DOCKETED	
Docket Number:	19-TRAN-02
Project Title:	Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure
TN #:	230553
Document Title:	Wayne Michaud Comments - Idle Reduction Technology
Description:	N/A
Filer:	System
Organization:	Wayne Michaud
Submitter Role:	Public
Submission Date:	11/8/2019 2:30:39 PM
Docketed Date:	11/8/2019

Comment Received From: Wayne Michaud
Submitted On: 11/8/2019
Docket Number: 19-TRAN-02

Idle Reduction Technology

NOTE: this comment is intended to supersede comment #230548

Under the Clean Transportation Program, which was implemented by AB 118, the California Energy Commission can fund Intelligent Transportation Systems (ITS) or projects, such as: "Technologies that reduce idling and emissions of on-road freight movement vehicles".

I am California sales representative of GRIP Idle Management, Inc.* gripidlemanagement.com GRIP is an idle reduction technology firm headquartered in Ontario, Canada. GRIP (Governor to Reduce Idle and Pollution) is a plug-and-play, intelligent engine on/off system that "hybridizes" vehicles when parked across a range of applications from light- to heavy-duty and gasoline, diesel and CNG - while allowing full electronics, operator HVAC comfort, convenience and safety. It is targeted for vehicle fleets: governmental and private. GRIP reduces idle time by 30 - 70% - reducing fuel use, engine wear, engine maintenance, and emissions, while extending vehicle life.

While in the Big Picture zero emissions in transportation is the absolute goal, we must not ignore the vehicle idling when parked issue as it is not going away anytime soon. California fleets are purchasing, retaining and will retain many non-hybrid/non-electric vehicles with up to 15 year life spans. GRIP is a solution for fleets when idling is often necessary to perform operations such as PTO, electronics, HVAC, etc.

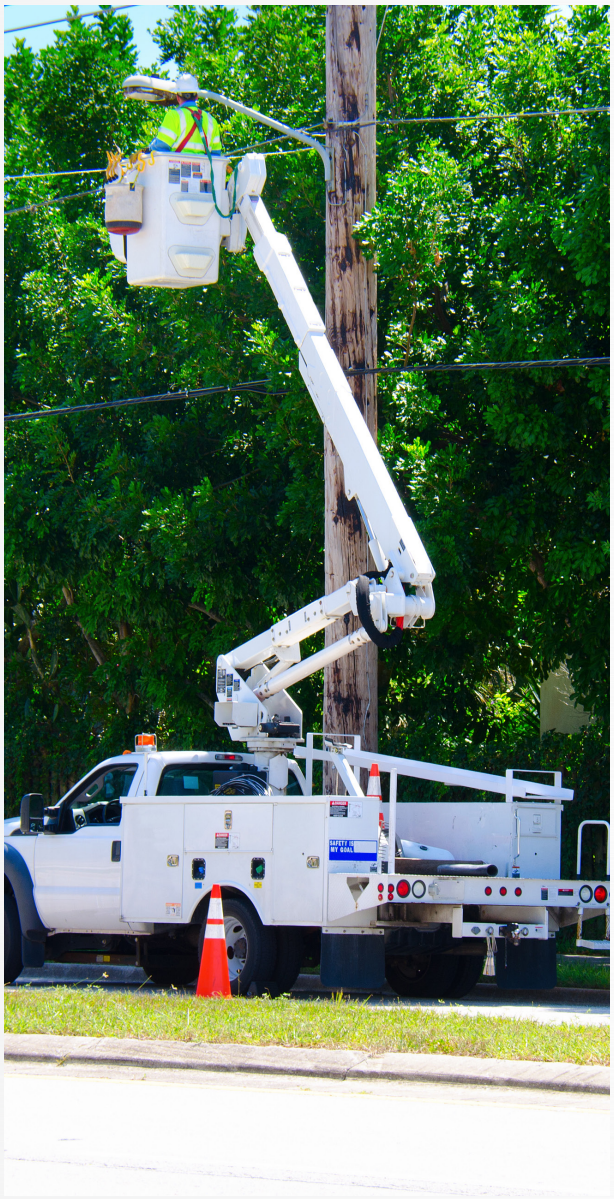
An example of the impact of idling in just one fleet sector is policing. These vehicles typically idle continuously when parked to allow for uninterrupted electronics, HVAC systems, and "being at the ready". A typical police patrol vehicle will idle 70-80% of its shifts on average. In conservative, back-to-back 10-hour shifts scenario, thatâ€™s approximately 14-16 hours of idling each day. In a standard Police Interceptor, consuming 0.45 gal. of fuel at idle per hour, that 14-16 hours of idle time equates to approximately 6.3-7.2 gal. of fuel burned every day. With a very conservative cost of gasoline at approximately $2.15/gal., that equates to $13.55-$15.48. Given the nature of the industry, letâ€™s assume these vehicles are in operation for approximately 300 days of the year: that equates to approximately $4,065-$4,644 in wasted fuel every year just for one, single police vehicle. The impact of this idling, on a scale of hundreds of thousands of vehicles throughout the state, is very significant, not only financially but for greenhouse gas emissions and air quality.

The availability of funding in the purchasing of idle reduction technologies, such as GRIP, by California fleets of light-, medium-, and heavy-duty applications would no doubt be of significant benefit and value.

*While I represent an idle reduction technology, my interest in idle reduction has for years been

personal as I am also executive director of Idle-Free California, a non-profit organization raising awareness of the vehicle idling issue, especially idling when parked - a harmful, wasteful and largely unnecessary practice. idlefreecalifornia.org

Additional submitted attachment is included below.



GRIP Idle Management Inc.

The GRIP Idle Management System reduces fuel consumption, engine wear, maintenance costs, fuel costs, and much more.

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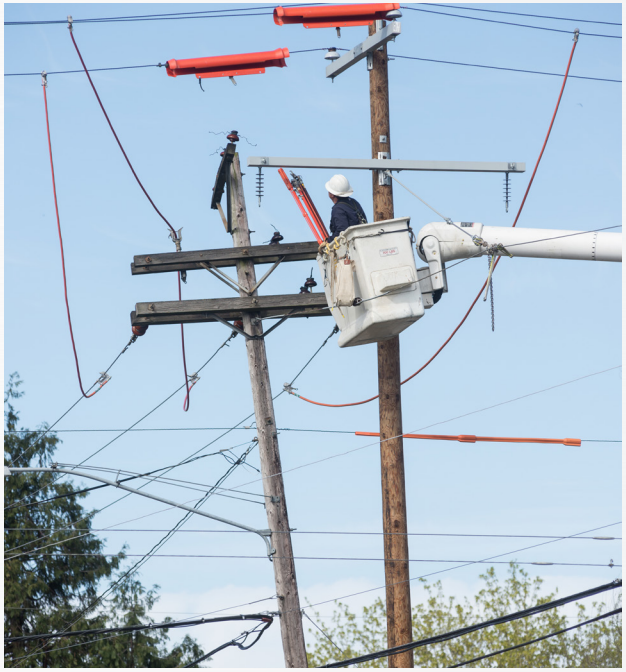
Does your fleet have a costly idling problem?



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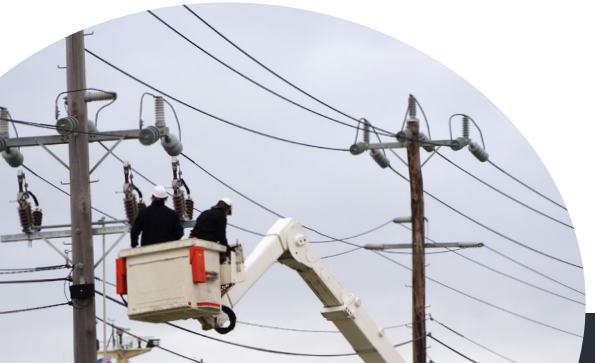
The easiest way to reduce idling is to simply turn the vehicle off whenever possible. But what do you do when your day-to-day operations rely on the vehicle's power?

Certain industries, such as policing, telecommunications, and utilities, require the use of electronics to perform their day-to-day job requirements. Very common in the utilities industry, PTO and hydraulic pressure are a vital necessity for daily operations. To power lifts and booms on trucks when building and repairing hydro and water utilities, vehicle power is crucial.

One of the most common reasons for idling is to retain front or rear cabin climate. This applies to industries that require product or tools to keep from freezing in cold climate, or keep from expiring in hot climates. Another common use-case for necessary climate control involves operator comfort; which includes trucking, logistics, and transportation, first responders, emergency medical services, and much more.

With the GRIP Idle Management System, you don't need to sacrifice emissions, fuel consumption, and expensive costs to retain key vehicle functions.



When a fleet's vehicles are idling, they consume an average of 0.8 gallons of fuel and add an extra 32.9 miles of engine wear every hour -- without moving an inch.

In most cases, fleets idle for 65-75% of their daily use. In an 8-hour shift, that's approximately 6 hours of idling every day -- which equates to $14.40 of wasted fuel per vehicle.

If one hour of idling is equivalent to 32.9 miles of engine wear, then a typical fleet, idling 65-75% of an 8-hour shift, adds an average of 197.4 miles of engine wear per vehicle, every single day. If one mile is equal to $0.07 of associated maintenance costs, a typical fleet adds an additional $13.82 in maintenance costs per vehicle, every day.

Though it may be burried, these hidden miles of additional engine wear are actually shortening vehicle life, causing fleet managers to purchase new vehicles more frequent -- one more added cost to your annual budget.

When vehicles are removed from use for maintenance, it incurs a significant cost to fleet managers. Not only are added shop and maintenance hours a contributing factor to increased costs, but the requirement for additional vehicles for use as a backup as well. In order to ensure the operators and end users can continue to work and provide service without disruption, backup vehicles are a necessity. This means that those additional engine wear hours have a significant trickle-down impact on your budget's bottom-line for associated maintenance costs.

Reducing your fleet's idling reduces your fleet's operational costs.

Case study: a modest look at London Hydro's GRIP success

With the GRIP Idle Management System installed, London Hydro was able to reduce their idle time by 56% overall.

Deploying the GRIP system in both work trucks and bucket trucks within their fleet, London Hydro reduced idling hours, emissions output, fuel consumption, engine wear, and operational costs.

Without the GRIP system installed, London Hydro would have spent a total of 6,014 hours idling annually.

☑ Reduced Idling Hours

With the GRIP system installed, that 6,014 hours reduced to 2,645 hours; a total idle time reduction of 56%.

☑ Reduced Fuel Consumption & Costs

The relative fuel savings resulted in 12,004 liters and $13,957 saved.

☑ Reduce Maintenance Costs

London Hydro managed to save 178,573 km of engine wear and $10,714 in maintenance costs.