

SPECIAL
POINTS OF
INTEREST:

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- Side Discharge Kit Increases Ground Clearance
- Location of the Serial Number
- Avoid Hard Engine Starts due to "Gelled Fuel"

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CAR HAULERS LOVE FRIGETTE APU'S

Have you ever travelled behind a car hauler at night? If so, you will probably notice the shower of sparks that occurs when ground clearance comes into play. If there are any dips, bumps, or grooves in the highway, a fully loaded rig starts to scrape metal against road at some point. As the saying goes- "An inch is a mile in this business". Car haulers are well known to have HUGE idle times resulting from operations of hydraulic or electric ramp equipment, and also while waiting at auctions for cars to be loaded/unloaded. We have seen some trucks with 60% idle times on their main engines!! Owners of these rigs are well aware of the idling fuel costs and often seek out the Frigette APU. Why? Because of all the conflicting obstacles of pumps, tanks, weed burner exhaust, deck flipper plates



Car Haulers Need Every Inch Of Ground Clearance!

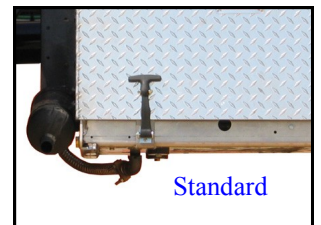
and head-rack framework. It is often a daunting task to find space anywhere on a car hauler. The Frigette APU is often capable of going under the passenger door when other brands can't. However on some newer trucks that have OEM main engine DPF's under the door, this is no longer an APU location option either. Before committing to an installation, check the truck real estate carefully or call Frigette for advice.

Side Discharge Exhaust Kit For Car Haulers

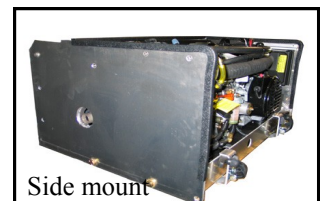
The Frigette APU has a standard exhaust routing that goes straight down through the floor of the box, and then connected to exhaust flex hose. As you can see in the picture to the right, this works fine for almost any truck- except a low clearance application. The "Side Discharge Kit" will enable a horizontal side exit point for exhaust to occur, freeing up 2" of ground clearance.

This kit must be put on BEFORE the APU engine assembly is

attached to the truck. Requires one hour of extra work to unbolt the compressor for access to the standard exhaust pipe bolts. A hole-saw must also be used to bore an exit hole in the side of the case. The kit comes with an instructional template. The part number for a factory installed side discharge complete system is #090-00599. (The exhaust kit only is part number # 093-00753)



Standard



Side mount



Where Is The Serial Number?

On the date of installation, fill out the warranty card with the serial number and mail it to Frigette

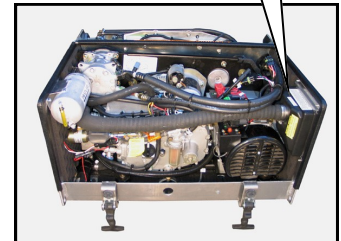
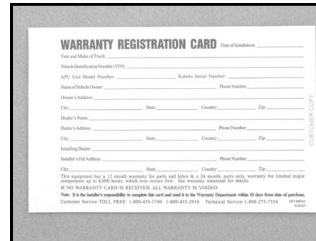
The serial number of the Frigette APU is located on top of the air filter housing shown in the photo.

On the date of installation, the dealer OR end user should immediately fill out the warranty card and register the warranty with Frigette. The warranty card is located in the plastic bag with other literature documentation inside each APU master pack.

The registration information is necessary to process any

warranty repair claims that are filed.

The identification of the engine assembly is important to determine its date of manufacture and component structure.



Avoid Gelled Fuel This Winter

“Gelled Fuel” Can Create Hard Engine Starts and Is Easily Overcome by Using Fuel Additives

As we enter the winter season, cold temperatures can play havoc with oil, fuel and batteries on board a truck. Often overlooked but very important is the implementation of fuel additives to keep diesel fuel from “gelling”. During many of our cold tests we have noticed how the fluidity of diesel fuel transforms from a water like consistency into a thick gelatin blob. In a cold state the ability for fuel pumps and filters to transport and purify the

fuel becomes extremely difficult if not impossible. The result can be very hard engine starts putting high strains on battery banks and starters.

This also includes the APU.



Frigette highly recommends that truck owners apply fuel additives into the main truck fuel tanks to maintain the liquidity and avoid problems during cold weather.

Be sure to follow the instructions from the additive supplier to keep the correct mix ratio.

Remember that all engines large or small have essentially the same laws of physics pertaining to ambient temperatures.

Good News! F.E.T. Tax on APU's Lifted



According to the **American Trucking Association (ATA)** website, the United States Congress passed legislation on October 3, 2008 and sent it to the president on bill H.R. 1424 . This comprehensive bill provides an exclusion for idle reduction devices and advanced insulation from the federal excise tax.

Previously, this 12% tax was applied to APU's on new trucks within 6 months of service. This tax was deemed by many to be an unfair punishment for vehicle owners who chose to invest in a worthy cause for fuel conservation and emission reductions.

There were many people involved in lobbying the Washington

government over the years (this included Frigette) but at last we are happy to report that ATA's diligence helped push this bill through.

Now that the Federal Excise Tax has been removed, it is one less barrier to the trucker or fleet owner who wishes to own an idle-reduction product.

Gloves Are Off in California -CARB Enforcing Rules

CARB has said that in October they began enforcing the agency's anti-idling program that generally limits truck engine idling to 5 minutes, regardless of whether the driver is in the sleeper berth or not.

CARB staff and other local air quality officials are inspecting commercial on-road and off-road trucks to ensure compliance.

Violators who are first time offenders will receive a minimum **\$300.00** fine.

Repeat offenders will see the ticket rise to a substantial amount-from **\$1,000.** to as much as **\$10,000.** The persons who may face the fine include the truck owners, renters or lessees.

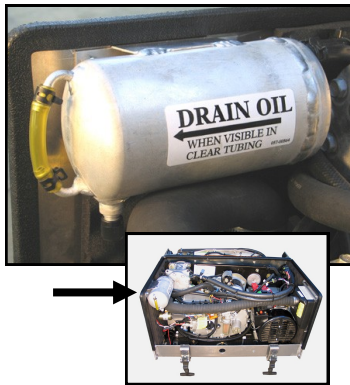


The rules limiting idling of on-road engines began in January of this year. CARB granted a grace period to allow managers and employees to learn the new requirements. Auxiliary Power Units are permitted with the following restrictions:

Trucks built with pre-2007 OEM (non-DPF) engines are acceptable to operate an APU.

Trucks built in 2007 or newer that have OEM main engines equipped with Diesel Particulate Filters may only use an APU if it also has its own D.P. F. DPF's are still in development for our APU.

Oil/Gas Separator Tank Explained



The oil and gas separator tank is located on the left side of the engine. Its function is to separate the crankcase gasses from any potential oil droplets that may pass into the air intake.

Tier II evolution of the Kubota EA-300 engine required new standards of emission design. Older engines used to vent into the atmosphere, but the newer engines have a "closed loop" whereby the air intake consumes and burns the gasses away. Over time, we

have noticed many owners who have inadvertently over-filled the crankcase with oil during service changes. This has consequences that could drown the engine in oil causing some of it to flow with the crankcase gasses into the air intake.

The result is a potential engine runaway that artificially combusts oil. For this reason, the separator tank helps prevent this from happening. If you see oil in the see-through hose window, open the drain valve cap and collect the excess by allowing it to drip out. Never over-fill the engine with oil.

Check the separator tank periodically

New Frigette Operator/Maintenance Video Coming Soon

The final touches are being applied to our new Instructional DVD on how to understand, operate and maintain the Frigette APU system.

Chapters include an explanation of the concept of a stand alone system and its components.

The footage demonstrates the routine basics of how to change the oil, clean the air filters, check

coolant and other topical subjects. Our goal is to include a disk with every new APU system shipped to customers effective Jan 1/09.

Much of the material is already covered in the literature packages inside the kits already. But men are visual creatures and this is something they will appreciate.

If you would like a copy for your-

self, or your customers that already own a Frigette APU, call our customer service department at 1-800-433-1740 (8-5 central time).

They are No Charge.

If you are a dealer and need more literature flyers and/or trifold finance application forms please call us, we will ship them to you.

Happy Selling!





Frigette
TRUCK CLIMATE SYSTEMS

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Phone; 817-293-5313
Fax: 817-293-8014

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E-mail: techservice@scsfrigette.com

Newsletter topics or questions?
Contact- kholze@scsfrigette.com

Frigette Truck Climate Systems manufactures fuel efficient anti-idle solutions for the over the road heavy duty truck market. With rising energy costs and increasing idling legislation, trucking operators seek a better alternative to wasteful fuel burning practices. The Frigette **APU** delivers the ultimate compact package of comfort heating and cooling performance, battery charging and household electricity. The days of engines idling in parking lots is over. Make your next investment a **Frigette APU**.



Frigette APU Specifications

| | |
|------------------------------|----------------------------|
| Cooling BTU's | 12,000 |
| Heating BTU's | 10,000 |
| Evaporator Blower | 330 CFM |
| Refrigerant | R134a |
| Engine Make | Kubota EA300 |
| Engine Cooling | Liquid Cooled |
| Fuel | Diesel |
| Battery Charging | 60 amps DC |
| Household Power | 3300 watts AC |
| System Weight | 418 approx. |
| Enclosure Material | Aluminum |
| Duplex Plug-ins | Four |
| Airflow Ductwork | Yes |
| Optional Step for box | Yes |
| Dimensions | 30.5" x 25.5" x 16" |



A Frigette APU has ability to fit under the passenger door of many trucks when competitors can't!

