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Granite State Clean Cities

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## *A Month of GSCCC Events!*

**September 13th.** Electric and hybrid electric vehicles sit in the clouds on top of Mt. Washington at the annual Alt Energy Summit, held at the base of the Auto Road.

**September 15th.** The Regional Biodiesel Workgroup met to discuss reducing barriers to the adoption of biodiesel. The Mt. Washington Cog Railway uses biodiesel in their engines - biodiesel produced by White Mountain Biodiesel of N. Haverhill (the meeting's host). The workgroup is part of a US Department of Energy grant.

**September 20th.** Hundreds of spectators joined over two dozen plug-in vehicle and their owners in front of the State House to celebrate national *Drive Electric Week.* Volts, Leafs, Telsas, Segways, motorcycles, a BMW, a Mercedes Benz,a Smart EV and even a Fisker were exhibited.

**October 6th.** About 30 attended the ASE certified Biodiesel Mechanic Training. The event is part of a US Department of Energy grant.

## *Upcoming Events:*

**AltWheels Fleet Day, October 20, 2014, Norwood, MA** Sheraton Four Points in Norwood is the perfect location for the many alt fuel vehicles on display. AltWheels will feature panels, exhibits and ride-and-drives. This is truly the largest meeting of corporate and municipal Fleet Managers on the East Coast. Co-sponsored by GSCCC. Click **here** to register for AltWheels Fleet Day.

**CNG Cylinder Inspection Training Workshop, October 24 and 31, 2014, Warwick, RI** The course will be taught with National Alternative Fuels Training Consortium (NAFTC) instruction techniques and training materials. Participants gain a thorough knowledge of the required inspection and materials to prepare them for the national examination.This workshop is free to participants as part of a US Department of Energy Clean Cities grant intended to advance alternative fuel markets in New England. Space is limited. The course does not include the certification examination

from CSA Standards required for national certification.Click here to register.

**First Responder Course - Propane, CNG and Hydrogen Vehicles, November 7, 2014, Fire Academy, Concord, NH** This all-day training is possible thanks to a US Department of Energy grant. Fee for class is $15 (lunch provided). For more information and to sign up, contact Dolores Rebolledo(dolores.rebolledo@des.nh.gov).

**SAVE THE DATE - GSCCC Stakeholder Meeting, December 2, 2014 DES Offices, Concord, NH** 9:00-11:30 a.m. Mark your calendars.

## *News of Interest:*

GSCCC welcomes two new stakeholders: **Cheshire Medical Center** (for more information on this company visit www.cheshire-med.com/), and **NH Department of Safety.** (for more information on this state agency visit www.nh.gov/safety/).

### Electric Vehicle Safety for Emergency Responders Online Course.

The National Alternative Fuels Training Consortium (NAFTC) is offering a limited number of firefighter scholarships to obtain FREE online Electric Drive Vehicle First Responder Safety Training. For more information **click here**.

## *FUNDING OPPORTUNITIES:*

**DES Diesel Emissions Reduction Rebate Program**
The NH Department of Environmental Services is taking applications for diesel vehicle and equipment upgrades, including the switch to alternative fuel systems and idle reduction technologies. **Click here** for more information and to apply.

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**Filling Up a CNG Vehicle Tank (interactive animation from the National Renewable Energy Lab).**

**What makes fueling with natural gas different from gasoline?** When pulling up to a compressed natural gas (CNG) fueling station, you may see some similarities to a traditional gasoline station—a nozzle, a dispenser. At first glance, the act of pumping gas into a natural gas tank is quite similar to that of filling a conventional vehicle with gasoline. However, there is one very big difference when it comes to the fuel—CNG is a gas, while gasoline is a liquid. This difference means that your tank will fill differently with CNG than it does with gasoline.

For example, when you fill up an empty 20-gallon gasoline tank, you drive away with 20 gallons of liquid fuel no matter what time of year it is or how quickly the pump dispensed your fuel. This is not the case when fueling natural gas vehicles. The amount of CNG that ends up in the tank when the dispenser shuts off will vary depending on the outside temperature and the speed at which fuel goes into the tank. Lower outside, or ambient, temperatures at the time of fueling combined with a slower fill rate, for example, will result in a higher volume of natural gas in the tank when compared with higher temperatures or a faster fill rate.

It is easy to be confused by the final fill volume in a natural gas tank, because what is happening inside the tank can't be seen and vehicle operators tend to think in terms of the behavior of a liquid fuel. To demonstrate this phenomenon and help drivers and fuel providers understand what is happening, the Alternative Fuel Data Center (AFDC) website has just launched an interactive animation that demonstrates at what temperature and fill speed a driver can safely get the "fullest" fill of compressed natural gas. **Visit the AFDC interactive animation: CNG Fueling Animation.**

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