

PALM TRAN - GILLIG BUSES June 2017-December 2017

	June	July	August	Total	October	November	December	Total	Previous 3 mos
705.00	2.00	1.00	1.00	4.00	0.00	0.00	1.00	1.00	4.00
706.00	0.00	1.00	1.00	2.00	1.00	1.00	0.00	2.00	5.00
707.00	1.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00
708.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
711.00	0.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00
713.00	1.00	2.00	0.00	3.00	1.00	1.00	1.00	3.00	0.00
714.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	6.00
715.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
716.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	4.00	0.00
718.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	5.00	5.00	5.00	15.00	4.00	4.00	3.00	11.00	18.00

First 3 months difference Forced REGEN Cycles **-7**

Second 3 months difference Forced REGEN Cycles **-3**

Factors to consider:

- Condition of DPF
- Driving conditions, routes, stop and go vs. over the road
- Similar daily routes
- Fuel savings

These calculations show an overall reduction of Diesel Regeneration Cycles the last three months of **38%**

Every Forced Diesel Regeneration Cycle Burns/Wastes +/- 8 Gallons of Fuel

Every Gallon of Diesel fuel burnt omits +/- 22 pounds of CO-2