

What's New: Fall 2006 Update

Plan Now for MY 2007 Acquisitions

The trend continues: For the third year in a row, flexible fuel vehicles (FFVs) that can run on E85 dominate the model year (MY) 2007 alternative fuel vehicle (AFV) line-up.

With five new FFVs available in MY 2007, General Motors (GM) nearly doubled its flex-fuel offerings to 13—the most of any original equipment manufacturer (OEM). New for MY 2007: the Chevy Express, GMC Savana, Chevy Uplander, Saturn Relay, and the Buick Terraza.

DaimlerChrysler also added five E85-capable vehicles for a total of 10. New FFVs for MY 2007 include the Chrysler Aspen, Jeep Commander, Jeep Grand Cherokee, Dodge Dakota, and the Mercedes C230 sedan. By 2008, DaimlerChrysler plans to boost its FFV production to 500,000, representing about 25% of its market.

Nissan added one new E85 FFV in MY 2007—the Armada, which joins the flex-fuel Titan it offered in MY 2006.

Ford is the only company that reduced its FFV line-up in MY 2007. It stopped production of the FFV Taurus. However, the Ford F-150 and Crown Victoria, Lincoln Town Car, and Mercury Grand Marquis are still available as FFVs.

Since GM dropped the compressed natural gas (CNG) dedicated and bi-fuel Chevy Silverado and GMC Sierra, CNG vehicle offerings in MY 2007 are limited to the Honda Civic GX.

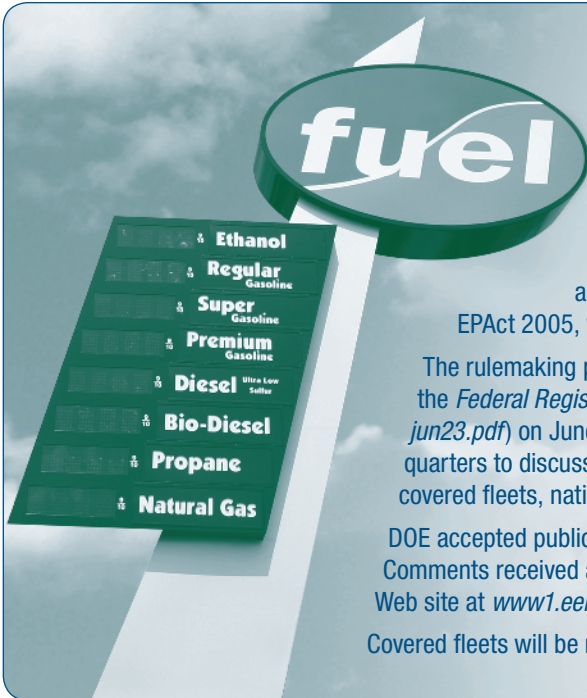
For a complete list of MY 2007 offerings, see Table 1. When ordering these vehicles, be sure to be sure to specify the alternative fuel and flexible fuel models. For more information, visit the U.S. Department of Energy's (DOE) Clean Fleet Guide at www.eere.energy.gov/fleetguide.

Table 1. MY 2007 AFV Offerings*

Manufacturer	Model	Fuel
DaimlerChrysler	**Chrysler Aspen	E85 FFV
	**Jeep Commander	E85 FFV
	**Jeep Grand Cherokee	E85 FFV
	**Dodge Dakota	E85 FFV
	**Mercedes C230 sedan	E85 FFV
	Chrysler Sebring	E85 FFV
	Dodge Stratus	E85 FFV
	Dodge Caravan	E85 FFV
	Dodge Durango	E85 FFV
Ford	Dodge Ram Pickup	E85 FFV
	Ford F-150	E85 FFV
	Lincoln Town Car	E85 FFV
	Mercury Grand Marquis	E85 FFV
GM	Crown Victoria	E85 FFV
	**Chevy Express	E85 FFV
	**GMC Savana	E85 FFV
	**Chevy Uplander	E85 FFV
	**Saturn Relay	E85 FFV
	**Buick Terraza	E85 FFV
	Chevy Avalanche	E85 FFV
	Chevy Impala	E85 FFV
	Chevy Monte Carlo	E85 FFV
	Chevy Tahoe	E85 FFV
	Chevy Suburban	E85 FFV
	Chevy Silverado	E85 FFV
	GMC Sierra	E85 FFV
GMC Yukon	E85 FFV	
Honda	Civic GX	CNG Dedicated
Nissan	**Armada	E85 FFV
	Titan	E85 FFV

* As of press time ** New for MY 2007





DOE Announces Proposed Rulemaking on New Compliance Option

Covered state and alternative fuel provider fleets may have a new compliance option on the horizon.

As proposed, the Alternative Compliance program will allow fleets to choose a petroleum reduction path in lieu of acquiring alternative fuel vehicles (AFVs), as mandated by the Energy Policy Act (EPA) of 1992. The option was initiated by EPA 2005, which was signed by President Bush last year.

The rulemaking process is already underway. A Notice of Proposed Rulemaking was published in the *Federal Register* (www1.eere.energy.gov/vehiclesandfuels/epact/pdfs/afc_docket/alt_fuel_nopr_jun23.pdf) on June 23, 2006. Subsequently, on July 12, 2006, DOE held a public hearing at headquarters to discuss the rulemaking. Approximately 30 people—including representatives from covered fleets, national alternative fuel associations, and fuel providers—attended the workshop.

DOE accepted public comments on the Alternative Compliance program until August 7, 2006. Comments received and other related documents are posted in an electronic docket on the EPA Web site at www1.eere.energy.gov/vehiclesandfuels/epact/state/afc_docket.html.

Covered fleets will be notified when the rulemaking is finalized.

MY 2005 Reporting Highlights

Covered fleets in MY 2005 soared above and beyond their EPA 2005 compliance requirements. Through the acquisition of AFVs, the use of biodiesel, and the purchase of credits, fleets achieved a compliance rate of nearly 100%.

Here's how they met the requirements:

- Acquired 10,033 AFVs
- Purchased 3.4 million gallons of biodiesel (received credit for 752,000 gallons)
- Traded 1,053 credits.

In MY 2005, FFVs that run on E85 accounted for 91% of newly acquired AFVs. Vehicles powered by natural gas came in second at 7%, followed by propane vehicles at 1%—a dramatic difference from the previous year's AFV breakdown of 69%, 21%, and 8%, respectively. This is to be expected, however, since gaseous fuel vehicle offerings were limited in MY 2005.

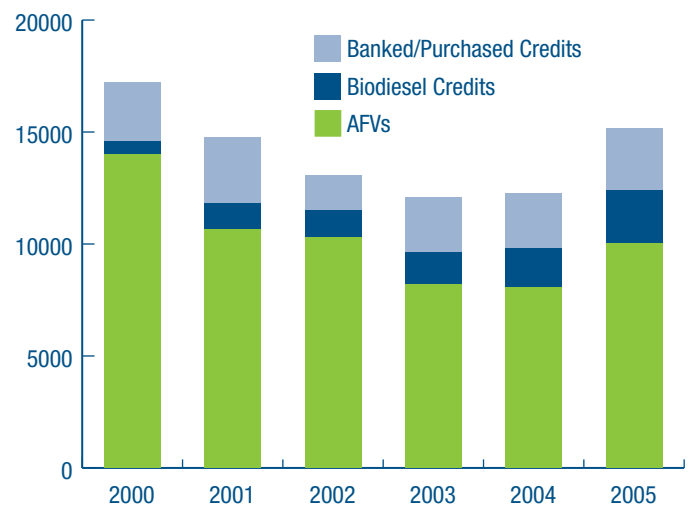
Of the 9,100 FFVs acquired in MY 2005, 8,800 were purchased by state fleets. Although EPA 2005 does not require state fleets to use alternative fuels in their AFVs, more and more fleets are using E85 in their FFVs. In fact, many are installing onsite fueling infrastructure in response to local mandates requiring them to use E85 and other alternative fuels in state vehicles. FFV acquisitions by alternative fuel provider fleets also increased in MY 2005. These fleets purchased 304 FFVs, up from 240 in MY 2004.

In total, state and alternative fuel provider fleets have put almost 100,000 AFVs on U.S. highways, and used more than 11 million gallons of biodiesel since 1992.

Figure 1 shows the compliance methods fleets have used to meet requirements in the last five years. For the first time since MY 2000, AFV acquisitions increased along with the use of biodiesel and banked or purchased credits.

Look for the complete MY 2005 annual report on the EPA Web site this fall.

Figure 1. S&FP Compliance Methods (Since 2000)





Dean Armstrong, NREL/PX 14073

A government employee fuels a Honda Civic GX with CNG.

Natural Gas Conversions Expand AFV Choices

Fleets with CNG infrastructure can expand their CNG vehicle options by considering conversions.

In its publication, "Available Natural Gas Vehicles and Engines," NGVAmerica (formerly the Natural Gas Vehicle Coalition) lists the systems available to convert existing gasoline engines to dedicated or bi-fuel CNG operation. These systems are certified for specific model years by the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) and are held to the same strict EPA/CARB emissions requirements that apply to OEM vehicles. The certified systems provide more than 100 vehicle choices, from two- and four-door sedans to vans, minivans, cutaways, and sport utility vehicles.

NGVAmerica collects information from conversion companies and the EPA and updates its publication frequently as new product certifications become known. Download the document from www.cleanvehicle.org/Available-NGVs-and-Engines.pdf. For more information on AFV conversions, visit the Alternative Fuels Data Center and Clean Cities Web sites at www.eere.energy.gov/afdc/afv/conversion.html and www.eere.energy.gov/cleancities/progs/res_guide.cgi?CONVCO.

Fleet Feedback Influences Design of Propane F-150

State and alternative fuel provider fleets have made their voices heard about what they want in a propane pickup truck. One hundred fleets and other alternative fuel stakeholders responded to a questionnaire regarding interest in acquiring a dedicated propane Ford F-150, which is being developed and is scheduled for sale in early 2007. Roush, the manufacturer, is incorporating the feedback into its design.

"The results are shaping the truck," says Greg Zilberfarb of ASG Renaissance, the project's commercialization and outreach manager.

PERC, Roush, and Ford are working to bring back the propane-powered F-150.



Wieck Photo Database

The Propane Education & Research Council (PERC) initiated the F-150 project in early 2006. Seeing the need for a propane vehicle, PERC awarded Roush, a supplier of automotive engineering, development, and manufacturing services, \$1.1 million to build the truck. Because of a close working relationship with Ford, it has a thorough understanding of the technologies used in the F-150.

"Roush is engineering the propane system from the ground up," says Zilberfarb. "We are building a superior propane product, and we're going to prove it performs better than gasoline."

Roush contracted ASG Renaissance to perform outreach and commercialization efforts for the project. As part of these efforts, an online survey was administered from April through June of this year. EPAAct fleets and other alternative fuel stakeholders were asked to complete it. Survey results showed the following key preferences:

- 5.4-liter engine
- Towing and four-wheel-drive capability
- 300-mile range
- Open bed (but willing to give up some bed space for enhanced range)
- \$2,000–\$3,000 incremental cost.

In response, Roush is equipping the truck with a 5.4-liter engine and designing it for towing and four-wheel-drive capability. It is targeting a 300-mile range while preserving as much bed space as possible. The incremental cost is projected to be \$2,000–\$3,000 after federal incentives.

Roush plans to develop a concept vehicle in October, after engine and fuel system testing is complete, followed by a demonstration vehicle in spring 2007. The truck is scheduled to be sold to fleets and individual consumers through Ford or Roush dealerships starting in the second quarter of MY 2007.

The F-150 will be the first propane vehicle available since 2004, when a bi-fuel F-150 was offered. In the past 13 years, 93 covered state and fuel provider fleets have acquired a total of 13,230 propane vehicles, of which about a third were model year 2000 or later.

For more information, including a detailed summary of survey results, see the project Web site at www.propanetruck.us, or e-mail Greg Zilberfarb at greg@propanetruck.us.

Fall Checklist

- ✓ Talk to vehicle suppliers and make plans to acquire model year (MY) 2007 AFVs.
- ✓ Check the Alternative Fuels Data Center for a list of available MY 2007 AFVs.
- ✓ Ask fuel suppliers about the availability of biodiesel blends of 20% (B20) and higher as well as other alternative fuels.
- ✓ Complete MY 2006 annual report.
 - Report only the biodiesel (B100) portion of biodiesel blends of B20 or higher (see guidance at www.eere.energy.gov/vehiclesandfuels/epact/pdfs/biodiesel_guidance.pdf).
 - Do not count hybrid or neighborhood electric vehicles as AFVs. EPA doesn't recognize them as AFVs (see guidance at www1.eere.energy.gov/vehiclesandfuels/epact/pdfs/0901_epact_advisory.pdf).
 - Include the zip code for each vehicle's location.
- ✓ Submit annual report to DOE no later than December 31, 2006.

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