GREEN TRUCK RIDE-AND-DRIVE VEHICLES

Allison Transmission, Inc. (Booth 4777)
A Freightliner M2 chassis with a shuttle bus body and a powertrain that utilizes a Cummins ISC engine coupled to Allison's new H 3000 parallel electric hybrid transmission system. This state-of-the-art system utilizes an engine disconnect clutch between the engine and the transmission. The hybrid system provides assistance on acceleration, regenerative braking, engine off PTO operation and engine stop/start during normal use. The bus body seats six and features A/V equipment for riders to fully experience the hybrid technology and an H 3000 hardware display.

BAE Systems (Booth 5571)
An International PAYSTAR tractor (Class 8) equipped with a BAE HybriDrive heavy-duty hybrid electric propulsion system designed to address the vocational truck market. This system is scalable to meet a wide range of heavy-duty truck platforms, vocations and duty cycles.*

Chelsea Products Div. of Parker (Booth 3013)
A Ford F-550 chassis-cab upfitted with a stake body and equipped with Chelsea's proprietary noise reduction PTO system. This system significantly reduces vehicle noise levels during both driving and PTO operation modes, providing a more productive environment for the driver and others around the truck.

Chevrolet & GMC Commercial Truck (Booth 1835)
A 2012 Bi-Fuel CNG Silverado 2500HD Extended Cab with a 6.0L gaseous prep engine, available in 2WD and 4WD. The combined 17 GGE tank and 36-gallon gasoline tank provides a range of more than 650 city miles. The Bi-Fuel CNG Silverado 2500HD has a comprehensive five-year/100,000-mile Powertrain Limited Warranty. The CNG fuel delivery and storage system is covered under GM's limited warranty and serviceable by Chevrolet and GMC dealers.

Crosspoint Kinetics (Booth 5667)
A Chevrolet 4500 cutaway chassis upfitted with a 12-passenger shuttle bus body and equipped with a Crosspoint Kinetics S-3000 parallel electric hybrid drive system. This unit utilizes ultra-capacitors as an energy storage medium and is optimized for the rapid charge/discharge cycle commonly associated with transit bus and similar applications. Systems are available for Class 3–7 truck applications.**

ECHO Automotive (Booth 633)
A Ford E-250 van converted to a plug-in electric hybrid configuration using EchoDrive, a revolutionary solution for converting fleet vehicles into highly fuel-efficient plug-in hybrids. EchoDrive can be easily and cost-effectively bolted onto new and existing vehicles to substantially reduce fuel consumption.

Freightliner Custom Chassis Corporation (Booth 4559)
An MT-55 Freightliner Custom Chassis walk-in van chassis equipped with a parallel hydraulic hybrid drive system. The hybrid control software for this system has been upgraded and the vehicle has achieved 50–70% improvements in fuel economy over traditionally powered vehicles in "stop and go" applications. Its advanced engine-off strategy stores hydraulic energy to power the vehicle without the engine, resulting in quieter operation, reduced engine wear and no emissions or fuel consumption during this stage of operation.

Freightliner Trucks (Booth 4659)
A Freightliner 114SD NG chassis upfitted with a vocational dump body and combining the performance features of the diesel-powered 114SD with the benefits of a Cummins Westport ISL G 8.9L natural gas engine. The vehicle is equipped with an Agility fuel system which is factory-installed and warrantied and is available in 60 diesel gallon equivalent (DGE) and 75 DGE configurations.*

Hino Trucks (Booth 4139)
A Hino COE 195, available with Diesel or Diesel-Electric Hybrid powertrains. The 19,500-lb. GVW Class 5 COE trucks feature 210 HP and 440 lb.-ft. of torque from Hino's 5-liter J05E Series engine, utilizing Aisin's A465 six-speed automatic transmission. Both models also feature a 33-inch-wide, 56,900 PSI frame with a center-mounted rear fuel tank.

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GREEN TRUCK
RIDE-AND-DRIVE VEHICLES

IMPCO Automotive (Booth 5681)
A 2012 Bi-Fuel CNG Silverado 2500HD Extended Cab with a 6.0L gaseous prep engine. The combined 17GGE tank and 36-gallon gasoline tank provides a range of more than 650 city miles. The Bi-Fuel CNG Silverado 2500HD has a comprehensive five-year/100,000-mile Powertrain Limited Warranty. The CNG fuel delivery and storage system is covered under GM's limited warranty and serviceable by Chevrolet and GMC dealers.

International Truck (Booth 3859)
An International TRANSTAR ISL-G day cab regional haul tractor (4x2) with low emissions power provided by a Cummins ISL-G CNG fuel engine rated at 320 HP and coupled to an Allison 3000-HS automatic transmission for optimum economy. The tractor carries 75 DGE of CNG stored in dual frame-mounted tanks.

Isuzu Commercial Truck of America, Inc. (Booth 4747)
An Isuzu low cab forward N-Series (NPR-HD) chassis rated at 14,500 lbs. This vehicle is upfitted with a 14-foot service body and equipped with a Bi-Phase propane (autogas) fuel system.

Kenworth Truck Co. (Booth 1401)
A Kenworth T660 aerodynamic day cab tractor equipped with a Cummins Westport ISX 12-G CNG-fueled engine and Agility CNG fuel tanks. The engine can operate on either compressed natural gas or liquefied natural gas and does not require a diesel exhaust fluid tank, diesel particulate filter or selective catalytic reduction technology.*****

Leggett & Platt Commercial Vehicle Products (Booth 1421)
A Ford E-250 cargo van upfitted by Leggett & Platt Commercial Vehicle Products with a Landi Renzo compressed natural gas fuel system with a 26 gasoline gallon equivalent fuel storage capacity. This vehicle has also been upfitted with a full Masterack interior package.

Peterbilt Motors Company (Booth 1825)
A Peterbilt 382 day cab tractor that is equipped to operate on natural gas and utilizes a Cummins Westport ISL-G engine and an Agility fuel system. Two frame-mounted tanks (45 DGE gallons each) provide a total of 90 gallons DGE fuel capacity. This vehicle will also be available in an LNG version in the near future.

Propane Education & Research Council (Booth 5691)
A Freightliner Custom Chassis Corporation (FCCC) S2G, built on FCCC's popular S2 chassis and featuring an 8L, 325 HP engine supplied by Powertrain Integration. The engine offers clean-burning LPG technology on a platform already known for its durability, reliability, maneuverability and design flexibility. It uses General Motors' proven long block and a CleanFuel USA liquid propane (autogas) fuel system.*****

Propane Education & Research Council (Booth 5691)
A Ford F-250 chassis-cab upfitted with a Knapheide service body and factory-modified to operate on liquid propane (autogas) using a ROUSH CleanTech fuel system.

Ram Commercial (Booth 1001)
A Ram 2500 series pickup truck rated at 8,800 lbs. and equipped with a factory-installed CNG/gasoline dual fuel system. This system provides extended range using gasoline when needed, combined with the economy and low emissions of natural gas during day-to-day operations.

ROUSH CleanTech (Booth 5099)
A 2012 Ford F-250 pickup truck, powered by liquid propane autogas. The ROUSH CleanTech fuel system offers fleet managers lower emissions and fuel costs without sacrificing performance or ease of ownership. That's why ROUSH calls it The Zero Compromise Alternative Fuel Solution.

Wrightspeed, Inc. (Booth 833)
An Isuzu NPR diesel-powered LCF chassis converted to an extended-range series electric hybrid using Wrightspeed's "The Route" plug-in electric hybrid drive system. This lightweight system is specifically designed for medium-duty trucks and, depending on drive cycles, can reduce fuel usage by as much as 50%.

****A CDL with air brake endorsement is required to drive this vehicle.***
*****A CDL with passenger endorsement or an Indiana chauffeur's license is required to drive this vehicle.***

Stationary Demonstration Area Vehicle

Odyne (Booth 5566)
A Ford F-750 upfitted with a flatbed and crane and equipped with an Odyne Systems plug-in parallel electric hybrid which can be used to propel the vehicle or export power to operate the crane while minimizing engine run time. This system reduces emissions, engine wear and noise during PTO operations while also improving over-the-road fuel economy.

Altec Industries (Booth 5661 & 5765)
An Altec aerial device powered by Altec's Jobsite Energy Management System (JEMS) which significantly reduces, or even eliminates, idle time at the jobsite. The California Air Resources Board has approved the system when used in any power take-off, diesel-fueled truck application with a gross vehicle weight rating over 10,000 lbs. as meeting the requirements set forth in Title 13, California Code of Regulations Section 2485.

Johnson Refrigerated Truck Bodies (Booth 3676)
A Johnson refrigerated truck body equipped with an ElectriMax all-electric refrigeration system. ElectriMax delivers exceptional operational cost savings while reducing your carbon footprint. It's available in single, multi and versa-temp applications for both medium- and low-temperature applications.

Johnson Refrigerated Truck Bodies (Booth 3676)
A new ultra high thermal efficient refrigerated truck body that uses up to 26% less energy to maintain desired refrigeration levels. This new composite insulated body includes a plug-in electric standby operating mode.