



# Project Green Fleet FAQs

*A Minnesota Environmental Initiative Project*

## 1. What kinds of vehicles and equipment are eligible?

Project Green Fleet installs pollution control equipment, idle reduction technologies and replaces older engines with new, cleaner running engines on a range of diesel fleets including: school buses, dump trucks, cement mixers, off-road construction equipment, trains, port facility fleets, and other heavy-duty diesel vehicles and equipment.

## 2. What types of equipment are installed through Project Green Fleet?

Project Green Fleet installs exhaust controls, certified engine repowers, vehicle and equipment replacements, and auxiliary power units for idle reduction. See Project Green Fleet's Terms and Definition sheet for descriptions of these technologies.

## 3. What does it cost to participate in Project Green Fleet?

The generous support of Project Green Fleet's sponsors cover all equipment and installation costs for Diesel Oxidation Catalysts, Closed Crankcase Filtration Systems, Diesel Multistage Filtration Systems, Diesel Particulate Matter Filtration Systems and Auxiliary Power Units. A percentage of the cost and installation is covered for vehicle and equipment repowers and replacements. Project Green Fleet is supported by Andersen Corporation, Blue Cross and Blue Shield of Minnesota, City of Rochester, Flint Hills Resources, Mayo Clinic Foundation, Minnesota Pollution Control Agency, Minnesota Power, Rochester Public Utilities, U.S. Environmental Protection Agency Regions 5, 6 & 7, Washington County, and Xcel Energy.

## 4. How will the equipment effect my existing warranty?

Installation of pollution control equipment has no effect on a vehicle's existing warranty. Certified engine repowers are done with manufacturer's certified equipment and installers, so that the warranty remains intact.

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## 5. Does the equipment have any impact on vehicle performance?

According to the US EPA's voluntary retrofit program, oxidation catalysts and closed crankcase filtration devices have minimal impact on a diesel vehicle's performance and fuel economy. Some of the other retrofit technologies have a minimal impact on performance.

## 6. What kind of maintenance does this equipment require?

Depending on the technology that is installed, there will be varying levels of maintenance required. After installation, the DOC requires no ongoing maintenance. The diesel multistage filtration system does not require maintenance, but must operate with a minimum exhaust temperature. The closed crankcase filtration system requires a filter change approximately twice per year. The diesel particulate matter filtration system yields the highest emission reductions, but requires periodic cleaning by a special machine.

## 7. Where can I find more information about retrofit equipment?

More information about retrofit equipment and projects is available on the following websites:

US EPA's Clean Diesel Program  
<http://www.epa.gov/otaq/diesel/index.htm>

Minnesota Pollution Control Agency's diesel retrofit page  
<http://www.pca.state.mn.us/air/cleandiesel.html>

## 8. How can I participate in Project Green Fleet?

Fleet owners and operators can complete a contact form on the project's website by clicking on 'How to Participate.' Visit [www.projectgreenfleet.org](http://www.projectgreenfleet.org) to learn more.

Fleet owners and operators can also get started by contacting Eric David at 612-334-3388 ext.108 or [edavid@mn-ei.org](mailto:edavid@mn-ei.org).

This project is supported by the American Recovery and Reinvestment Act of 2009.  
For a list of all sponsoring organizations visit [www.projectgreenfleet.org](http://www.projectgreenfleet.org)



**Project Green Fleet is a project of the Minnesota Environmental Initiative**

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