Mascoma claims more than \$50 million in funding from various investors and grants, and “unrivaled” expertise in the genetic engineering of thermophilic ethanol-producing bacteria. Mascoma makes ethanol via a process dubbed tSSF, for thermophilic Simultaneous Saccharification and Fermentation.
- Colorado’s **Range Fuels** is talking up a thermo-chemical conversion process its says “eliminates enzymes which have been an expensive component of cellulosic ethanol production.” The so-called K2 system uses a two-step process to convert biomass to synthesis gas, and convert the gas to ethanol. Range is talking up a new construction permit “to build the first commercial-scale cellulosic ethanol plant in the United States.”

Ground breaking is to take place this summer in Treutlen County, Ga. for a 100-million-gallon-per-year facility. Range says it’s tested close to 30 types of biomass for making ethanol, including agricultural wastes, grasses and cornstalks, hog manure, municipal garbage, sawdust and paper pulp. The first phase of its Georgia plant, with capacity for 20 million gallons of ethanol per year, is to be completed in 2008.

- **Verenium**, fruit of a merger earlier this year between San Diego-based Diversa and Massachusetts’ Celunol (*F&E*, February 26), has acquired technology from the University of Florida to further its enzyme-based cellulosic ethanol process. Verenium has a pilot plant in Louisiana, where it plans to have hardware in place for making 1.4 million gallons per year of the renewable alcohol fuel by the end of 2007.

Verenium says its technology has been licensed for BioEthanol Japan’s 1.4 million-liter-per-year plant in Osaka based on wood construction waste.

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## Aftertreatment

### Onboard Syngas

*Canadian Firm Applies Non-Catalytic Process To Curb Emissions Even Better than SCR Does*  
NxtGen Emission Controls has \$2.5 million from Sustainable Development Technology Canada (about \$2.38 million U.S.) to further its technique of using syngas generated onboard diesel vehicles to reduce emissions while improving fuel efficiency.

NxtGen uses a non-catalytic process to economically generate syngas from diesel fuel and exhaust. The hydrogen-rich syngas is used to treat the bulk of the exhaust in a manner somewhat analogous to selective catalytic reduction, an effective technique but one that requires trucks to carry a supply of urea or ammonia.

#### No Extra Tanks

“We use only the resources that are already present on the truck,” says NxtGen business development VP Brian Kahnert. Besides requiring no extra chemicals (and the tanks to carry them), the NxtGen system is more effective, he says — “NxtGen’s system uses syngas to regenerate both diesel particulate filters and lean NOx traps.”

SCR is effective only for NOx, Kahnert says.

For OEM applications, the NxtGen system can improve fuel economy too, by allowing manufacturers to design and program their engines for maximum efficiency, something they can’t do without increasing pollution. “If you tune an engine for better fuel economy you will produce more soot and NOx,” Kahnert told *F&E*. “Our system cleans that up.”

“Using syngas for diesel aftertreatment enables OEMs to eliminate both complex engine operating modes and the fuel consumption penalty associated with other aftertreatment approaches,” says a company backgrounder. The document notes that NxtGen Emission Controls was established in 2004 by former employees of Ballard Power Systems and QuestAir Technologies. It says that post-2010 new diesel exhaust aftertreatment represents an annual market of \$1.2 billion, or nearly \$2 billion counting off-road vehicles.

NxtGen says its system can be retrofitted to existing trucks too. “We have hardware and it’s ready to go,” Kahnert says.

NxtGen will use the SDTC money to fit its system to medium- and heavy-duty commercial trucks to validate performance and durability in daily over-the-road operation.

*NxtGen, VP Brian Kahnert, 604-688-7841, ext 105; fax 604-688-8698; [brian.kahnert@nxtgen.com](mailto:brian.kahnert@nxtgen.com)*

## Events

### AF&V 2008 in Las Vegas

*Organizers Seize the Tone of the Times, Begin Promoting May Alt Fuels Meeting*

The Alternative Fuel Vehicle Institute has begun promoting AF&V 2008, the 14th Alternative Fuels & Vehicles National Conference + Expo, to be held at the Rio All-Suite Hotel and Casino in AFVI's hometown of Las Vegas May 11-14.

"With significant rises in oil prices, growing concern about stable supply, and mounting international pressures tied to climate change, the market for alternative fuels, vehicles and advanced technologies has taken off," AFVI says.

#### Technology, Regulations, Funding

"AFVI takes a broad overview of the market, which allows us to feed timely, relevant information to fleets and other decision-makers," executive director Annalloyd Thomason said in a release.

"They want to know about pricing and availability of the fuels, new technology developments, how they are affected by regulations and what opportunities there are for funding."

AF&V 2008, Thomason says, is "a chance to hear first hand from the automotive industry and fuel suppliers what the state of the market is."

AFVI is hosting the first of a series of planning committee meetings in Las Vegas on September 6. AFVI, Kimberly Taylor, 702-254-4180; fax 702-254-4630; [info@afvi.com](mailto:info@afvi.com); [www.afvi.org](http://www.afvi.org)



### This Coming Weekend!

The Silicon Valley chapter of the Electric Auto Association – EEASV – is holding an electric vehicle rally August 25-26, beginning at 10:00am Saturday at the Palo Alto High School in Palo Alto, Calif.

Vehicles to be displayed include AC Propulsion's eBox conversion of a Toyota Scion xB, and PG&E's V2g-capable plug-in Prius by EnergyCS (see box on page 5).

The event includes a free EV conversion workshop on Sunday, August 26.

Biofuels will be represented too, organizers say. EEASV, Jerry Pohorsky, 408-464-0711; [pohorsky@comcast.net](mailto:pohorsky@comcast.net); [www.eeasv.org](http://www.eeasv.org)



### Calstart in Seattle: HTUF Plus

September 19, Clean Vehicles Now! a new WestStart-Calstart conference at the Qwest Field Event Center in Seattle, co-hosted this year by King County Metro to explore ways to speed the purchase and use of clean fuels and efficient cars, trucks and buses.

WestStart-Calstart, VP Bill Van Amburg,

626-744-5650; fax 626-744-5610;

[bvanamburg@calstart.org](mailto:bvanamburg@calstart.org); [www.calstart.org](http://www.calstart.org)

September 19-21, HTUF National Meeting 2007, the Hybrid Truck Users Forum. Qwest Field Event Center in Seattle. Organized by WestStart-Calstart.

WestStart-Calstart, Richard Parish, 303-825-7550, ext 2;

[rparish@weststart.org](mailto:rparish@weststart.org); [www.calstart.org](http://www.calstart.org)

### Clean Vehicles in Sweden in November

November 7-9, Clean Vehicles and Fuels, European Symposium and Exhibition 2007.

Stockholmsmässan in Stockholm, Sweden.

Clean Vehicles in Stockholm, Eva Sunnerstedt,

+46-8-508-28913; [eva.sunnerstedt@miljo.stockholm.se](mailto:eva.sunnerstedt@miljo.stockholm.se);

[www.cleanvehicles.net](http://www.cleanvehicles.net)



### Gaseous Fuels in Turin Next Year

September 25-27, 2008, II World Fair of NGV & H2V, The Second World's Fair of Natural Gas Vehicles and Hydrogen Vehicles. Lingotto Fiere Exhibition Center in Turin, Italy. Hosted by Consorzio NGV System Italia.

Organized by the NGV Communications Group, publishers of the international *Gas Vehicles Report*.

GVR (Italy), Claudio Kohan, +39-0376-294055;

[info@thegvr.com](mailto:info@thegvr.com); [www.ngvworldfair.com](http://www.ngvworldfair.com)

### BusCon 2007 Discounts Still Available

Discounted registration for BusCon Convention 2007, the Mid-Size Bus Equipment & Technology Show, including free admission to exhibits, remains in effect until August 31.

BusCon 2007, organized by Southern California's Bobit Publishing, is being held October 1-3 at the Navy Pier in Chicago.

International-Navistar is the lead sponsor.

Bobit, Michelle Mendez, 310-533-2453; fax 310-533-2511;

[michelle.mendez@bobit.com](mailto:michelle.mendez@bobit.com); [www.busconexpo.com](http://www.busconexpo.com)



### Meetings!!

Click here for instant access to a complete listing of upcoming meetings and conferences courtesy *Fleets & Fuels*