



*Clean Air
Transportation*

PACIFIC GAS AND ELECTRIC COMPANY NATURAL GAS FLEET PROGRAM

HEAVY-DUTY FREIGHTLINER GAS CREW TRUCK

Pacific Gas and Electric Company is in the process of adding six new heavy-duty gas crew trucks and five dumpsters that run on compressed natural

gas to its current fleet of 29 Deere powered trucks. The Freightliner FL-70 Chassis Cab has been fitted with a John Deere 8.1 L engine, delivering superior engine emissions and performance.

Long-known for their light-duty natural gas and electric fleet vehicle program, Pacific Gas and Electric Company continues to show the viability of compressed natural gas as a vehicle fuel for their medium- and heavy-duty fleet.



“We foresee the phasing out of diesel engines and fuel in California as a means of addressing air quality in the communities we serve.

We were so pleased with the performance of the Deere in our first unit that we decided to continue using the Deere engine in our future trucks.”

*Lisa Kinimaka
Fleet Director
Pacific Gas and Electric
Company*

VEHICLE SPECIFICATIONS

Chassis:	Freightliner FL70, Chassis-Cab, 4x2
Gross Vehicle Weight: GAWR:	33,000 pounds 12,000# F/ 20,000# R
Vehicle Length:	120 inches, back of cab to rear axle.
Engine:	John Deere 8.1 liter, natural gas fuel.
Power Rating:	250 HP, 800 ft-lbs torque
Air Compressor: Vanair	Powered from vehicle engine (PTO), 165 CFM
Fuel Capacity: (System designed for 3600 psi.)	4 Pressed Steel (type II) -16.7 inch diameter by 61 inches long fuel cylinders, with a total capacity of approximately 44 diesel equivalent gallons at 3000 psi.
Estimated Vehicle Range:	180+ miles (depends on PTO usage)

PROJECT PARTNERS

Pacific Gas and Electric Company
San Francisco, California
Clean Air Transportation
Mr. Brian Pepper
(925) 674-6708

Pacific Gas and Electric Company
Davis, California
Fleet Engineering
Mr. Dave Rasmussen
(530) 757-5953

John Deere
Waterloo, Iowa
Mr. Thomas Cummings
(319) 292-5220

Bell Power Systems
Essex, Connecticut
Mr. Alex Bell
(806) 536-2887

**American Truck & Trailer Body
Company**
Tracy, California
Mr. Michael Gardner
(800) 449-8985

Golden Gate Truck Center
Oakland, California
Mr. Bob Baldwin
(510) 632-3535

Freightliner
Northern California
Mr. Chris Abarca
(209) 832-2228

The gas crew truck is used for the installation, maintenance, and repair of natural gas distribution lines, and features a PTO-driven air compressor and a trailer package for towing a backhoe.

The John Deere engine is rated at 250 horsepower and 800 foot-pounds of torque, and has an EPA Ultra Low Emission Vehicle rating. The engine is also certified California Air Resources Board's optional low-NOx (nitrogen oxides) standard.

Bell Power located in Connecticut is mating the Deere engine to the Freightliner chassis, using an Allison World transmission. The chassis will then be sent to American Truck & Trailer Body Company in Tracy, California, for the installation of the body, compressed natural gas fuel cylinders and fuel lines.

The move from an engine-driven air compressor to one that is powered from the vehicle engine through a PTO was a critical design decision, according to Dave Rasmussen, Fleet Engineer for Pacific Gas and Electric Company. "It allowed us to mount the compressor under the vehicle body, leaving plenty of room for the CNG storage cylinders."

TRUCK FEATURES (NOT ALL FEATURES INSTALLED ON DISPLAY TRUCK)

Trailer package	Optional extended range tanks
Optional hydraulic pipe rack	Optional "hot-change" tank
Optional plastic pipe reel	Optional roof mounted arrow stick
Breathing bottle bracket	Optional fixed conduit pipe rack
Ladder rack	Optional rotating beacon
Vertical chain gate	Door stays
5000 watt cng powered generator	Side out generator tray
Bumper mounted wacker bracket	

For more information about natural gas:

Visit www.pge.com/cleanair or call **800.684.4648**



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