

Did you know?

Heavy-duty diesel trucks and buses account for less than 6% of the miles driven by highway vehicles in the U.S., but they are responsible for:

- 25% of smog-causing pollution from highway traffic,
- over half of the soot (particulate matter) from highway traffic, and
- 6% of the nation's global warming pollution.

(Clean Cities 2000)



Biodiesel Fact Sheet Biodiesel for Fleet Managers

Why do fleet managers want to use biodiesel?

Biodiesel offers fleet operators a safer, cleaner alternative to petroleum diesel with similar horsepower, torque and mileage. Biodiesel has a higher flash point than petroleum diesel, and is biodegradable and non-toxic.

These qualities make biodiesel is one of the safest fuels for fleet crews to handle, use and store. Biodiesel is also better for fleet crews because biodiesel exhaust is less offensive.

For workers that spend their days working around fleets, biodiesel offers a noticeable difference in exhaust odor and eye irritation.

Biodiesel provides exceptional lubricity which in turn leads to lower maintenance costs, less equipment downtime and longer equipment life.

Are you the manager of a tax-exempt fleet?

There are numerous financial incentives that fleet managers can use to get their directors interested in purchasing biodiesel.

Under Pennsylvania's Act 178, the State will pay for the incremental cost of using biodiesel for fleets belonging to entities such as school districts, municipalities and non-profits. This means that fleets can use biodiesel at no added cost, regardless of the difference in fuel prices.

Also, biodiesel usage is the most cost effective means of complying with federal regulations such as EPA's Act.

Tax-exempt fleets of 10 vehicles or more can meet up to 50% of their AFV acquisition credits by using biodiesel. Under this biodiesel fuel use credits provision, fleets may choose to operate existing diesel vehicles that weigh more than 8,500 lbs. on blends of biodiesel in lieu of purchasing a new alternative fuel vehicle.

Harvard University of Boston, Massachusetts, has been fueling its fleet of 48 diesel vehicles, including 8 shuttle buses, with B20 since 2001. Despite record low temperatures in 2004, Harvard reports no problems with the fuel or the vehicles. Because of the success of this project, Harvard is exploring other applications of B20 use at its facilities.

Six local governments in North Carolina use biodiesel for their fleets. For example, Raleigh uses biodiesel in 300-400 trucks and Carrboro runs all of its diesel vehicles and equipment on B20. Also, Chapel Hill fuels 165 of its own vehicles with B20, and provides biodiesel to the UNC Hospital Bus Service, the Orange Water and Sewer Authority, the Carolina Air Care Ambulance Fleet and others.

The L.L. Bean Company of Maine started using B20 in 2001 for their distribution fleet. In addition to the environmental benefits, L.L. Bean was attracted to the economic and operational benefits of biodiesel. For example, onsite fueling at their B20 tank eliminates the 10 mile trip the trucks had been taking to fuel at the retail diesel station.

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