UT'S DIESEL FLEET

- Vehicles
  - Transit style busses
  - Class 5 & 6 trucks
- Grounds Equip
  - 20 – 80 hp mowers
  - 20 – 50 hp carts
  - End loaders – tractors – fork lifts - back hoes
- Engines
  - 20 yr olds
  - New high pressure direct injection

FUEL

- 10,000 gal / year
- Biodiesel
  - B20
  - Aug ’04

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Why should I burn
BIODIESEL

OR

Why shouldn't I burn
BIODIESEL

Why shouldn't I burn BIODIESEL

- I Need to test for period of time (wrong)
- I Need to benchmark (wrong)
- I Need separate tank for product (wrong)
- I Need to CK with engine mfgs. (wrong)
- I Will get increased gelling in cold weather (wrong)
- My Engines will have less power (wrong)
- It Will cost more – a little !
  - $ 0.04 / gal

Why should I burn BIODIESEL

- Emissions (B20)
  - -20% Total unburned Hydrocarbons
  - -12% Carbon Monoxide
  - -12% Particulate matte
  - Significant reduction of Aromatic hydrocarbons
  - +2% Nox
- Lubricity
  - Increased by up to 65%
  - 2006 – ultra low sulfur diesel
- Cetane number – increased

Cont. - Why should I burn BIODIESEL

- Lifecycle fossil energy efficiency ratio
  - 0.83 for diesel
  - 3.2 for Biodiesel
- Public Relations
- Renewable energy resource

To Burn BIODIESEL

- Make a phone call
- Know your supplier
- Know difference between
  - 1st use
  - 2nd use
- Specify ASTM D 6751
- Practice good fuel mgmt.

More Information

www.biodiesel.org