

## Training Our Techs

New equipment meant new learning opportunities for Rumpke drivers, engineers, mechanics, fleet and general managers. As a result, Rumpke took steps to ensure 10 qualified operators

Expert trainers from manufacturing firms such as Mack, Cummins, and McNeilus were called to Rumpke facilities to review the basic differences between the new CNG trucks and the typical diesel equipment, as well as safe and proper operation procedures for the new trucks. The Rumpke team encountered additional training upon completion of fueling station construction.

## Hitting The Streets

Initially, the trucks will collect residential waste in Fairfield, Hamilton, Blue Ash and Springdale, Ohio. In time, Rumpke will consider additional routes as opportunities become available.

## Monitoring Each Mile

If successful, this pilot program may provide a greener way to collect garbage. Throughout the pilot, Rumpke will monitor fuel economy, reliability, dealer support and driver and mechanic feedback to determine if this system offers a usable and efficient fuel alternative.

Rumpke is an ideal operation for employment of this program because its trucks return to its shops daily and the fueling center is on Rumpke premises, ensuring daily opportunities for monitoring preventative maintenance and repairs.



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Protecting and Preserving the Planet:

# One Green Mile at a Time



## Green Miles

Rumpke has nearly 1,800 vehicles on the road each day. These vehicles travel millions of miles annually. Today Rumpke is researching a new program to make some of those miles greener.

Since 1986, Rumpke has recovered landfill gas from its largest landfill, Rumpke Sanitary Landfill, near Cincinnati to create natural gas providing heat and energy for about 25,000 homes. This year Rumpke will begin compressing natural gas to fuel trucks.



## Committing Green to Fuel Green

Rumpke of Ohio partnered with Clean Fuels Ohio to obtain \$800,000 in grant funding from U.S. Department of Energy (DOE) Clean Cities Ohio. The grant defrayed a portion of the costs associated with purchasing 10 compressed natural gas (CNG) refuse collection trucks, and building a slow-fill, compressed natural gas fueling station and 16 fueling stands. Total budget for the improvements was about \$3.1 million. Rumpke provided \$2.3 million in matching funding to complete the project.



## Build It and They Will Come

Planning for a greener future, Rumpke built a new 40,000 square foot vehicle maintenance center in 2008 to potentially accommodate alternative fuel vehicles. The \$8 million structure features an electrical, heating and ventilation system designed to address trucks fueled using compressed natural gas.



For example, all electrical elements were not placed within 18 inches of the ceiling, the ventilation system was modified to have a methane sensor to ventilate the building and the heating elements were designed to minimize the surface temperature of the heating units.

## Eco-Friendly Equipment

Moving away from a traditional, diesel powered, trash truck involved much more than simply switching out the engine. Rumpke fleet buyers began by researching their options. Their goal, purchase 10 trucks that met the weight, power and functionality demands associated with a typical rear load truck (residential trash route).

Rumpke's current rear load truck spec is a diesel powered International Model 7400, which is a Class 7 chassis. Rumpke also uses a 25 yard McNeilus rear load body with a tag axle in the tailgate. This type of vehicle generally carries a price tag of about \$209,000.

When Rumpke learned that a CNG engine was not available in an International chassis, Rumpke upgraded its spec to a Class 8 chassis. Rumpke's new CNG powered trucks are Mack LE chassis with a McNeilus 25 yard rear load body with a tag axle in the tailgate. In total, the cost of the upgrade was about \$50,000 additional per truck. The increase included upgrading to the class 8 chassis and parts necessary for the CNG engine and tank systems.

The CNG tanks on Rumpke's new trucks store a 60 gallon diesel equivalent, providing enough fuel for a 10 hour work shift.

