

# Vehicle Views

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Figure 1 - HydroGen3 Fuel Cell Vehicle

## Test and Evaluation of Fuel Cell Vehicle Technology In the United States Postal Service

*Han T. Dinh, Program Director, Engineering United States Postal Service*

As the owner of the largest non-military vehicle fleet in the world, the United States Postal Service (USPS) has been a pioneer and a leader among all Federal agencies in adopting alternative fuel initiatives, continuing to work in cooperation with the vehicle industry to develop new ways to reduce fuel consumption and air pollution.

In December 2003, General Motors (GM) approached the USPS with the idea of testing and evaluating a fuel cell vehicle in a mail and

package delivery environment. In June 2004, GM and USPS signed an agreement for a two-year evaluation of a fuel cell minivan to take place in the Washington, DC area. The vehicle began to deliver mail and packages out of the Fort Belvoir, Virginia post office in early September 2004. In September 2005, after one year of successful operation, the vehicle was relocated to Springfield, Virginia for additional evaluation in a different delivery route environment.

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## USPS from page 1

The USPS vehicle fleet of over 30,000 alternative fuel vehicles (AFVs) is the largest in the world and it is growing. This AFV fleet consists of compressed natural gas (CNG) vehicles, flexible fuel vehicles (FFVs), propane, electric, and hybrid-electric vehicles.

Every alternative fuel technology used by the USPS, including hybrid electric and E-85 (85% ethanol and 15% of gasoline), is dependent on fossil fuel such as natural gas. Many experts agree that hydrogen fuel cell vehicles present the greatest long-term potential to radically reduce many problems inherent with fossil fuels.

GM's fuel cell vehicle, the HydroGen 3 (Figure 1), is based on the Zafira, a popular five-passenger vehicle from its Opel division in Germany. The Zafira's internal combustion engine has been replaced with a fuel cell propulsion system and its gasoline tank has been replaced by a hydrogen storage tank. All HydroGen3's steering, acceleration, braking and transmission controls have been modified to work in a vehicle that uses an electric propulsion system.

The HydroGen3 was the first hydrogen fuel cell vehicle certified by the Japanese government for operation on regular roads.

The GM engineering team designed and fabricated a special encased flat cargo area for mail storage and the vehicle was put into service in September, 2004.

Either a compressed- or liquid-hydrogen HydroGen3 is fueled and brought to the USPS three days a week for operation. At the end of each delivery day, the vehicle is returned to a GM facility at Fort Belvoir for data acquisition retrieval, system maintenance, refueling, etc.

The results obtained during the year-long operation at Fort Belvoir are as follows:



Figure 2 - President Bush at Shell Hydrogen Station - GM-USPS Vehicle in Background

### Specifications

<b>Vehicle:</b>	Opel Zafira minivan with hydrogen fuel cell propulsion system
<b>Seating capacity:</b>	5
<b>Fuel storage system:</b>	The liquid tank can store 4.6 kg of hydrogen (-423 degrees F/-253 degrees C). The compressed tank (10,000 psi) can store 3.1 kg of hydrogen
<b>Range:</b>	249 miles/400 km (liquid storage); 68 miles (270 km (compressed)
<b>Top speed:</b>	99 mph/160 km

- 135 days of operation
- 9083 total stops to deliver 284,570 pieces of mail
- 1894 km/1174 mi driven, 734 hours total route time, 469 hours of fuel cell operation
- Average route time of 5:26 hours, fuel cell propulsion system running average 3:28 hours per day
- Weather conditions: 100 dry days, 32 rainy days, 3 snowy days with temperatures ranging from low 20°s to high 100°s (F)

The vehicle operated with extremely high reliability (99%) with only one half-day out of service due to a minor component failure. The GM vehicle team and USPS have gained important knowledge about fuel cell vehicle usage requirements for postal delivery, enabling GM to incorporate these lessons into the design of its next generation fuel cell vehicle

On May 25, 2005, President Bush stopped by the very first retail fuel station in the nation to sell both gasoline and hydrogen—the Shell

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## USPS from page 2

Hydrogen station in Washington, DC—to discuss hydrogen fuel cell technology (Figure 2).

The USPS has been working with the White House's Office of Science and Technology to develop a website at <http://www.usps.com/-environment/fuelcell.htm> which is the USPS central source of information on R&D activities related to hydrogen and fuel cells. This web site is part of [www.hydrogen.gov](http://www.hydrogen.gov) which was developed to further the goals of the President's Hydrogen Fuel Initiative and encourage greater collaboration and sharing of information on hydrogen technology development activities among government departments and agencies; commercial entities; state, regional, and international organizations; and the general public.

For several decades, the USPS has been a pioneer at the forefront of many alternative fuel initiatives and has set examples for many other Federal agencies. The USPS is one of a handful of Federal agencies to comply with the Energy Policy Act of 1992 and 2005 in terms of its alternative fuel vehicle requirements. The USPS currently has the largest AFV fleet in the nation and continues to acquire more EPACT-compliant vehicles. In addition, research is underway to explore other avenues, such as biodiesel, hybrid-electric for the short term and hydrogen fuel cells for the long term.

At the present time, fuel cells hold the most promising technology to meet the future needs for transportation. However, several major obstacles such as cost, durability, fuel infrastructure and hydrogen storage need to be overcome before this technology becomes commercially available for the public and the USPS. ■

## Achieving Energy Independence Through Electric Drive: Industry and Government, Working Together



**ELECTRIC DRIVE TRANSPORTATION ASSOCIATION  
CONFERENCE & EXPOSITION** NOVEMBER 28-30  
WASHINGTON DC  
USA  
# battery # hybrid # fuel cell #

Volatile oil prices and world events are creating unprecedented pressure in Washington to identify ways to address the nation's oil consumption. The Electric Drive Transportation Association (EDTA) Conference & Exposition 2006 offers solutions in the form of policy outreach and technology advancements toward the goal of clean and efficient transportation. The EDTA Conference brings all of the players together to examine Federal policy options to accelerate the adoption of electric drive. The conference is the perfect place to:

- identify Federal policy trends
- seek out funding opportunities
- pursue key markets for electric drive

The program agenda includes forums led by government and industry experts addressing hybrids, fuel cells, plug-in hybrids, heavy and medium duty vehicles, fleet issues, and a technology discussion. This year's conference also offers exceptional learning opportunities and networking, including a reception at the Library of Congress. The sold-out exposition offers the latest in electric drive technology, and the signature Ride 'n' Drive puts you behind the wheel of the latest battery, hybrid and fuel cell vehicles.

The conference will be held at the Hyatt Regency on Capitol Hill from November 28-30. For more information and to register for the conference, visit [www.edtaconference.com](http://www.edtaconference.com) or call 202-408-0774. ■

## FedFleet 2006 Is A Huge Success!

**F**edFleet 2006, the Sixth National Federal Fleet Manager Workshop and Information Fair was deemed an overwhelming success by both its planners and participants.

Sponsored by the Federal Fleet Policy Council, GSA's Office of Governmentwide Policy (OGP), and GSA's Federal Acquisition Service's (FAS) Fleet Program, this year's event brought together 1,373 participants and vendors to share best practices, critical program updates, and new technologies. This year's Workshop was held in Los Angeles, California at the Westin Bonaventure Hotel and the Los Angeles Convention Center on June 19-22, 2006. The Workshop boosted 62 separate education sessions and five general sessions. For the first time, this year's event also included aviation fleet management agenda topics in addition to usual the motor vehicle topics. In the exposition hall, there were 430 vendor booths (almost 20% over historical averages) that presented a vast array of fleet products and services where participants gained valuable insights to new technologies and innovated practices.

Pre-Workshop events included an all-day Basic Fleet Management class on Sunday that was attended by over 200 Fleet Managers. The class featured extensive training on the ABCs of fleet management and was a platform for answering any and all participant questions. There were

also the usual agency meetings during Monday where agency Fleet Managers met to discuss strategic plans and to discuss specific issues of interest. The meeting space for these meetings is always free, and holding these meetings in connection with the FedFleet Workshop helps conserve scarce agency travel funds.

The Thursday Awards Ceremony celebrated this year's winners of GSA/OGP's Fleet Managers of the Year Awards. Mr. Angantyr Agnarsson, Transportation Director of the Naval Air Station Keflavik, Iceland, was recognized as the winner for small fleets. MSgt Scotty Browning, Vehicle Management Superintendent for U.S. Air Force Europe, was recognized as the winner for large fleets. Congratulations to both Mr. Agnarsson and MSgt Browning!

During the closing ceremony, it was announced that FedFleet 2007 will be held in sunny Orlando, Florida during July 23-27, 2007. Our host hotel will be the new Rosen Shingle Creek Resort. This is an all-inclusive facility which means that the entire event will be held under one roof (Yea; no buses). We will be highlighting FedFleet 2007 in future issues of Vehicle Views, but please visit the FedFleet website at [www.fedfleet.org](http://www.fedfleet.org) for additional details in the meantime.

Contact Mike Moses at (202) 501-2507 for additional information. ■



### Gary Lind Retires!

**G**ary Lind, Fleet Manager for the U.S. Navy and long time member of FedFleet, retired on August 1, 2006 after 40 years of Federal Service. Gary had been the Navy's Fleet Manager for the last 20 years. Prior to his Fleet Manager assignment he worked at Chesapeake Division Naval Facilities Engineering Command, Washington DC from 1981 to 1986, at Naval Construction Battalion Center, Port Hueneme, CA from 1969 to 1981, at Army Munitions Command Picatinny Arsenal, NJ from 1968 to 1969, and at Army Logistics Intern Center Red River Army Depot, Texarkana, TX from 1966 to 1968. Gary was very active in FedFleet from the time it was established in 1996. He was a member of the planning committee for every FedFleet Workshop and Information Fair, beginning in 1998 through the most recent event held this year in Los Angeles, CA. He was also active in FedFleet at the national level as a charter member of the Executive Steering Committee, member of many FedFleet sub committees, and attendance at quarterly meetings.

His retirement plans include moving to Phoenix, AZ where he and his wife are building a retirement home, playing golf, taking more vacations, and working on his family genealogy. ■



## Federal Prison Industries, Estill, SC, Remanufacturing

### FPI Returns Army Trailers to Like-New Condition for Redeployment to Iraq

The U.S. Army's First Cavalry Division, based at Ft. Hood, Texas., recently searched for a vendor to refurbish cargo trailers that experienced hard duty in Iraq. Only one vendor was able to meet the Army's accelerated turnaround time, price and required quality standards. That vendor was Federal Prison Industries (FPI).

With its surge capacity and ability to run multiple production lines simultaneously, FPI's Fleet Management and Vehicular Components Business Group accepted this challenging assignment, completing it in a phased approach over a period of six

months, meeting the First Cavalry Division's tight deadlines.

By June 30, FPI's state-of-the-art remanufacturing factory in Estill, S.C., had returned more than 200 trailers to like-new condition for redeployment to Iraq.

"The most challenging aspect of this project was parts sourcing," said Jeff Bowe, Superintendent of Industries at FPI's Estill facility. Mr. Bowe added, "Few providers were able to source the parts and perform the remanufacturing portion of the project within the customer's short time frame."

### New Lease on Life

Once FPI obtained the necessary parts, the chassis of the single-axle and tracked trailers were completely disassembled and new wheels,

bushings and bearings were installed, returning the vehicles to nearly "zero mileage" condition.

After sandblasting and a military-standard CARC (Chemical Agent Resistant Coating) repainting and enameling process, the trailers are shipped to Ft. Hood. From there, the refurbished trailers are returned to the Middle East, where they again perform the vital tasks of hauling tactical equipment and drinking water for Army troops.

### Total Government Solutions

Because of its immediate production capacity, skilled workforce and focus on providing "total government solutions," FPI was able to respond rapidly to the First Cavalry Division's remanufacturing needs. As the Federal government's largest supplier of remanufactured vehicles and vehicular components, FPI has extensive experience in providing remanufacturing services to the Department of Defense (DoD) and other Federal agencies.

### Leading-Edge Facilities

Through its Fleet Management and Vehicular Components Business Group, FPI has a nationwide network of leading-edge manufacturing facilities, maintains a large network of parts suppliers, and develops distribution networks – both nationwide and overseas – tailored to individual customer needs.

FPI's Fleet Management factories are equipped with computer-aided design, leading-edge machine and metal fabrication shops, and CARC sandblasting and paint booths. Most of FPI's Fleet Management facilities have ISO 9001:2000 certifications, placing them at the industry's forefront for meeting or exceeding quality standards.

FPI employs a sophisticated production tracking system to direct each vehicle and component through

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## **FPI from page 5**

numerous remanufacturing milestones, from disassembly to component retooling to repainting.

### **Highly Skilled Staff**

FPI's Fleet Management facilities are staffed with highly skilled inmate technicians who are trained to reverse-engineer, custom-fabricate, and machine-tool parts that are in limited supply or no longer available. This capability is a tremendous asset for DoD vehicles with long service lives.

In order to remain responsive to customer needs, FPI's inmate technicians receive continuous vocational training. For example, many of the inmate technicians at Estill soon will receive training toward J100 certifications for soldering small equipment to DoD standards.

### **Turnkey Process**

FPI's turnkey process – which handles the remanufacturing process from contract administration to final delivery – has saved DoD and other Federal agencies valuable time and effort. Through its complete range of remanufacturing services, FPI provides “one-stop shopping” for vehicle and vehicular component refurbishing that is made to order for each customer's needs.

All FPI remanufacturing services and parts come with a 100% warranty and guarantee – at prices less than those for many similar items just off the assembly line.

### **Flexible Manufacturing**

In addition to its surge capacity, FPI's Fleet Management Business Group has the key advantage of simultaneously running multiple production lines, a rarity among commercial vendors. This capability allows FPI to take on new projects while continuing to press ahead on work already in progress.



For instance, FPI's factory at Estill recently tackled its large trailer project without skipping a beat on multiple other projects, including refurbishing small battery-operated lifts and flight-line gear, repainting 100 trailers and Humvees; and remanufacturing hydraulic test equipment for helicopters.

Customers for the FPI Fleet Management Business Group include DoD, the Department of Homeland Security, and vendors selling to the Federal government. The FPI Fleet Management group's newest assignment comes from FPI's parent agency, the Bureau of Prisons, which has contracted with FPI's Estill factory for forklift remanufacturing services.

### **Saving Money and the Environment**

Remanufacturing is a proven method of reducing acquisition costs and making safety and technology upgrades while getting the most for Federal budgets and taxpayer dollars. The environmental advantages are

also significant. Far fewer resources are used to remanufacture vehicles and components than to build new ones.

### **Responsive, Quality Service**

For government customers with remanufacturing needs, FPI's Fleet Management group is a significant source of quality, cost-effective services, combined with rapid turnaround, customized solutions and ease of doing business.

The Fleet Management Business Group is one of FPI's seven sophisticated product and service groups. FPI is a completely self-sustaining program which provides job skills training and work experience to inmates in Federal prison. Research has shown that inmates in the FPI are 24 percent less likely to recidivate (return to crime) than similar inmates without FPI program experience. ■

## A “Table of Allowance” Can Help Control Fleet Size

Most branches of the military use a *Table of Allowance*, or TOA, to help them control fleet size. A TOA is basically a listing of the number of vehicles and equipment by vehicle type authorized for a given installation or base. After a TOA is established, increases in the fleet size at a location require a fairly high level of approval and modification of the TOA. This approach to monitoring and controlling fleet size helps prevent what is known as “Fleet Creep,” which is a gradual increase in the size of a fleet that usually goes unnoticed unless a tool like a TOA is in place.

The U.S. Marine Corps (USMC) uses a TOA to monitor and control the size of its non-tactical fleet located at USMC bases throughout the world. According to Ed Wilkins, Deputy Fleet Manager at USMC Headquarters, “the TOA has been a very effective tool for

the Marine Corps to manage the number of vehicles in the fleet and thereby control costs. Annually, the TOA is reviewed by both the Fleet Managers and the HQMC procurement staff during the procurement cycle. The purpose of this review is to ensure equipment being procured is the type rated at the requesting location and that the procurement will not exceed the authorized allowance.”

The U.S. Navy uses two approaches to fleet right sizing. Lisa Bernier, Product Line Manager for Base Support Vehicles and Equipment (BSVE), Naval Facilities Engineering Command (NAVFAC), Atlantic, states that “a Table of Allowance refers to a system by which vehicles and equipment are assigned based on mission - for the most part applied to Special Operating Units and Naval Construction Forces. The Table of

Allowance is very stringent and there really is no room or opportunity for adjustment unless you go through a very controlled process that allows for changes only due to mission, operational procedure, or requirements changes.”

Lisa also describes a mechanism used for documenting fleet requirements in the shore installation community called the Inventory Objective. “The shore activities (the naval installations supported by the NAVFAC BSVE community) are a mix of weapons stations, supply centers, air fields, shipyards, naval stations, etc – all with a variety of missions, and the personnel and support equipment requirements not as clearly defined as an active forces organization. The geography, the environment (industrial-confined spaces vs. lots of acreage), primary functions, and available options are too numerous at each site to apply a TOA approach. The function of my office is to document and validate vehicle and equipment requirements at the naval shore installations. We do this by defining requirements as “Inventory

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Type and Location	Washington DC	Denver	Seattle	Miami
Sedans	12	3	4	4
SUVs	2	4	2	1
Mini Vans - Passenger	2	1	1	1
Full Size Vans - Passenger	2	1	1	1
Mini Vans - Cargo	1	0	0	0
Full Size Vans- Cargo	2	1	1	1
LD 4x2 Trucks	3	1	1	1
LD 4x4 Trucks	0	3	1	1
MD Trucks	2	1	1	1
HD Trucks	0	0	0	0
Buses	1	0	0	1
Motorized Off Road Equipment	1	2	1	1
Trailers	1	3	2	2
<b>TOTAL</b>	<b>29</b>	<b>20</b>	<b>15</b>	<b>15</b>

## TABLE from page 7

Objectives” – a validated requirement that also drives funding for maintenance and operations similar to a TOA.

The Air Force and the Army also use TOA's. In fact, the Air Force has implemented a “Zero Growth Policy” that requires major commands not to exceed their authorized ceilings without Air Force headquarters approval. As stated in the Air Force instructions: “requests to exceed ceilings must be supported by a verifiable mission change.”

A TOA is actually quite simple, as the made-up example on the previous page shows.

Executive Agencies may want to adopt some form of the TOA process to help control fleet size and reduce costs in response to increasing pressure from the Office of Management and Budget to improve fleet management and support budget requests. To implement a TOA in your organization, take these steps:

1. Establish and publish a Policy that defines the use of a TOA in your organization.
2. Assign responsibility for monitoring and maintaining the TOA.
3. Create the TOA based on existing fleet size, or better yet, perform a fleet “rightsizing” study and create the TOA after the fleet size has

been adjusted according to pre-determined allocation, utilization, and/or justification standards.

4. Require fleet users to maintain zero growth unless a change can be supported by a justifiable mission change.
5. Annually verify that fleet size and composition does not exceed the TOA.

For further information or assistance, contact Gary Hatfield or Dr. Adlore Chaudier of Mercury Associates, a consulting firm specializing in fleet management improvement studies for government agencies and businesses. Call 941-751-5299 or email [ghatfield@mercury-assoc.com](mailto:ghatfield@mercury-assoc.com). ■

## Congratulations Tina!

**M**s. Christina Hastings, or as most people know her, Tina was recently selected to replace Mr. Gary Lind as the Business Line Manager for Vehicles and Equipment at Naval Facilities Engineering Command (NAVFAC). Tina reported to her new position at NAVFAC on September 5, 2006. She returned to the Navy Transportation family after being with the Department of Justice for the last seven years. Most recently Tina was the National Fleet Manager for the Drug Enforcement Administration (DEA), where she and her staff were responsible for program oversight, policy, fleet training, acquisition, disposal, leasing, and the Fleet credit card program for DEA worldwide.

Tina started her fleet career with the Navy at the Southern Division NAVFAC Transportation Equipment Management Center (TEMC) in Pensacola, Florida as a Secretary/Inventory Specialist. During her tenure there she was responsible for the acquisition and inventory management of several thousand vehicles. She also assisted in writing a Dbase program to track vehicle inventory, maintenance, and fuel costs as well as conversion of vehicles data to the system. In 1991, Tina transferred to the Pacific Division TEMC in Pearl Harbor, HI as an Automotive Transportation Specialist and rose to the position of Supervisory Automotive Transportation Specialist and the Manager of the Acquisitions and Inventory Management Branch. During her fleet career with the Navy, Tina was involved in several aspects of the fleet management program including, budget preparation and



execution, analysis of fleet operations at various Navy field locations, and she was an instructor for the Navy's Fleet Management Course. She is a graduate of NAVFAC's Leadership Development Program and is a Meritorious Civilian Service Award recipient.

While at the Immigration and Naturalization Service (INS) Tina's primary duties were the Fleet Program Manager for the Border Patrol and the Project Manger for the implementation of a new fleet management system. As the Border Patrol's fleet representative, Tina was instrumental in initiating the Border Patrol Vehicle Group, the Terrain Based Vehicle Program which matches the vehicle and driver to the type of terrain being operated in, and the development of the specialty vehicles to be used in the program. She worked with the Vehicle Group to develop retrofit packages and to develop new ordering procedures with the field locations. As the Project Manager for INS's new fleet management program she coordinated the implementation of the pilot, data determination and collection, and instructed field locations on the use of the system.

Tina is currently living in Virginia, but is originally from the Metro Detroit area. She has two children, Jeremy and Rachel and a granddaughter, Victoria. ■



## Going Hi-Tech in the Swamp

**N**early five years ago, Manuel Garcia of the U.S Fish & Wildlife Service's Arthur R. Marshall Loxahatchee National Wildlife Refuge faced a challenge shared by many fleet maintenance professionals: how can I accurately schedule, track and report on my organizations' maintenance efforts? For Manuel the solution was to take advantage of the growing trend of using technology to manage the various activities his job demands. After researching his options, Manuel decided to implement a fleet information management system (FIMS) called Auto-Do-It. He found the program easy to use yet capable of meeting his needs at the time.

The use of a software program to manage maintenance schedules, work orders and produce reports gave Manuel a level of control and accountability that were not possible before. With much of the routine paperwork for the refuge's over 100 pieces of equipment now done

electronically, the staff was able to spend more time on actual maintenance tasks. The ability to focus on "turning wrenches" rather than tracking down parts, equipment or work orders is typically one of the first benefits many organizations find after they implement a FIMS. As his needs changed, Manuel looked to collectiveData, a GSA Schedule 70 contract holder, for a more robust program that would not only handle routine maintenance scheduling and reporting, but also provided advanced inventory management, motor pool management and additional tasks.

The upgrade to the collectiveFleet Pro MP 5.1 software provided Manuel and the rest of the maintenance staff with a powerful, easy to use set of software tools. With the addition of motor pool functionality, the staff can now perform all the reservation, cancellation, check out, check in and common motor pool functions from the same program that maintains those same vehicles. Now, at a

glance, Manuel and the staff can know the availability status for a vehicle or piece of equipment. With the addition of the advanced inventory management tools, the staff has the ability to run a "just-in-time" inventory system, which allows for tighter budget control without impeding mission critical maintenance. The system notifies users when part counts fall below required levels, prompting them to generate a purchase order for the correct vendor. With this inventory system in place, the amount of time spent, on ordering and reporting is reduced allowing the staff to focus on other tasks.

Another aspect of the system that facilitates the staff's commitment to service excellence is the integration of work orders and inventory. This integration allows users to allocate parts to pending work orders. This seemingly simple concept plays a major role in boosting overall fleet uptime. Once the system notifies the staff that an inspection or preventive maintenance (PM) Service is coming due, the staff can schedule the services and create a work order pertaining to the pending work. At this time parts and labor are allocated to the work order tasks, if a part required for the task is not on hand, the user is notified so an alternate part can be allocated, or the original part ordered. With this system, down time due to short parts is virtually eliminated.

By implementing and fully utilizing fleet information management software, Manuel and the rest of the maintenance staff at the refuge have been able to improve overall operational efficiency, cut costs, meet reporting requirements and better manage the refuge's pool of motorized equipment. As Manuel said recently "The program does everything I need it to do."

For further information contact Bill Wessels, Director of Marketing, collectiveData, at 319-665-4890, or email [bwessels@collectivedata.com](mailto:bwessels@collectivedata.com)

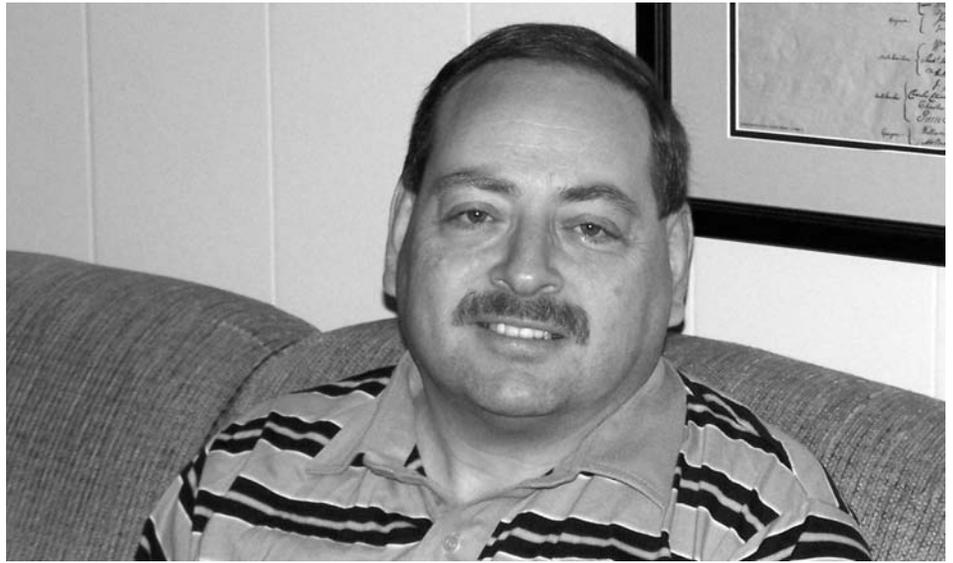
## Exchange/- Sale of Motor Vehicles

**E**xchange/Sale is an authority provided by Section 503 of Title 40, United States Code, under which executive agencies, when acquiring replacement property, may exchange or sell similar items, applying the exchange allowance or proceeds of sale in whole or in part toward the property acquired. 41CFR102-39 of the Federal Management Regulation (FMR) provides the regulatory guidance.

When replacing agency-owned motor vehicles under the Exchange/Sale provisions of the FMR, motor vehicle sale proceeds can be retained and applied toward the purchase of replacement motor vehicles. **As a source of funding for replacement motor vehicles additional to other fleet program funding, the availability of sale proceeds should not be overlooked.** The alternative of not using the exchange/sale provision and instead separately acquiring and disposing of vehicles will not generate funds to apply toward acquisition cost. This is because the disposal may be by other than sale, or where the disposed vehicles are sold, the sales proceeds are deposited to the United States Treasury as miscellaneous receipts and not available to the disposing agency.

Each Federal agency's fleet and finance programs need to work together to establish a specific account to collect and disburse exchange/sale proceeds. Sale proceeds may be applied to similar replacement property during the fiscal year in which the property is sold and for one fiscal year thereafter.

Contact: Jacquie Perry at 202-501-3347 or jacquie.perry@gsa.gov. ■



## GSA Vehicle Management Policy Program Will Miss Myles!

**M**yles Schulberg, Program Analyst in the General Service Administration (GSA) Office of Governmentwide Policy, Office of Travel, Transportation and Asset Management (MT) since March 2004, is moving onto a second line supervisory position at the Department of Transportation's Federal Motor Carrier Safety Administration over an array of administrative programs.

In a 35-year Federal career, Myles' stint at GSA included work in the motor vehicle management and personal property management programs, and he more recently was involved in establishing a program scheduled to start within FY 2007 to evaluate compliance by Federal agencies with policy mandates and adoption of best practices in the programs for which GSA MT prescribes Federalwide policy - travel/relocation management, mail management, transportation

management, personal property management, motor vehicle management, and aircraft management.

Previous positions Myles has held include manager/supervisor at the Headquarters of both the Bureau of Immigration and Customs Enforcement (formerly Immigration and Naturalization Service), and U.S. Mint, with policy/procedural and operational responsibility for various administrative programs. Earlier in his career, Myles was a management analyst at the Headquarters of the U.S. Customs Service (USCS) and prior to that worked operationally at the USCS New York field office.

Myles' undergraduate and graduate studies were at Lehman College and Pace University Graduate School. He is an National Property Management Association (NPMA) Certified Professional Property Manager (CPPM). ■

# the Safety zone

## If Retreads Are So Good, How Come More Government Fleets Don't Use Them?

By Harvey Brodsky, Managing Director  
Tire Retread Information Bureau

**G**ood question. In fact, it's a question I ask myself every day. But before we go any further I want to state that I walk the talk and drive on retreads on my own personal car, and have been doing so for more than 30 years. Now back to the question.

Retreaded tires can and do save truckers and fleets millions of dollars every year in countries all over the world. The safety, performance and handling of retreads have been proven beyond a shadow of a doubt in countless studies. Yet, there are still too many government fleet managers who are convinced that retreads are responsible for tire failures and all the rubber we see on our highways.

But the facts are very different from the perceptions held by many.

**FACT:** Much of the rubber on the road we all see comes from tires that have never been inside a retread plant.

**FACT:** Tires fail and come apart due to improper, or too often, non-existent tire maintenance. Tires that are improperly maintained WILL fail, given enough time. And when they do, another road alligator will join the jungle out there on our highways.

**FACT:** It doesn't matter if the tire is a retread or one that has never been retreaded. If the tire isn't maintained properly, trouble will happen – more often than not at 3:00 AM in the middle of nowhere on a rainy night.

To blame a retreaded tire for the tire debris (rubber on the road, road alligators, or whatever else you want to call it) on our highways is the same as blaming a vehicle for an accident caused by a drunk driver. The blame is simply misplaced.

The main causes of tire failure are underinflation, overloading (which by definition can cause a tire carrying the normal amount of air to be considered underinflated), mismatching of tires on dual wheel positions, misaligned vehicles or tires worn below the legal limit in the tread area.

Today's retreaded tires produced by top quality retread plants will perform and deliver mileage comparable – and often times greater than – the best new tires. All at a unit cost averaging as much as 50% lower than the comparable new tire. In addition, the adjustment rate due to manufacturing defects is often LOWER with a high quality retread than with a comparable new tire.

I've been emphasizing the term "top quality" when mentioning retreads and retread plants, because it is vitally important that a prospective user of retreads shop carefully and only deal with retreaders who are using the newest, state of the art non-destructive testing equipment. I am the first to state (although I wish I didn't have to) that we have bums in our industry, just as there are bums in any industry.

There are ways that a buyer can insure he or she is dealing with the best and nothing less than the best.

Here is what we suggest:

- Visit the retreader's plant and insist on reviewing his adjustment records.
- Be prepared to accept his decision about what can and cannot be retreaded. A top quality retreader will REJECT any casing that is questionable. He is really doing you a favor by refusing to retread anything less than a top candidate casing for another life.
- Insist on a list of satisfied customers and absolutely contact them to learn if they have anything negative to say about the retreader you are considering.
- **DO YOUR PART.** Furnish the retreader with well cared for casings.

In summary, the reason more government fleets aren't using retreads is simply because they haven't done their homework and learned the facts about how good today's retreads perform. But it needs to be remembered that they are spending taxpayers' money and if they choose to waste it by not retreading tires that have been designed for multiple lives, they may consider that to be their right. Even though we know they are wrong.

For more information, including assistance in arranging for a retread plant tour in your area, or a free Retread Tire Information Packet and DVD, contact us toll free at 888-473-8732 or by email at: [info@retread.org](mailto:info@retread.org).

We will also be happy to conduct a tire maintenance/retreading workshop for your drivers and fleet people at our own expense. Our workshops are always non-commercial. Contact us for more information and available dates. ■

## NHTSA, Virginia Tech Transportation Institute Release Findings of Breakthrough Research on Real-World Driver Behavior, Distraction and Crash Factors

Provided by The National Highway Traffic Safety Administration

**D**river inattention is the leading factor in most crashes and near-crashes, according to a landmark research report released by the National Highway Traffic Safety Administration (NHTSA) and the Virginia Tech Transportation Institute (VTTI).

Nearly 80 percent of crashes and 65 percent of near-crashes involved some form of driver inattention within three seconds before the event. Primary causes of driver inattention are distracting activities, such as cell phone use, and drowsiness.

"This important research illustrates the potentially dire consequences that can occur while driving distracted or drowsy. It's crucial that drivers always be alert when on the road," said Jacqueline Glassman, acting administrator of NHTSA. Her remarks were made during a news conference at VTTI in Blacksburg, VA.

The 100-Car Naturalistic Driving Study tracked the behavior of the drivers of 100 vehicles equipped with video and sensor devices for more than one year. During that time, the vehicles were driven nearly 2,000,000 miles, yielding 42,300 hours of data.

The 241 drivers of the vehicles were involved in 82 crashes, 761 near crashes, and 8,295 critical incidents.

"The huge database developed through this breakthrough study is enormously valuable in helping us to understand—and prevent—motor vehicle crashes," said Dr. Tom Dingus, director of VTTI.

In addition, a follow-on analysis to the 100-Car Study has also been released. Focused on the types of driver inattention and their associated risk, key findings include:

- Drowsiness is a significant problem that increases a driver's risk of a crash or near-crash by at least a factor of four. But drowsy driving may be significantly under-reported in police crash investigations.
- The most common distraction for drivers is the use of cell phones. However, the number of crashes and near-crashes attributable to dialing is nearly identical to the number associated with talking or listening. Dialing is more dangerous but occurs less often than talking or listening.
- Reaching for a moving object increased the risk of a crash or near-crash by 9 times; looking at an external object by 3.7 times; reading

by 3 times; applying makeup by 3 times; dialing a hand-held device (typically a cell phone) by almost 3 times; and talking or listening on a hand-held device by 1.3 times.

- Drivers who engage frequently in distracting activities are more likely to be involved in an inattention-related crash or near-crash. However, drivers are often unable to predict when it is safe to look away from the road to multi-task because the situation can change abruptly leaving the driver no time to react even when looking away from the forward roadway for only a brief time.

The 100-Car Study and its follow-on analysis were co-sponsored by NHTSA, the Virginia Transportation Research Council (the research division of the Virginia Department of Transportation) and Virginia Tech.

The background and results of both studies are available on NHTSA's website under Research and Development at <http://www-nrd.nhtsa.dot.gov/departments/nrd-13/newDriverDistraction.html>

For more information contact Sherri Box, VTTI, at (540) 231-1549, or, Elly Martin, NHTSA, at (202) 366-9550. ■



**Safe Driving is YOUR Responsibility  
Make the Commitment**

**October 2-6, 2006**



PUBLISHED BY THE NATIONAL SLEEP FOUNDATION

## Look for the Warning Signs of Fatigue While Driving

Many people cannot tell if or when they are going to fall asleep. When they become drowsy, they say to themselves, "I can handle this," because they want to drive. Yet they put themselves and others in danger when, what they really need, is a nap or a good night's sleep. Watch for these signs that may tell you that you need to stop and rest:

- Rolling down the window or turning up the radio
- Difficulty focusing or keeping your eyes open
- Yawning repeatedly
- Wandering, disconnected thoughts or daydreaming
- Feeling restless and irritable
- Trouble remembering the last few miles driven
- Drifting from your lane or hitting a shoulder rumble strip
- Tailgating
- Missing traffic signs or exits

## Drowsy Driving Don't Cross That Line

When you drive, you take responsibility for your safety and the safety of others on the road. According to recent

surveys, more than half of American drivers have driven while drowsy and 20-30% have fallen asleep at the wheel. Many also report that when drowsy, they drive faster, lose patience and become stressed. The National Highway Traffic Safety Administration (NHTSA) conservatively estimates that 100,000 crashes each year are caused by sleepy drivers, resulting in more than 1,550 deaths and 71,000 injuries.

## Sleepiness Impairs Performance Like Alcohol and Drugs

Studies reveal that many people do not know how sleepy they are. Driving requires a set of skills that are significantly reduced when you are sleep deprived. Studies show that being awake 18 hours is as great a risk as driving drunk. This reduced ability to drive can make the difference — in whether you avoid or cause a crash. Drowsiness can cause:

- Slower reaction time
- Impaired judgment and vision
- Decline in attention to important signs, road changes and the actions of other vehicles
- Decreased alertness, preventing you from seeing an obstacle and avoiding a crash, especially when driving in the dark or for a long period of time
- Increased moodiness and aggressive behavior
- Driving while drowsy puts ALL of us at risk.

## Are You at Risk?

### Before you drive, check to see if you are:

- Sleep-deprived or suffering from poor quality sleep: six hours of sleep or less triples your risk,
- Driving long distances without proper rest breaks,
- Driving at night, between midnight and 6 am when you are normally asleep and during the mid-afternoon when there is a natural tendency to sleep,
- Driving alone or on a long, rural, dark or boring road,
- Taking medication that may cause sleepiness such as cold tablets, antihistamines or antidepressants, and
- Drinking even small amounts of alcohol.

### Persons at Risk:

- Young adults, especially males aged 16-29 years of age; peak age occurrence for drowsy driving crashes is at 20 years of age.
- Shift workers: This is particularly true if you work the night shift, as your risk is nearly six times greater, or if you have a rotating shift or work more than one job.
- Commercial drivers: Those who drive a high number of miles and drive during the night are at higher risk for fall-asleep crashes.
- Persons with untreated sleep problems or disorders (e.g. insomnia, sleep apnea, narcolepsy,); people with sleep apnea have up to seven times greater risk.
- Business travelers who spend many hours driving or may be experiencing jet lag.
- Persons who work more than 60 hours a week increase their risk by 40%.

## Sleeping is the most effective way to prevent and decrease sleepiness

### Prepare for a Trip

Here's what you can do to be more alert and prevent drowsy driving before a trip:

- Get a good night's sleep, preferably eight hours, especially before a long trip.

- Travel with a companion to help watch for signs of fatigue.
- Schedule regular stops every 100 miles or 2 hours and find a safe place for a nap or break, if needed.
- Avoid alcohol and sedating medications as they impair performance and interact with fatigue.
- Alcohol interacts with sleepiness to increase drowsiness and impairment.

## Preventing a Fall-Asleep Crash

If you become drowsy while driving, recognize that you are in danger of falling asleep at the wheel and pull over.

### DO NOT

- Depend on the radio, an open window, a change in the temperature in your vehicle or other "tricks" to keep awake. These do not work.

### DO

- Stop driving.
- Find a safe place to stop for a break or for the night.
- Pull off into a safe, well-lighted area away from traffic and take a brief nap: 15-20 minutes is best.
- Drink coffee or other type of caffeine drink to promote short-term alertness if needed. (It takes about 30 minutes for caffeine to enter the bloodstream). Caffeine is also available in soft drinks, chewing gum and tablets. Caffeine and a nap together offer short-term benefits.
- Get off the road if you hit shoulder rumble strips. These are deep grooves that are placed on high-speed roads to alert you when you are leaving the road.

If you are experiencing frequent daytime sleepiness, have difficulty sleeping at night or suspect you have a sleeping disorder, consult your physician.

For more information contact the National Sleep Foundation, 1522 K Street, NW, Washington, DC 20005. [www.sleepfoundation.org](http://www.sleepfoundation.org), or, [www.DrowsyDriving.org](http://www.DrowsyDriving.org) ■



## Safety Tips for Work Zones

*Provided by the U.S. Department of Transportation*

**T**rucks have more accidents in highway work zones than other vehicles. Work zones can be very dangerous for all vehicles especially when travelling on the highway. It is important to be alert and prepared to slow down or stop in a work zone. Slowing down and allowing others to merge, will ensure a safe passage through work zones. Here are a few tips on work zone safety.

### **Stay Alert - Highway Work Zones Are Unsafe**

Work zones are busy places where construction workers and vehicles are always moving. Stay alert and stay on the safe path that is

designated throughout the work zone. Avoid work zones altogether by using alternate routes when possible. If you can't avoid work zones, allow for more time to travel, slow down, and consider sharing a ride with someone to reduce congestion.

### **Take Your Cues From Trucks**

Work zones often pop up suddenly. If you are not paying attention to the signs, you could find yourself in a serious accident. Trucks can be great indicators of trouble or slow downs ahead. Trucks have a height advantage and their operators can see ahead of traffic. Paying attention to a truck's brake lights is a good indicator of a slow down or work zone ahead. Truck drivers know the

stopping limitations of their trucks, and pay close attention to traffic. Take your cues from trucks and you'll be prepared.

### **Merge Gently**

Aggressive drivers can be extremely dangerous in work zones. Work zones require time and courtesy. For a smooth passage through work zones, allow others to merge in front of you. Be especially considerate to trucks. They require more space to merge and are the least maneuverable vehicles on the road. Remember, trucks have large blind spots, making it difficult to see cars squeezing in close to the front and sides of their truck. ■

# on the Green front

## Driving Fuel Quality: The National Biodiesel Board Leads Charge to Bolster Quality

By Gary Haer



**F**leet managers know how disastrous poor fuel quality can be to their operations. They know if they use any type of fuel that does not meet its quality specifications, they could have engine performance problems or equipment damage. We want fleet managers to know that those of us representing the biodiesel industry are keenly aware that fuel quality may be the single most important issue we face as an industry.

At a recent National Biodiesel Board (NBB) meeting in Washington, D.C., members voted to adopt a comprehensive fuel quality policy. It includes strict adherence to the American Society of Testing and Materials (ASTM) specifications by NBB members and encouragement of participation in the BQ-9000 quality control program. It directs NBB to encourage all state and Federal regulatory agencies to ensure adoption and enforcement of D 6751.

NBB believes that strict adherence to D 6751, the ASTM standard for biodiesel, is not optional. In order to maintain the integrity of the nation's fuel supply, and to protect the good reputation of biodiesel, we will pursue enforcement. We will also encourage biodiesel producers

and marketers to become accredited or certified under the BQ-9000 program.

Endorsed by both NBB and the Canadian Renewable Fuels Association, BQ-9000 is a voluntary quality control program. It helps ensure that biodiesel producers have sound quality management practices. The process of becoming an accredited producer includes the development of a quality control manual, as well as independent audits of the supplier to ensure the company follows the good practices. Fleet managers should look for this "seal of approval."

Petroleum distributors, too, can become Certified Marketers under the program. This is equally critical. Handling the fuel poorly, even if it meets spec when it leaves the plant, can lead to trouble. That's why NBB encourages all consumers to seek out Certified Marketers.

Sale of off-spec fuel is not just bad for the consumer. It is a violation of Federal and state law. In the case of biodiesel, the Federal tax code is specific about the need for the product to meet ASTM D6751 in order to be eligible for the Federal tax incentive. Those taking the tax credit on off-spec fuel are guilty of tax fraud and are subject to Internal Revenue Service (IRS) penalties.

I am proud of the fuel quality policy developed by our members. It shows that they favor transparency and integrity. They will do whatever it takes to keep biodiesel's good name.

Gary Haer is vice president of sales and marketing for Renewable Energy Group, Inc. based in Ralston, Iowa. He is also an officer of NBB. For more on BQ-9000, visit [www.bq-9000.org](http://www.bq-9000.org). To learn more about REG Inc., go to [www.soypower.net](http://www.soypower.net). ■

## The White House Closing the Circle Awards 2007

The White House Closing the Circle (CTC) Awards recognizes outstanding achievements of Federal employees and their facilities for efforts which resulted in significant contributions to or have made a significant impact on promoting environmental stewardship. The award categories for 2007 will include:

- Waste/pollution prevention
- Recycling
- Green purchasing

- Environmental Management Systems
- Sustainable design/green buildings
- Alternative fuels and fuel conservation

Nominations will be accepted for programs involving either hazardous or non-hazardous waste. Nominations can be from either an individual Federal employee or teams/groups of Federal employees (including teams of Federal and contract employees). Partnerships between Federal

facilities or Federal employees and non-Federal entities, such as surrounding local communities or non-profit organizations, are encouraged and will be considered for award.

Please visit the Office of the Federal Environmental Executive (OFFE) web site [www.ofee.gov](http://www.ofee.gov) during the early fall for details when the period for nominations will begin, or contact Juan Lopez, by e-mail at [lopez.juan@ofee.gov](mailto:lopez.juan@ofee.gov) or by telephone at 202-343-9481. ■

### BBI Biofuels



Workshop & Trade Show Series

*Building an Industry*

### BBI Biofuels Workshop & Trade Show Series



#### PROJECT DEVELOPMENT AND LENDERS SEMINAR

An in-depth full day seminar that explores the start to finish of developing a biofuels project. This seminar will also provide lenders an opportunity to meet with other lenders who have already financed ethanol projects.

#### FEATURED WORKSHOP: BIOMASS UTILIZATION

This workshop will discuss the latest advancements and technologies in the Biomass Industry.

Eastern Region:

Oct. 30-Nov. 1, 2006

Nashville, TN

Gaylord Opryland Resort & Convention Center

Western Region:

Nov. 27-30, 2006

San Diego, California

Manchester Grand Hyatt

## BBI Biofuels Workshop & Trade Show Series

**“Building a Biofuels Industry”**

### Eastern Region

October 30-November 1, 2006

Gaylord Opryland Resort & Convention Center  
Nashville, Tennessee

### Western Region

November 27-30, 2006

Grand Manchester Hyatt  
San Diego, California

Held for the third year, BBI's Biofuels Workshop & Trade Show Series focuses on near-term development of commercial-scale ethanol, biodiesel production, biomass utilization and emerging technologies on a regional grassroots-level outside of the Midwest. Targeting a wide array of stakeholders, the program provides valuable information and expertise that specifically targets regional challenges and opportunities thereby aiding the development of biofuels in rapidly emerging markets.

Two new features this year include an in-depth full-day Project Development and Lenders Seminar exploring the start-to-finish development of a biofuels project and a featured workshop on biomass utilization.

For registration, sponsorship or exhibit opportunities, call (719) 539-0300 or visit

<http://www.biofuelsworkshop.com> .

# AFV success stories

## E-85 fuel \$.30 Cheaper than Regular Gasoline!

By Christine Luciano

**W**ith rising gas prices, Central Texas drivers are trying to find ways to save money at the gas pump. Consumers are looking at gas efficient vehicles, hybrids, and using lower grades of gas to save those few extra cents. However, starting Aug 16th consumers now have the choice to use an alternative fuel, Ethanol-85 (E85) at Killeen's Here Everything's Better Store (HEB) and save \$.30 a gallon!

For the last year and a half Robert Kennedy, Fort Hood's Directorate of Public Works Air Program Manager and the installation's Alternative Fuels Committee have been working with Curtis Donaldson, Chairman of the National Ethanol Vehicle Coalition; Sally Jo Hahn, Environmental Specialist for Alternative Fuel Infrastructure, US Army Installation Management Agency; and Stacy Neef, Coordinator of the Central Texas Clean Cities program to bring E-85 fuel to the Killeen/Fort Hood area.

E-85 fuel is a blend of 85% ethanol and 15% gasoline with an octane of 105. Starch is removed from corn and other grained products to produce ethanol and then blended with gasoline. "It is a much cleaner burning and domestically produced product," Donaldson said.

"It started with Fort Hood's overall air sustainability goal to reduce the impact on regional air quality from all sources, including mobile sources," Kennedy said. "For this area the primary source of pollution are our vehicles, so if we can do anything to reduce our emissions from mobile

sources, that will help meet our overall goal."

"Fort Hood has just over 200 flex-fuel fleet vehicles," Kennedy said. "However, there may be more flex vehicles out there that we are not aware of."

Fort Hood fleet vehicles will be required to use this alternative fuel because of mandates by the U.S. Energy Policy Act of 1992, the Executive Order 13149, and the Energy Policy Act of 2005. These mandates require the purchase of flex-fuel vehicles and reducing the consumption of petroleum by using alternative fuels for those vehicles, Kennedy said.

In the U.S., there are approximately 6 million E-85 flex-fuel vehicles on the road today.

Flex-fuel vehicles are manufactured by GM, Ford, Isuzu, Mazda, Mercedes, Mercury, Nissan, and Chrysler. Flex-fuel vehicles give consumers the choice to use regular gasoline or E-85 fuel for their vehicles.

CleanFuel USA manufactures E-85 dispensers and helps gas stations to transition to putting in new alternative fuel pumps. "Clean Fuel USA has been working with HEB to help them integrate alternative fuel solutions," Donaldson said.

Currently there are five E-85 fuel sites, with four along the I-35 corridor from San Antonio to Waco.

"Certainly one of our targeted locations was this one here in the Killeen/Fort Hood area because of its proximity to the post," Donaldson said. "There are GSA vehicles but



more importantly it's domestically produced fuel that lessens our dependency on foreign oil."

New tanks and an E-85 dispenser will be put in so that consumers are not confused about what product they are putting into their vehicles.

The cleaner gasoline that has 39-46% fewer harmful emissions will be sold at \$.30 less per gallon than regular gasoline, said James Aulds, HEB's Vice President of Petroleum Marketing.

"There are more than 450,000 flex-fuel vehicles on the roads of Texas today," Aulds said. "It's the number one state in terms of flex fuel vehicles."

"E-85 not only benefits Fort Hood but it benefits Central Texas as a whole," Auld said.

Contact: Christine Luciano, DPW Outreach Coordinator, at 254-286-6664. ■



## Greening the Department of Defense

By Mr. Keith Bax, Motor Transport Officer, Directorate of Logistics.

The Fort Leonard Wood Directorate of Logistics-Transportation Division is making large strides to support the use of alternative fuels in the Department of Defense. The installation was the first Army installation to utilize both biodiesel and ethanol fuels. Of the 1140 total fleet vehicles fueled at the Transportation Motor Pool (TMP), 801 vehicles use alternative fuel or 70 percent of the fleet. The TMP uses the alternative fuels in all of the diesel fuel vehicles and Flexible Fuel Vehicles leased from the U.S. General Services Administration (GSA). Since opening biodiesel (B20) and ethanol (E85) fueling stations in March 2003, Fort Leonard Wood has issued over 552,000 gallons of B20 and 206,000 gallons of E85.

Fort Leonard Wood pushed the envelope in 2003 and received the permission to test the use of biodiesel in the pool of 312 non-

deployable, school-house tactical vehicles. The test plan monitored and evaluated the operational feasibility of utilizing B20 in the light High-Mobility Multipurpose Wheeled Vehicle (HMMWV). The Maintenance Division mechanics closely monitored 70 HMMWVs documenting a variety of operational, environmental and mechanical performance indicators. It should be noted, that even during extreme cold temperatures the test HMMWVs started and operated equal to and sometimes better than HMMWVs operating on regular diesel fuel. Due to sporadic B20 deliveries, the vehicles were switched back and forth between regular diesel and B20. Vehicle operation and maintenance requirements were not affected by this action. Switching back and forth between the two fuel types was transparent. We now use B20 in 469 diesel burning tactical vehicles that are used in the Military Police and Chemical Schools Consolidated

Equipment Pool. These vehicles range in size from a light HMMWV to 5-ton trucks. In over 3 years of use there have not been any B20 related maintenance issues.

The switch to alternative fuels was initiated to comply with the Energy Policy Act (EPAAct) of 1992 and Executive Order 13149 of 21 April 2000. They require Federal activity fleets to use alternative fuel vehicles (AFVs) and reduce fossil-fuel consumption. The EPAAct requires Federal activities to have a percentage of AFVs in operation, in their fleet. The EO 13149 requires Federal agencies to reduce petroleum usage by 20% by 2005. The executive order reinforces EPAAct.

Biodiesel is a domestic, biodegradable fuel derived primarily from soybeans. A 20 percent blend of biodiesel and 80 percent diesel creates a fuel called B-20, which is an approved alternative fuel. Army use of B-20 will assist in meeting the Executive Order goal.

E85 is composed of 85 percent ethyl alcohol (ethanol) and just 15 percent petroleum. E85 is designed for use in flexible fuel vehicles, referred to as



“FFVs”. Using E85 reduces petroleum consumption by replacing it with a renewable-based fuel produced (grown) in the United States and reduces dependence on foreign oil.

Contact information: 573-596-0814, [keith.bax@us.army.mil](mailto:keith.bax@us.army.mil)

## Vehicle Management Policy Contacts

### Acting Director

**Jan Dobbs**  
(202) 208-6601

Ed Lawler  
(202) 501-3354

Jacquie Perry  
(202) 501-3347

Connie Aaron  
(202) 208-7634

Mike Moses  
(202) 501-2507

Jim Vogelsinger  
(202) 501-1764

**T**he Office of Governmentwide Policy, Vehicle Management Policy Program's mission is to ensure the effective and efficient use of the Federal Government's 640,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

Please address your questions or comments concerning Vehicle Views to the editor: Jacquie C. Perry (202) 501-3347 or by e-mail to [Jacquie.Perry@gsa.gov](mailto:Jacquie.Perry@gsa.gov).

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GSA Office of Citizen Services and Communications

<http://www.gsa.gov>

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