



Project Report

Active Stop-Start™ hybrid technology

Port Authority of New York – New Jersey Demonstration Project

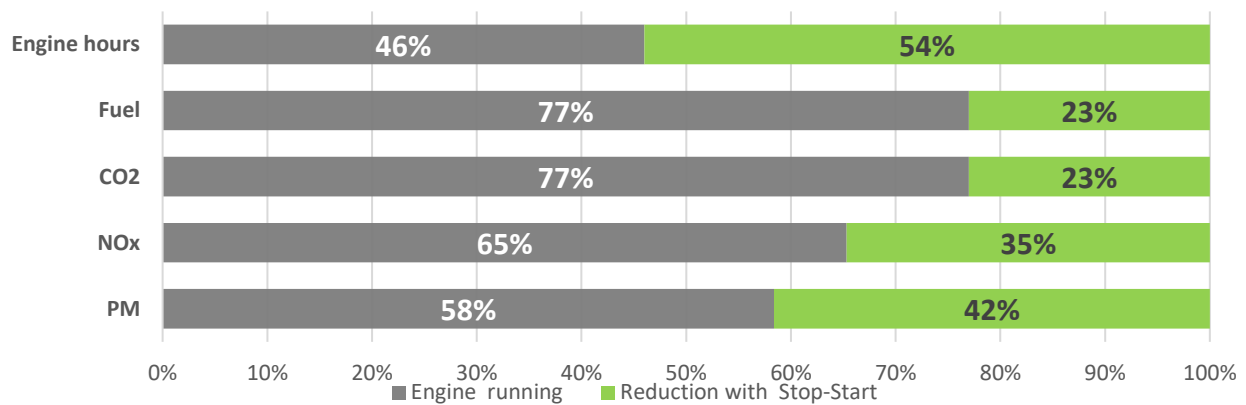
**By: Benoit Lacroix, Eng. Ph.D.
Mikaël Ducharme, Eng**

November 15th, 2018

Summary

This report shows the progression of the demonstration of the Active Stop-Start technology™ on two terminal tractors at Global NY (T141 and T142) and two other terminal tractors at APM terminal (40451 and 40490). The technology virtually eliminates idle and therefore creates value by significantly reducing engine operating hours and corresponding fuel consumption, emissions and maintenance. The results of laboratory testing with the New York City Department of Sanitation are presented herein and show that beyond reducing fuel and related greenhouse gas emissions, stop-start operation also reduces criteria pollutants such as NOx, VOC and PM by an even greater extent.

Field deployment data collected so far for all the vehicles are presented. For the Global tractors, 258 days of operating data collected between January 1st and November 8th, 2018 show that by reducing engine run time by 54%, the Active Stop-Start™ system reduced fuel consumption and related GHG emissions by 23% on average for both vehicles and reduced NOx and PM emissions by 35% and 42%, respectively.



Because the tractors operate on a mix of one and two shift schedules, annual savings were calculated based on 12 operating hours per day. Considering 260 operating days per year, the yearly savings with the technology are:



Finally, a cost-effectiveness analysis reveals that, for new vehicle acquisitions, the Active Stop-Start™ technology is between 2.3 and 3.5 times more cost-effective than a full electric chassis on a per ton cost comparative and neglecting charging infrastructure. For a retrofit scenario of a list of Tier 3 and Tier 4 Interim trucks provided by Global NY, the technology again proves to be very cost-effective with \$9,639 to \$14,070 per weighted ton of criteria pollutant reduced, or \$211 to \$301 per metric ton of GHG eliminated.

1 About the technology

BENEFITS

- 40-50% fewer engine hours
- 15-30% fuel savings
- 12-30 tons CO₂/yr saved
- Reduced maintenance on engine and DPF
- Quiet operation



KEY FEATURES & SPECS

- Automatic, seamless idle off operation with no effect on cab comfort
- Vehicle equipment electrically powered with engine off
- Optional electric A/C with engine off
- Parallel system
- Weight: 640 lbs / 290 kg
- Wireless real-time vehicle monitoring

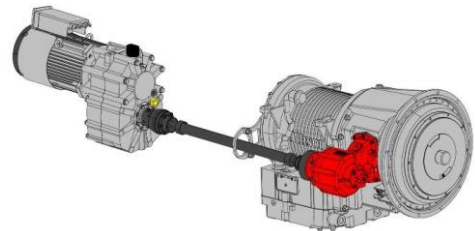


THE EFFENCO ACTIVE STOP-START™ TECHNOLOGY

Effenco's Active Stop-Start™ technology is an electric system designed to shut down the engine of vocational trucks when they are stationary and to provide electric power to the vehicle equipment, cab and chassis accessories including the HVAC system. Since these vehicles spend a large proportion of their operating time immobile, the Active Stop-Start™ technology creates value by reducing engine operating hours and corresponding fuel consumption, emissions and maintenance.

PTO MOUNTED ELECTRIC HYBRID STARTER

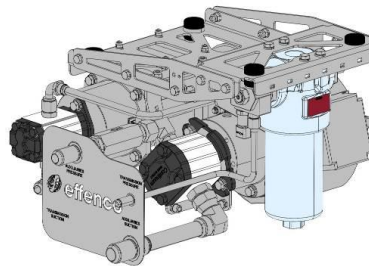
Because of the high stopping frequency of vocational trucks, the system is equipped with a powerful electric hybrid starter linked to the engine through a constant mesh PTO connection. The system uses this starter to restart the engine



and does not add any load or wear to the existing electric starter and batteries. On releasing the brakes, the PTO mounted electric hybrid starter takes less than half a second to take the engine from a stop to idle speed making the vehicle as responsive as it would have been if the engine had been running.

ELECTRIC ASSISTANCE WITH THE ENGINE OFF

When immobile, the system turns the engine off automatically and supplies power to equipment that would normally draw power from the engine. The system includes an electric motor-driven hydraulic pump (below left) which allows keeping the transmission engaged even if the engine is turned off. To keep the cab comfortable with the engine off, an optional electric A/C compressor can be added in parallel to the conventional belt-driven A/C compressor (right).



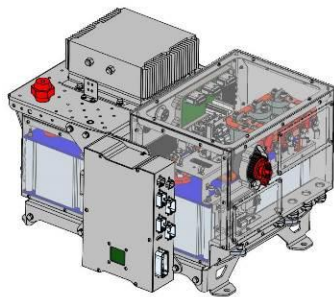
ELECTRIC HYBRID STARTER

- AC 3 Phases, 18kW peak power
- Passive gearbox
- CV joint automotive drive shaft



ULTRACAPACITORS

- 144V maximum voltage
- +10 year lifespan
- Not sensitive to temperature
- Totally enclosed, easily and safely serviceable



ULTRACAPACITOR BASED ENERGY STORAGE

An electric power pack provides power to the electric hybrid starter as well as the vehicle equipment when the engine is off. This pack houses three 48V ultracapacitor modules from Maxwell Technologies featuring the new DuraBlue™ Advanced Shock and Vibration Technology. Recognized for their ruggedness, high cycle life, and resistance to temperature fluctuations, ultracapacitors are the best fit for the trucking industry. The electric power pack is enclosed in a rail mounted assembly which contains all the system’s main components (below right).



ENERGY MANAGEMENT AND BENEFITS

The electric hybrid starter can operate as a motor or a generator. In generator mode it harvests power while the vehicle brakes. If braking energy is insufficient, it takes some power of the engine when at its best efficiency point. The Active Stop-Start™ system uses its stored energy to create value by virtually eliminating idle and low power operation of the combustion engine. The most exhaustive assessment of the performance of Effenco’s system was carried out by New York City in their Vehicle Testing and Analysis Facility on a refuse truck. These tests confirmed that the Active Stop-Start™ technology eliminates idle fuel consumption with no parasitic losses.



COMPATIBILITY

- Class 6-8 chassis
- Allison 3000, 4000, Contact Effenco for other models
- Diesel or CNG engines

SYSTEM INTEGRATION AND INSTALLATION

The Effenco Active Stop Start™ technology can be integrated to most vocational truck applications and configurations. Its modular packaging makes it suitable for retrofit or factory installation.

2 Converted vehicles

The vehicle converted are described below.

Global Terminal



APM Terminal



Units	T141, T142	40451, 40490
Make	Ottawa Kalmar	Ottawa Kalmar
Model	T1	T2
Year	2014	2016
Engine	Cummins B6.7	Cummins B6.7
Engine Technology	Tier 4 Interim	Tier 4 Final
Transmission	Allison 3500	Allison 3500
Deployed	Nov 15th, 2017	August 3rd, 2018

3 Laboratory testing

This document provides a brief description of laboratory testing conducted to assess and measure the fuel savings and emission reductions generated by the Active Stop-Start™ electric hybrid technology for a port terminal tractor application.

3.1 Laboratory equipment

The assessment of Effenco's Active Stop-Start™ hybrid technology performance was carried out by New York City Sanitation Department at their Vehicle Testing and Analysis Facility. The department operates a state of the art, EPA certified level, heavy duty vehicle emissions testing laboratory with a HORIBA MEXA 7200 DTR emissions analyzer. The tests involved a 2014 Kalmar-Ottawa 4X2 port tractor operated by Global Container Terminal – New York. The vehicle was equipped with a Tier 4 Interim Alt NOx Cummins B6.7 engine rated at 173hp (ARB Executive Order U-R-002-0600, Engine Code 3098:FR92558).



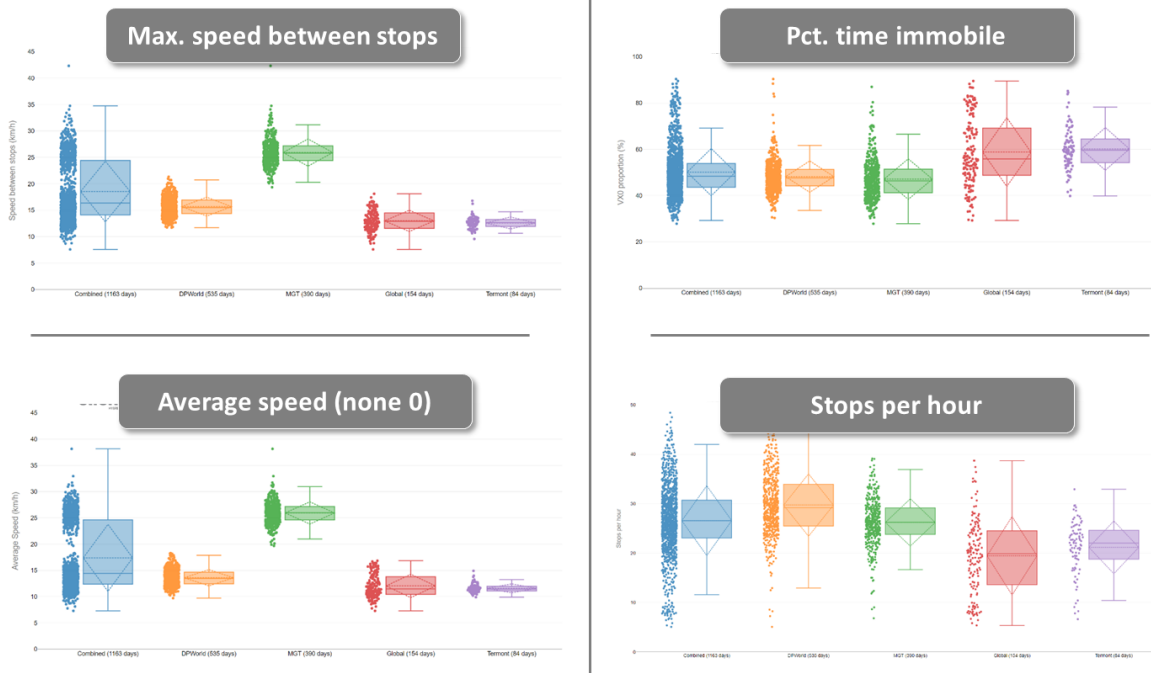
Test cell doors



Hybrid truck on the dynamometer

3.2 Duty Cycle

The first step was to determine a baseline duty cycle that would represent typical operating conditions of a port terminal tractor. The speed cycle used for the laboratory testing was based on the analysis of 1163 days of operating data collected on 16 Effenco equipped terminal tractors deployed over four terminals. This data was swept to benchmark candidate repetitive micro cycles against the overall data using four key metrics; average speed, stops per hour, maximum speed reach between stops and idle time.



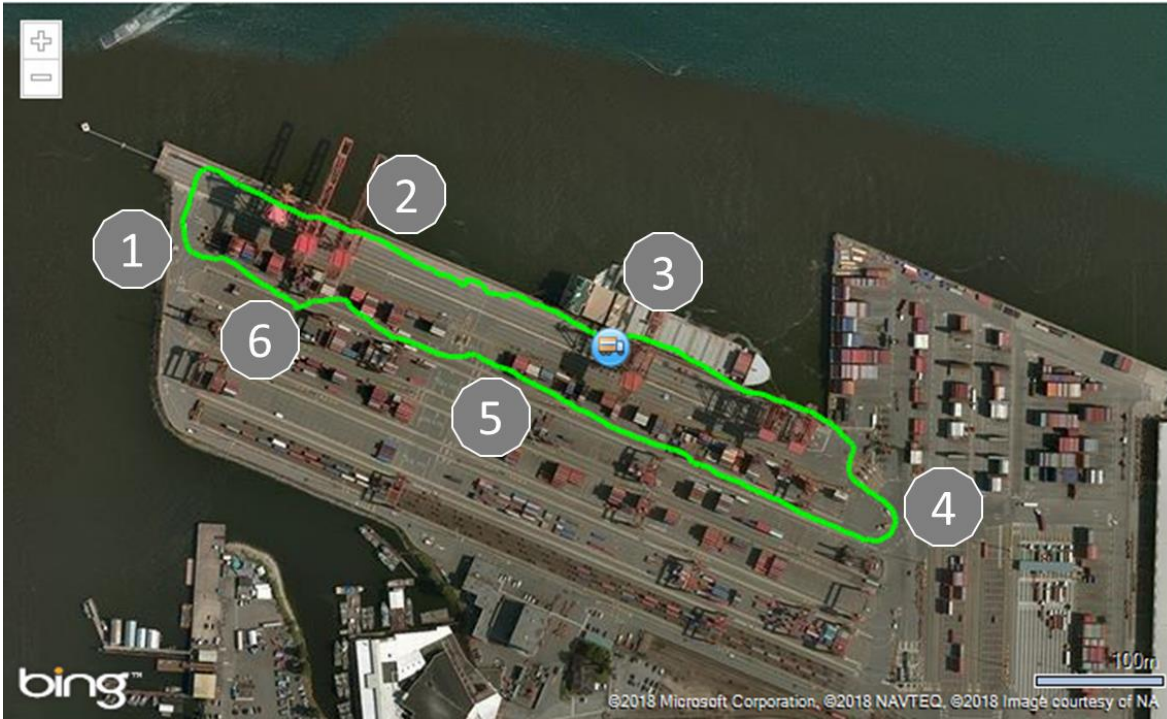
Statistical analysis of 1163 operating days based on four key metrics

The selected micro cycle is illustrated below and corresponds to a complete typical load-unload cycle of a port terminal tractor that involves the following phases:

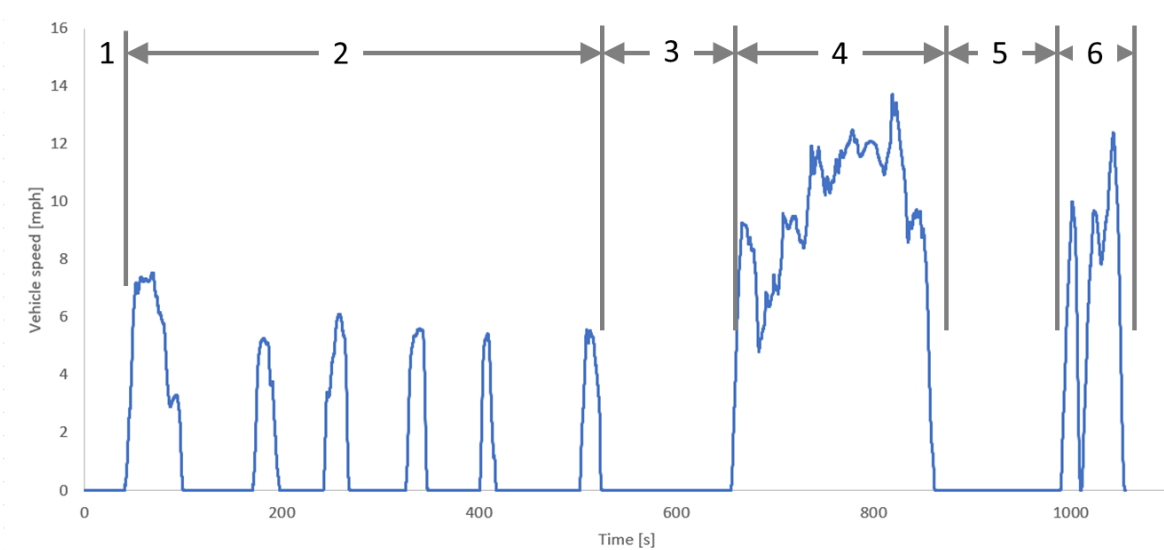
1. Queuing: Tractor is waiting in line to start a cycle
2. Approach: Tractor is creeping and performing several stops while approaching the vessel
3. Loading: Tractor is immobile while the container is being loaded from the ship
4. Transit 1: Tractor is transiting to the unloading site
5. Unloading: Tractor is immobile while the container is being lifted from the chassis
6. Transit 2: Tractor is transiting back to the waiting line

The parameters of the speed cycle selected are listed below and the four key metrics (average speed, stops per hour, maximum speed reach between stops and idle time) are representative to the data base used for benchmarking.

Parameter	Unit	Value
Duration	s	1056
Distance	mile	0.87
Average speed	mph	2.96
Average speed in movement	mph	6.9
Stops per hour	-	30
Average max. speed between stops	mph	7.8
Time immobile	s	603
Proportion time immobile	%	57
Time idle, gear in drive	s	303
Proportion in drive at idle	%	50



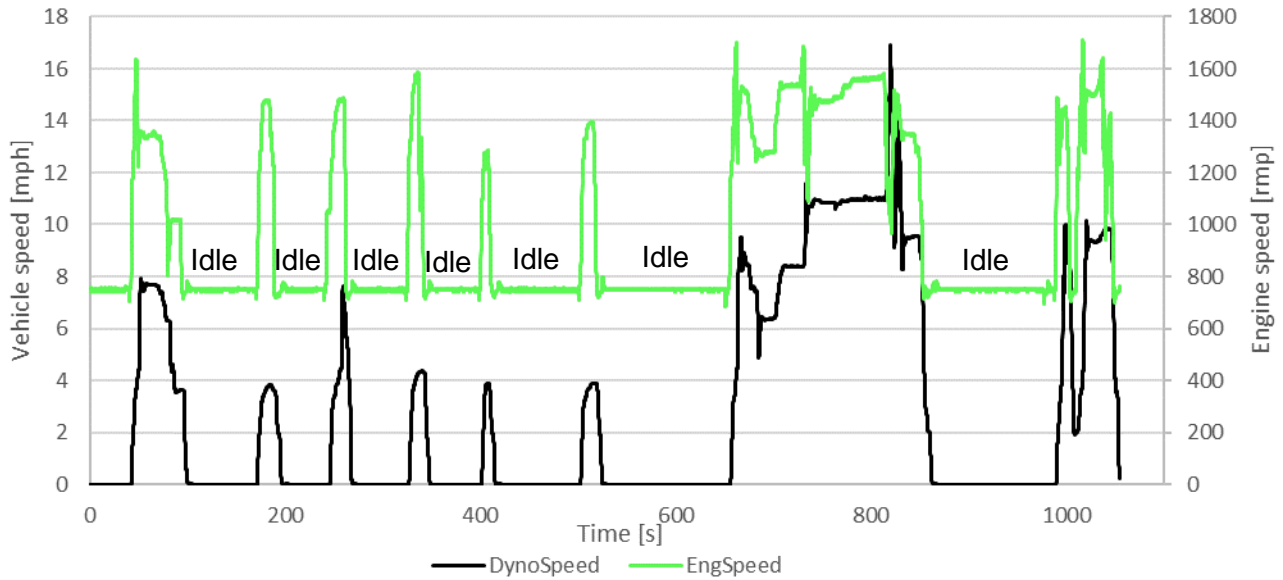
GPS trace of the selected micro cycle



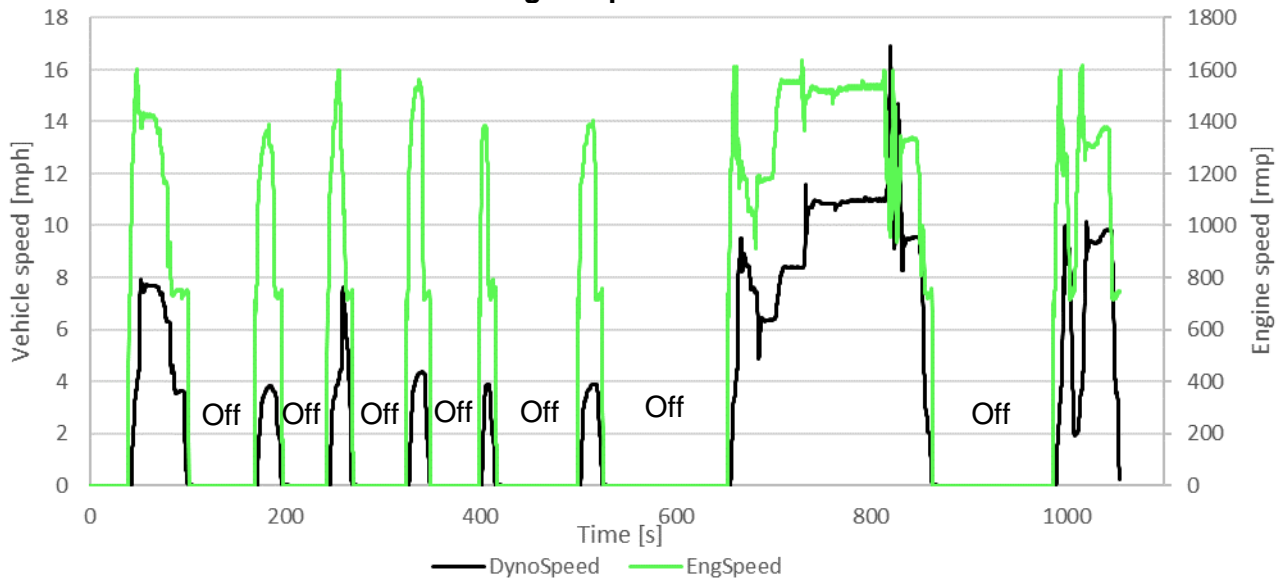
Speed profile of the selected micro cycle

3.3 Test runs

To measure the savings from the Active Stop-Start™ hybrid technology, tests were performed on the VTAF’s dynamometer test bench with the system activated and deactivated where a HORIBA MEXA 7200 DTR emissions analyzer was used for exhaust gas analysis with an accuracy of ±2%. Two sets of 4 runs with the hybrid system deactivated and activated were alternatively conducted following the selected speed cycle to respectively determine the baseline and stop-start vehicle fuel consumption and emissions. Comparing the two graphics below, one can see how the technology eliminates the use of the engine as its rotational speed systematically goes to zero at every stop.



Vehicle and engine speed trace – Baseline run



Vehicle and engine speed trace – Hybrid run

3.4 Results

Results of this testing session are summarized in the table below. By reducing the engine run time by 56%, the technology allowed reducing fuel consumption and related CO2 emissions by 32%. The technology also allowed reducing NOx emissions by 48% (1.5 times fuel savings), HC, or VOC, emissions by 55% (1.72 times fuel savings) and PM emissions by 58% (1.81 times fuel savings). It should be noted that the test was run with little payload simulated which resulted in less fuel used for propulsion and a bigger proportion of idle fuel consumption than what is observed for in-use data. However, operating conditions that are meaningful to stop-start operation such as the number of restarts per hour and the overall idle time were perfectly simulated. Therefore, the measurements of absolute savings (fuel and emissions) related to idle elimination are valid. Also, the relative reductions (ratio) in NOx, HC and PM in comparison to CO2 are accurate and the tests demonstrated that the intensity of these emissions is higher at idle than when the engine is loaded.

NYC VTAF – Dynamometric test bench results – Port Terminal Tractor Cycle

Parameter	Unit	Baseline avg. 4 runs	Stop-Start avg. 4 runs	Difference
Time	s	1056.2	1057.0	0.1%
Distance	mile	0.82	0.83	1.4%
Average speed	mph	2.79	2.83	1.3%
Engine run time	s	1056.2	590.5	-56.0%
Fuel used	gallon	0.27	0.18	-32.4%
Fuel Economy	mpg	3.00	4.51	50.0%
CO2 Emissions	g	2774.1	1875.1	-32.4%
NOx Emissions	g	36.03	18.69	-48.1%
HC Emissions	g	0.82	0.37	-54.8%
PM Emissions	g	0.18	0.08	-58.4%

3.5 Emission factors

Based on the results obtained above, the following emission factors were deduced for in-use calculation of emission reduction for a port terminal tractor equipped with a Tier 4 Interim Alt NOx Cummins B6.7 engine rated at 173hp. The base unit is pounds of emission reduced per gallon of fuel saved at idle with the technology.

Emission factors in pounds per gallon of fuel saved with the Stop-Start technology

Emission factors	Values
CO2	22.39
NOx s	0.4320
VOC (HC)	0.0113
PM	0.0026

4 Field results

The results for both the field deployment at Global NY and at APM terminals are presented here. To standardize the performance over an 8-hour shift, only the days that lasted between 6 and 10 hours were considered for performance analysis. Because the tractors operate on a mix of one and two shifts schedule, annual savings were calculated based on 12 operating hours per day.

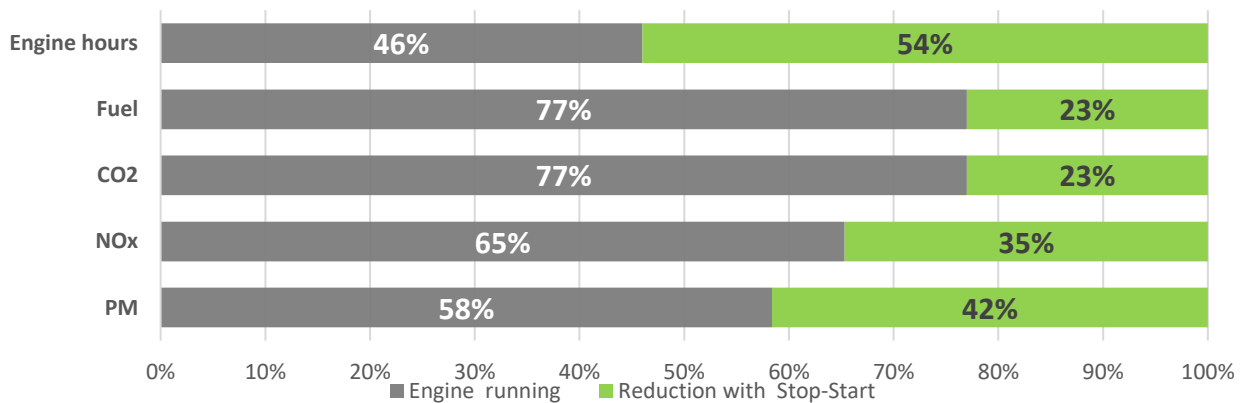
4.1 Global

This section highlights the operating and performance statistics of GCT New York’s terminal tractors T141 and T142 equipped with Effenco’s Active Stop-Start™ technology for the period between January 1st and November 8th, 2018. Our remote monitoring device recorded data for respectively 156 and 102 for the two units during that period. In order to reflect typical operating conditions, days with irregular operating statistics (e.g. less than 2 hours of operation, 100% stationary due to maintenance, etc.) were discarded for data analysis.



Performance summary

The graphic below highlights how the Active Stop-Start™ technology performed for the period. Detailed statistics for each truck are presented further below. By reducing engine run time by 54%, the Active Stop-Start™ system reduced fuel consumption and related GHG emissions by 23% on average for both vehicles and reduced NOx and PM emissions by 35% and 42%, respectively.



Annualized savings

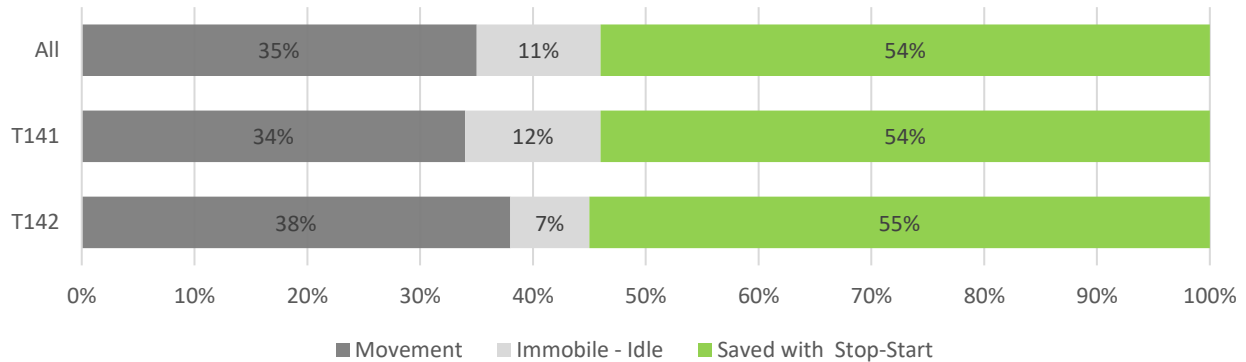
Considering 260 operating days/ year and 12 hours/day, the yearly savings with the technology are:



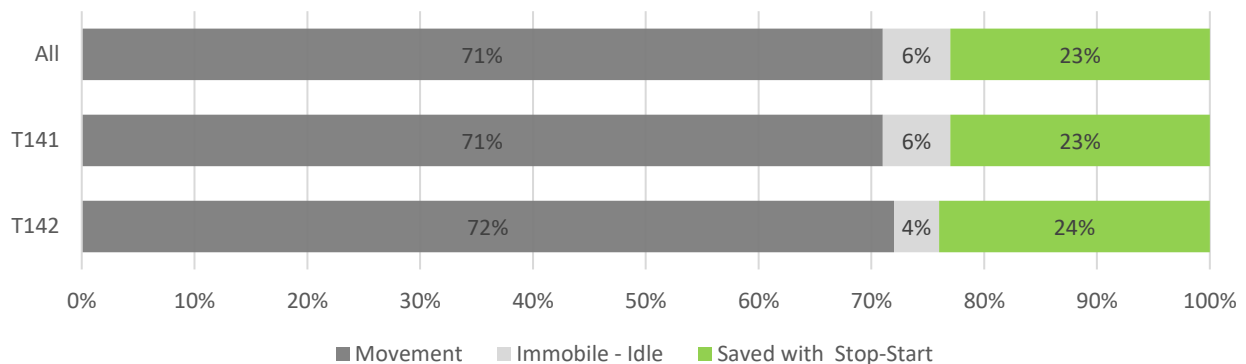
Truck specific performance

	T141	T142	Total
Days of operating data collected	156	102	258
Hybrid system availability	98%	92%	96%

Operating time distribution



Fuel distribution



Daily average operating and performance statistics

The table below presents under which conditions the vehicle operated and how the system performed based on a daily average for an 8-hour shift equivalent. On average, **the system allowed reducing engine run time by 54% and fuel consumption by 2.5 gallons per 8-hour shift.**

	Operating time [h]	Net fuel used [gal.]	Distance [miles]	Avg speed movement [mph]	Stops per hour	Immobile time [%]	Engine runtime reduction [%]	Fuel avoided [gal.]	Fuel savings [%]
T141	7.9	8.8	20.6	2.6	15.1	66%	54%	2.4	23%
T142	8.0	9.0	21.3	2.6	18.5	63%	55%	2.6	24%
Average	8.0	8.9	20.8	2.6	16.1	65%	54%	2.5	23%

Graphical representation of the trucks’ operating cycle.

The figure below shows the course of a tractor during a day of operation (in white) and in which places and how long it stopped. The location of the colored spots indicates the stopping points while their respective size and intensity of red indicate the duration of these stops. This image shows how the immobile time is divided according to the different modes of operation during the day. We can see the truck being stopped at the cranes, at the containers stack and at the garage for example.



The figure below shows another course of a tractor at the Global terminal where it also stops at the rail road.



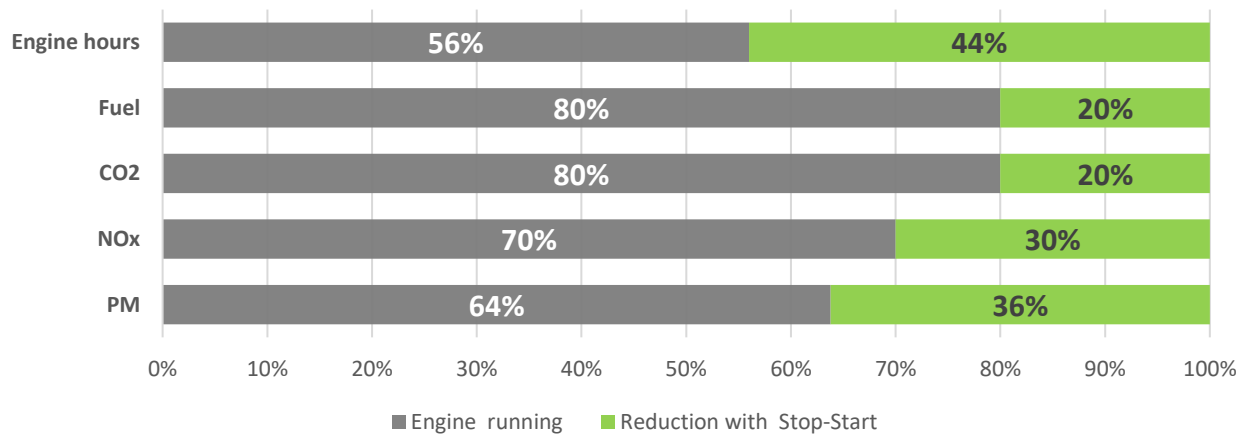
4.2 APM

This section highlights the operating and performance statistics of APM terminal tractors 40451 and 40490 equipped with Effenco’s Active Stop-Start™ technology for the period between August 10th and October 11th, 2018. Our remote monitoring device recorded data for respectively 10 and 38 for the two units during that period. In order to reflect typical operating conditions, days with irregular operating statistics (e.g. less than 2 hours of operation, 100% stationary due to maintenance, etc.) were discarded for data analysis.



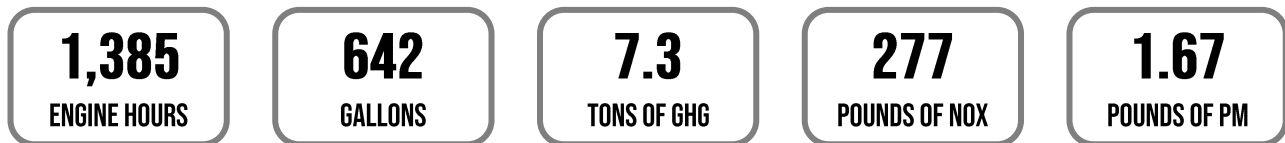
Performance summary

The graphic below highlights how the Active Stop-Start™ technology performed for the period. Detailed statistics for each truck are presented further below. By reducing engine run time by 44%, the Active Stop-Start™ system reduced fuel consumption and related GHG emissions by 20% on average for both vehicles and reduced NOx and PM emissions by 30% and 36%, respectively. It should be noted that only 69% of the idle is eliminated on the APM tractors while the systems on the Global tractors, which were deployed for a longer time, allow eliminating 83% of idle. Performance on the APM tractors are thus expected to improve over time.



Annualized savings

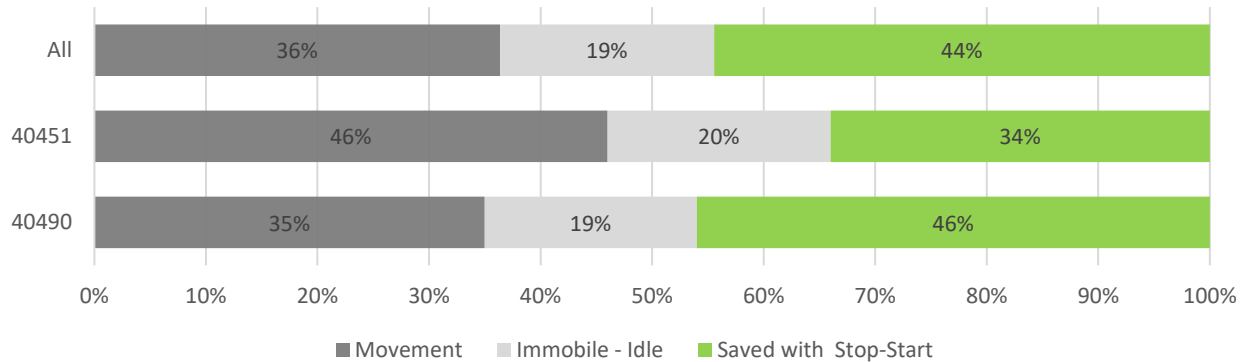
Considering 260 operating days per year 12 hours a day, the yearly savings with the technology are:



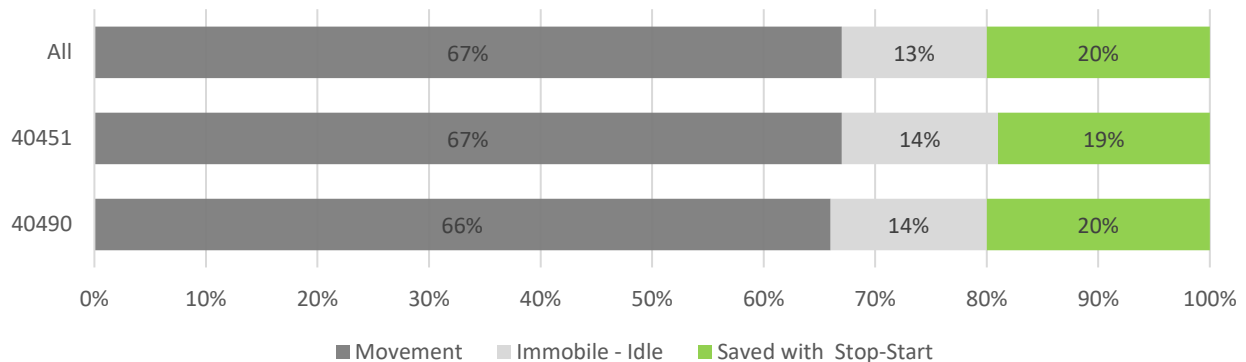
Truck specific performance

	40451	40490	Total
Days of operating data collected	10	38	48
Hybrid system availability	96%	97%	97%

Operating time distribution



Fuel distribution



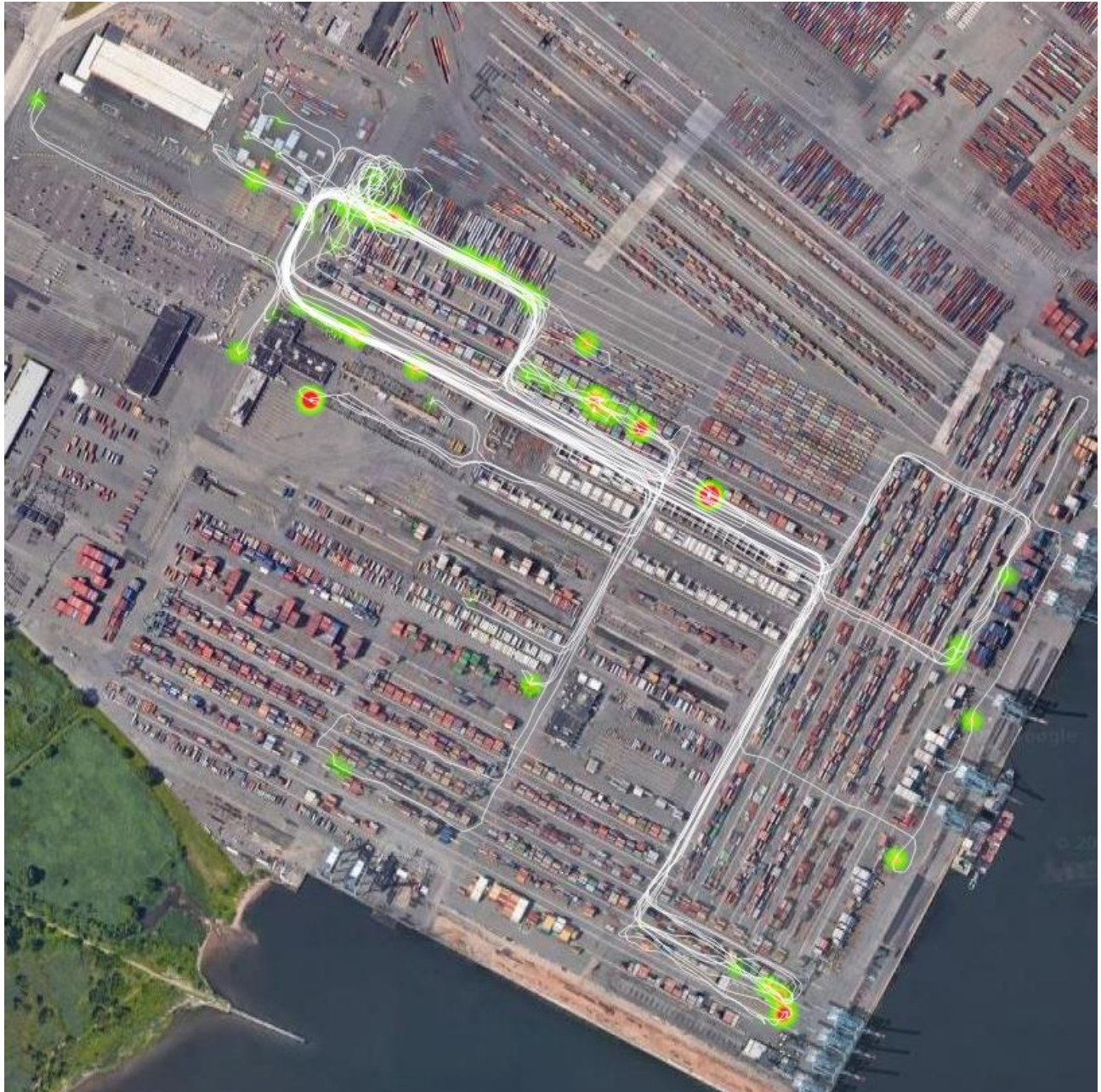
Daily average operating and performance statistics

The table below presents under which conditions the vehicle operated and how the system performed based on a daily average for an 8-hour shift equivalent. On average, **the system allowed reducing engine run time by 44% and fuel consumption by 1.6 gallons per 8-hour shift.**

	Operating time [h]	Net fuel used [gal.]	Distance [miles]	Avg speed movement [mph]	Stops per hour	Immobile time [%]	Engine runtime reduction [%]	Fuel avoided [gal.]	Fuel savings [%]
40451	8.1	8.6	25.1	3.1	19.6	54%	34%	2.0	19%
40490	8.3	7.1	19.2	2.3	17.0	65%	46%	1.6	20%
Average	8.2	7.2	19.9	2.4	17.3	64%	44%	1.6	20%

Graphical representation of the trucks' operating cycle.

The figure below shows the course of a tractor during a day of operation (in white) and in which places and how long it stopped. The location of the colored spots indicates the stopping points while their respective size and intensity of red indicate the duration of these stops. This image shows how the immobile time is divided according to the different modes of operation during the day. We can see the truck being stopped at the cranes, at the containers stack and at the garage for example.



5 Deployment benefits and cost effectiveness

The benefits of the technology and its cost-effectiveness for two deployment scenarios, new tractors or retrofits, are presented here. Since more data have been collected on the Global NY tractors, this terminal is considered for the case study.

5.1 Emission calculations

Based on the fuel savings obtained with the field deployment so far at Global NY and considering the ratios to CO₂ reduction obtained for reduction of NO_x, HC (VOC) and PM in laboratory, the respective expected emission reductions expressed in percentages are shown in the table below.

	Emissions			
	CO ₂	NO _x	HC (VOC)	PM
Expected in-use reductions	23%	35%	40%	42%

In order to compare the benefits of cost effectiveness for different engine technologies, the 2017 Moyer Program Guidelines were used to quantify the emission reductions. A sample calculation is presented below based for a Tier 4 Interim (Alt NO_x) engine, the same engine that was used for the laboratory testing. The load factor for a yard tractor of 0.39 was obtained from table D-7 of Appendix D of the Guidelines. As for the emission factors of 2.15, 0.08 and 0.009 g/bhp-hr for, respectively, NO_x, ROG (or VOC) and PM₁₀ emissions, they were drawn from Table D-9, same section. Hence, using formula C-6 for calculating estimated annual emissions based on hours of operation as indicated in the Guidelines and neglecting the deterioration product for simplicity for this proposal, the respective annual NO_x, ROG (VOC) and PM₁₀ emissions were calculated as follow:

Annual NO_x emissions:

$$2.15 \frac{g}{bhp \cdot hr} \times 173 \text{ hp} \times 0.39 \times \frac{12 \text{ hours}}{\text{day}} \times \frac{260 \text{ days}}{\text{year}} \times \frac{\text{ton}}{907,200g} = 0.499 \frac{\text{tons NO}_x}{\text{year}}$$

Annual ROG(VOC) emissions:

$$0.08 \frac{g}{bhp \cdot hr} \times 173 \text{ hp} \times 0.39 \times \frac{12 \text{ hours}}{\text{day}} \times \frac{260 \text{ days}}{\text{year}} \times \frac{\text{ton}}{907,200g} = 0.019 \frac{\text{tons ROG}}{\text{year}}$$

Annual PM₁₀ emissions:

$$0.009 \frac{g}{bhp \cdot hr} \times 173 \text{ hp} \times 0.39 \times \frac{12 \text{ hours}}{\text{day}} \times \frac{260 \text{ days}}{\text{year}} \times \frac{\text{ton}}{907,200g} = 0.002 \frac{\text{tons PM}_{10}}{\text{year}}$$

Formula C-3 was used to calculate the weighted emission reductions as follow:

$$\begin{aligned} \text{Weighted Emission Reductions} &= \text{NO}_x \text{ reductions} \left(\frac{\text{tons}}{\text{yr}} \right) + \text{ROG reductions} \left(\frac{\text{tons}}{\text{yr}} \right) + \left[20 \times \text{PM reductions} \left(\frac{\text{tons}}{\text{yr}} \right) \right] \\ &= 0.558 \frac{\text{ton}}{\text{year} \cdot \text{tractor}} \end{aligned}$$

The same calculations were performed for Tier 3 and Tier 4 Final engines using their respective emission factors and with the assumption that in-use reductions of NOx, ROG and PM10 emissions would follow the same pattern as observed in laboratory for the Tier 4 Interim engine technology. The respective emission, weighted emissions as well as weighted emission reductions with Stop-Start per tractor for all three engine technologies are summarized in the table below.

Emission standards	NOx	VOC (ROG)	PM	Weighted emissions	Weighted emission reductions Stop-Start
Tier 3	0.538	0.020	0.026	1.078	0.415
Tier 4 Interim	0.499	0.019	0.002	0.558	0.199
Tier 4 Final	0.06	0.011	0.002	0.111	0.042

5.1.1 GHG reduction calculations

The following calculations were performed according to the Methodology for determining emissions reductions and Cost-Effectiveness from the Mobile Source Control Division of CARB. Considering the estimated annual baseline fuel consumption of 4,217 gallons for the Global tractors, the annual GHG emissions per tractor is thus given by:

$$GHG\ Reduction = 102.01 \frac{gCO_2e}{MJ} \times 134.47 \frac{MJ}{gal} \times 4,217 \frac{gal}{year} \times \frac{metric\ ton\ CO_2e}{1,000,000\ gCO_2e} = 57.8 \frac{metric\ ton\ CO_2e}{year}$$

5.2 New truck replacement scenario

To determine the cost-effectiveness of the Active Stop-Start technology for a new truck replacement, a tractor with a Tier 4 Final engine technology is used as the baseline. Also, to benchmark the cost-effectiveness of the Active Stop-Start technology, it is here compared against a full electric terminal tractor and considering the following parameters and assumptions:

- Vehicle lifespan: 14 years
- Incremental cost of Active Stop-Start technology: \$ 25,000
- Incremental cost of electric tractor vs baseline tractor: \$ 180,000
- Midlife replacement battery cost: \$ 50,000
- Electricity consumption: 3.5kWh/mile
- Electricity CO2 intensity (NY State): 512 lbs/MWh
- Annual distance: 5,200 miles
- Annual CO2 emissions from electricity (electric tractor): 4.23 metric tons

Hence, the cost-effectiveness of both technologies in regard to criteria pollutants (weighted emissions) and GHG emissions are given in the table below. The Active Stop-Start is 3.5 times more cost efficient for the former metric and 2.3 times for the latter without considering the cost of infrastructure required for the electric tractor.

Technology	Cost effectiveness	
	Weighted emissions (NOx, VOC and PM) [\$/ton]	GHG [\$/metric ton]
Active Stop-Start	42,517	134
Full electric	148,005	307

5.3 Retrofit scenario

The Active Stop-Start technology has the particularity of being retrofittable, giving the opportunity to immediately reduce emissions from existing trucks that should remain in service for several years. As an example of such a retrofit scenario, Global terminal has identified 20 trucks that were purchased between 2011 and 2014 and that would make excellent retrofit candidates.

Unit	MY	Make	Engine Serial	Chassis	Engine Technology
N-T123	2011	Ottawa	73204812	326810	Tier 3
N-T124	2011	Ottawa	73204814	326811	Tier 3
N-T125	2011	Ottawa	73204816	326812	Tier 3
N-T126	2011	Ottawa	N/A	326813	Tier 3
N-T127	2011	Ottawa	73204820	326814	Tier 3
N-T128	2011	Ottawa	73204822	326815	Tier 3
N-T129	2011	Ottawa	N/A	326816	Tier 3
N-T130	2011	Ottawa	73204826	326817	Tier 3
N-T131	2011	Ottawa	73226573	326818	Tier 3
N-T132	2011	Ottawa	73226574	326819	Tier 3
N-T133	2011	Ottawa	73226575	326820	Tier 3
N-T134	2011	Ottawa	73226576	326821	Tier 3
N-T135	2014	Ottawa	N/A	334821	Tier 4 Interim
N-T136	2014	Ottawa	N/A	334822	Tier 4 Interim
N-T137	2014	Ottawa	N/A	334823	Tier 4 Interim
N-T138	2014	Ottawa	N/A	334824	Tier 4 Interim
N-T139	2014	Ottawa	N/A	334825	Tier 4 Interim
N-T140	2014	Ottawa	N/A	334826	Tier 4 Interim
N-T143	2014	Ottawa	N/A	334829	Tier 4 Interim
N-T144	2014	Ottawa	N/A	334830	Tier 4 Interim

The table below shows the cost-effectiveness of retrofits for both Tier 3 and Tier 4 Interim technologies considering a 14-year vehicle lifespan and 28,000\$ for the cost of a retrofit.

Engine technology	Remaining service years	Cost effectiveness [\$/ton]	
		Weighted emissions (NOx, VOC and PM) [\$/ton]	GHG [\$/metric ton]
Tier 3	7	9,639	301
Tier 4 Interim	10	14,070	211

Appendix A

2018-11-15 PANYNJ Raw data table.xlsx (Excel file)