

Blue Skyways Collaborative On-Road Subcommittee

Conference Call
September 18, 2007 11:00 a.m. CDT

Call-in number: 866-299-3188
Participant Code: 214-665-6763



Minutes

Introductions/New Participants

- Bob Spillers – New Mexico Environment Department. Considering anti-idling rule
- Mindy Kralicek – Iowa Department of Natural Resources.

Announcements

- National Idle Reduction Network newsletter: Info on CARB/EPA approved APU's/heater and upcoming idle reduction technology in June newsletter. http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html
- AFVI hosting 2-day session on “Green Your Fleet”, Nov 6-7 in Chicago. <http://www.afvi.org/training06nov07.html>
- NASCO, North America Works III Conference on Supply Chain, Kansas City, Oct 18-19. <http://www.kcmo.org/international.nsf/web/naw>
- DOE Clean Cities – Alternative Fuel School Bus Resource kit. http://www.eere.energy.gov/afdc/apps/toolkit/school_bus_toolkit.html
- KDHE hosting Diesel Technology and Equipment Expo in Wichita, KS November 2nd. Targeting local and long haul fleets.

Updates

- Response to question whether there is consideration of a national Idle Policy. There was some interest from American Trucking Association in getting EPA to write a national idle law, but there has been no further moves on this and highly unlikely that will occur in the near future.
- State anti-idling legislation. MO, KS and NM currently working on regulations. Amy will get Bob from NW and Carissa from Grace Hill in St. Louis in touch with MO/KS folks who are working on this.
- Updates on APU weight exemption. KS approved exemption, MO did not, AK approved.

Blue Skyways Meeting, October 2-4

- For On-Road group, we'd like to provide the subcommittees accomplishments since our last meeting in Bentonville. Please forward any interesting/significant projects to Amy and Ruben to be included in the handout. Carissa from Grace

Hill provided information on the Clean Air Project to be submitted as an accomplishment.

- Amy provided the subcommittee a brief overview/outline of the meeting and encouraged people to attend.
- The group will tentatively meet/gather during the networking reception on Tuesday night.

Reflash Recap and Next Steps

- Dennis Johnson from EPA Office of Transportation and Air Quality joined the conference call to discuss his experience with reflash.
- The group recapped where we stand now which includes the proposal for a joint outreach effort to fleets and engine manufacturers to encourage use of reflash as one tool to reduce emissions.
- Dennis Johnson provided the group with additional background and suggestions for consideration as we develop a program.
 - Higher mileage long-haul fleets are the best targets for reflash. They will get the most NOx reductions and provide the greatest net benefit given our limited resources.
 - School buses/medium duty engines won't typically benefit from as much NOx reduction due to their stop/go usage than high mileage travel.
 - Target trucks within fleets which are due for a rebuild. This will ensure that the concern of reduced fuel economy will not be an issue. Whether the reflash will cause a decrease in fuel economy will be balanced by the improved performance from the rebuild.
 - As an outreach strategy, we should talk with fleet managers and better understand their fleets, type/class of vehicles, usage and maintenance schedules. Find out whether they have in-house mechanics and if so, how they are trained. Are they doing the reflash if they are rebuilding the engine in-house? Unlikely, but possible. Find out if they know whether their engines are getting reflash at rebuild and spread the word about the incentives/benefits of reflash at rebuild.
 - Owner operators who are going to private shops for rebuilds will most likely not be getting reflash. Reflash can only happen at the OEM/authorized dealer or potentially with a select few fleets that have negotiated directly with the OEMs.
 - In terms of working with the OEM's, each OEM settlement agreement was different (and includes proprietary information) and the strategies used in terms of programming for reflash are different, so it is difficult to pinpoint an exact NOx emission reduction benefit or fuel economy impact. But, it would be worth talking with the OEM's especially if we already have a relationship with them to determine how they may offer the Reflash to fleets that want their engines recalibrated.
 - Question from participants – when we talk with fleet managers and/or OEM's, what will their response be? Is there some reluctance to address this issue? For OEM's, because this was related to an enforcement action, they don't like to talk about it. ~~But~~ because this was a while ago, there

may not be as much information about the reflash readily available ~~reluctance~~. On the fleet side, any discussion that will take away from trucks being on the road or that may reduce fuel economy may be a hard sell, but if we can suggest the incentives of proper maintenance and the awareness of emission reductions along with the other strategies they can use to improve fuel economy, it may be an easier sell.

- Issue – CMAQ/TERP funds could not be used for outreach efforts since credit has already been taken in the SIPs for this.
- Stephanie Lee from H-GAC has good working relationship with International Trucks and could contact.
- NEXT STEPS FOR REFLASH
 - Group needs to agree to pursue outreach efforts for reflash.
 - Talk with a select number of fleets and OEM's to get their feedback
 - Develop consistent outreach messages
 - Develop process for disseminating information
 - Amy B. will coordinate the next Reflash call (or email) following the BSC meeting – except next conversations in mid October.