

# IDLE TALK:



## HOW THE NEW REGULATIONS AFFECT YOU

United States and Canada

Updated: March, 2007





**U**ntil recently, diesel truck idling has been standard operating procedure. But stricter idling regulations are becoming more common in many regions, and more rules are guaranteed. This guide explains the situation and offers a summary of current idling regulations so you and your drivers won't be caught off-guard.

A U.S. state-by-state overview of regulations starts on page 5 of this guide, and a list of Canadian regulations on page 11. For background information on truck idling, emerging regulations and what you can do to comply, read on:

## **NEW INFORMATION, LEGISLATION AND BETTER ALTERNATIVES**

*Engine wear and tear.* Fleet owners who track idling time discover that engines designed for moving heavy loads at highway speeds often spend around 50% of their life running systems that require a small fraction of their muscle. Idling a heavy-duty diesel engine to operate lights and an air conditioner drives higher fuel and maintenance costs.

*Fuel costs.* High-priced diesel fuel makes extended idling a high-cost activity worth reducing. A large idling diesel engine can consume up to 1.5 gallons per hour.

*Regulation.* Some people are sensitive to the exhaust that idling diesel engines can produce. Large engines at idle also make a low-frequency rumbling sound that many find objectionable. Under certain conditions, these residual effects of idling could be considered public nuisances making further regulation inevitable.

*Alternatives.* Auxiliary power units (APUs), such as the Cummins ComfortGuard™ APU System, can provide a far less expensive, dependable source of energy for equipment used by a resting or parked trucker, thereby virtually eliminating the need for idling.

## **THE CHAOS OF LOCAL REGULATION**

In the U.S., during the 1970s, regulation of truck idling would probably have occurred at the federal level. Trucking was part of interstate commerce, so any pertinent legislation was considered a federal matter. But as the transportation deregulation movement gathered strength over the past 30 years, standardized, national trucking regulations from Washington, DC, progressively became a thing of the past.

Today, state, provincial and local governments are creating idling legislation at an increasing rate. Some argue that federal-level rulings could bring order to this chaos. And this may yet happen. But the odds against relatively lax federal regulation overriding state and municipal law are not good. The trend, if anything, is toward stricter rules. In the meantime, the trucker is still at the mercy of local government enforcing a local noise ordinance applying to idling trucks. In New York, for example, truck drivers caught idling their engines for more than five minutes face fines up to \$1,000.

In Toronto, Canada more than three minutes of idling will cost a truck driver up to \$5,000 in fines. Because of the push for higher air quality, laws are constantly changing, making it difficult for drivers to know from one moment to the next and from one location to another, how long their truck can idle.

### WHAT'S A TRUCKER TO DO?

*Local trucking.* If a trucking company has business that covers a small, fixed geographical area, conforming to idling regulations is mostly a matter of paying attention. Any company that adopts sound idling practices based on fuel economy and engine longevity is unlikely to run afoul of the law. In practice, this means shutting off any engine anywhere before an idling period exceeds five minutes in the U.S. and three minutes on average, in Canada.

*Long-haul trucking* presents the greatest obstacles to conforming to sound idling practice. Not only do long-haul operators cross hundreds of legal jurisdictions with as many potential different regulations and enforcement levels, they are required to take extended rest breaks that typically lead to the long-term idling practices regulators now seek to outlaw. In Canada, for example, there are currently 58 truck stops that have idle-free zones. More are expected to follow the trend. However, truck stop idle-free zones are marked for drivers, eliminating the guesswork.

Because there is no single organization that keeps track of all the state, province and local regulations relating to extended idling, the best way to be prepared is to adopt operating procedures that conform to the strictest known standards. In practice, this means compliance with the California Air Resources Board (CARB) standards for Heavy-Duty Vehicle Idling Adopted: October 2005, Effective January 2008.

**A**n auxiliary power unit (APU) is a heavy-duty truck idling management solution. The driver is able to run the APU to power heating and air conditioning systems as well as hotel loads, which include: lighting, TVs, stereos, computers, refrigerators, microwaves, coffee makers, etc. It also provides power for battery charging while the main engine is shut off. An APU such as the Cummins ComfortGuard™ APU system provides a great answer for all of these idling management needs. As a complete system, the Cummins ComfortGuard™ APU system incorporates auxiliary power with heating and air conditioning all in one easy installation.



This regulation requires new heavy-duty trucks to come equipped with an automatic engine shutoff device, limiting idling to 5 minutes. It also requires that trucks with sleeper cabs use alternatives to idling the main truck engine for heating and cooling during rest periods, such as the Cummins ComfortGuard™ APU System.

<http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>

## THE BOTTOM LINE

All fleets, from the smallest trucking company with a local route to the large fleets, must adopt new operating procedures concerning idling. The days of casual idling are over. This means long-range haulers simply must equip their vehicles with APUs – the durable Cummins ComfortGuard APU System is a great example because it not only provides an extremely dependable source of power for all equipment needed during mandatory rest stops, it also comes equipped with its own air conditioner and heating unit.

## THE GOOD NEWS

Because APUs like the Cummins ComfortGuard use much less fuel than idling a heavy-duty truck engine, fuel savings should pay for APU retrofit in about 18 months.\* After that, the cost savings go into the profit column. Some U.S. state governments offer grants and/or financing for truckers who opt to install APU equipment, provided they show proof, whether it be the purchase receipt or the equipment itself.\*\* Wisconsin is so interested in reducing idling time that it gives in-state companies incentives to buy APUs. (One of Wisconsin's largest government incentives is an annual \$1 million Department of Commerce grant program that covers 70 percent of the cost. The program has helped make APU units so popular that in 2006, the Wisconsin Commerce Department was overrun by \$4 million worth of grant applications before the July cutoff.) Canada offers a 20 percent rebate of up to \$1,400 (Canadian) on the installation of APU equipment.

## EVERY COMFORT

In short, idling is a wasteful and increasingly regulated practice. This means owning and installing an APU system is probably the best way to stay ahead of legislation. The superior ComfortGuard APU System from Cummins now makes it possible for truckers to save money and adapt to the changing regulatory environment with the confidence and comfort of Cummins-backed technology.

What follows is a guide to idling regulations in the U.S. and Canada, created by Cummins to aid truck drivers in their attempts to untangle and simplify the complex laws that are in existence at the time of this guide's publication.



\* Visit [www.cumminscomfortguard.com/calc](http://www.cumminscomfortguard.com/calc) to quickly calculate your APU payback times.

\*\* Visit [www.cumminscomfortguard.com](http://www.cumminscomfortguard.com) for a free guide to APU funding/financing sources.

The information in this table is for reference purposes only and should not be relied upon for regulatory compliance. This information may contain errors and omissions and is subject to change. Actual state, county or city codes should be referenced for specific requirements. (U.S. source: ATA web site — <http://www.truckline.com>; Canadian source: Office of Energy Efficiency web site — <http://oee.nrcan.gc.ca>)

State	Maximum Idling Time	Exemptions	APUs Benefit
<b>AZ</b> Maricopa Co.	<b>5 Minutes</b> (30 min. for bus passenger comfort or 60/90 min. if greater than 75° F) <b>Fines:</b> \$100 — 1st violation \$300 — 2nd+ violation	<ul style="list-style-type: none"> <li>&gt; Traffic or adverse weather conditions</li> <li>&gt; Emergency or law enforcement purposes</li> <li>&gt; Power takeoffs involving cargo or work functions</li> <li>&gt; Conform to manufacturer's specifications</li> <li>&gt; Maintenance or diagnostics</li> <li>&gt; Hours of Service compliance</li> </ul>	✓
<b>CA</b>	<b>5 Minutes</b> <b>Fines:</b> Minimum \$100	<ul style="list-style-type: none"> <li>&gt; Bus passengers are onboard or 10 min. prior to boarding</li> <li>&gt; Resting in sleeper berth beyond 100' of residential units (exemption ends Jan. 2008) &lt;NEW&gt;</li> <li>&gt; Traffic conditions</li> <li>&gt; Queuing beyond 100' of residential</li> <li>&gt; Adverse weather conditions or mechanical difficulties</li> <li>&gt; Vehicle safety inspection</li> <li>&gt; Service or repair</li> <li>&gt; Power takeoffs involving cargo or work functions</li> <li>&gt; Prevent safety or health emergency</li> <li>&gt; Emergency vehicles</li> </ul>	✓
<b>CA</b> City of Sacramento <NEW>	<b>5 Minutes</b> (prohibits refrigeration unit operation within 100' of residential or school unless loading/unloading) <b>Fines:</b> Not <\$100 nor >\$25,000 per violation	<ul style="list-style-type: none"> <li>&gt; Traffic conditions/control</li> <li>&gt; Vehicle safety inspection</li> <li>&gt; Service or repair</li> <li>&gt; Conform to manufacturer's specifications</li> <li>&gt; Power takeoffs involving cargo or work functions</li> <li>&gt; Prevent safety or health emergency</li> <li>&gt; Hours of service compliance at truck/rest stops</li> <li>&gt; To recharge hybrid electric vehicles</li> </ul>	✓
<b>CA</b> Placer County	<b>5 Minutes</b> (prohibits refrigeration unit operation within 1000' of residential or school unless loading/unloading) <b>Fines:</b> \$50 Minimum	<ul style="list-style-type: none"> <li>&gt; Traffic conditions/control</li> <li>&gt; Vehicle safety inspection</li> <li>&gt; Service or repair</li> <li>&gt; Conform to manufacturer's specifications</li> <li>&gt; Power takeoffs involving cargo or work functions</li> <li>&gt; Prevent safety or health emergency</li> <li>&gt; Hours of service compliance at truck/rest stops</li> <li>&gt; To recharge hybrid electric vehicles</li> <li>&gt; Operate intermittent equipment</li> <li>&gt; Alternative fueled vehicles</li> <li>&gt; Attainment areas</li> </ul>	✓
<b>CO</b> City of Aspen	<b>5 minutes within any 1 hour</b> <b>Fines:</b> \$1,000 max. and/or 1 yr. imprisonment	<ul style="list-style-type: none"> <li>&gt; Safety reasons</li> <li>&gt; To achieve an engine temperature of 120° F and an air pressure of 100 lbs/in.<sup>2</sup></li> </ul>	✓



## COMPENDIUM OF IDLING REGULATIONS - U.S. (continued)

State	Maximum Idling Time	Exemptions	APUs Benefit
<b>CO</b> City & County Of Denver	<b>10 minutes in any 1 hr period</b> <b>Fines:</b> Not > \$999 and/or 1 yr. imprisonment	<ul style="list-style-type: none"> <li>&gt; Less than 20° F for previous 24-hour period</li> <li>&gt; Less than 10° F</li> <li>&gt; Emergency vehicles</li> <li>&gt; Traffic conditions</li> <li>&gt; Being serviced</li> <li>&gt; Auxiliary equipment</li> </ul>	✓
<b>CT</b>	<b>3 minutes</b> <b>Fines:</b> Not >\$5,000 per wk	<ul style="list-style-type: none"> <li>&gt; Traffic conditions or mechanical difficulties</li> <li>&gt; Ensure safety or health of driver/passengers</li> <li>&gt; Auxiliary equipment</li> <li>&gt; Conform to manufacturer's specifications</li> <li>&gt; Less than 20° F</li> <li>&gt; Maintenance</li> <li>&gt; Queuing to access military installation</li> </ul>	✓
<b>DE</b> <NEW>	<b>3 minutes</b> (15 min. 32° F to -10°F; No limit: Less than 10° F) <b>Fines:</b> \$ 50-500 per offense	<ul style="list-style-type: none"> <li>&gt; Traffic conditions or mechanical difficulties</li> <li>&gt; Conform to manufacturer's specifications</li> <li>&gt; Repair</li> <li>&gt; Emergency vehicles</li> <li>&gt; Using auxiliary equipment/power takeoff</li> <li>&gt; Power during sleep or resting beyond 25 miles of truck stop with available electrified equipment</li> <li>&gt; Vehicle safety inspections</li> </ul>	✓
<b>D.C.</b>	<b>3 Minutes</b> (5 Min. if less than 32° F) <b>Fines:</b> \$500, doubles for each subsequent violation	<ul style="list-style-type: none"> <li>&gt; Power takeoff</li> </ul>	✓
<b>GA</b> City of Atlanta	<b>15 Minutes</b> (25 minutes if less than 32° F for passenger comfort/safety) <b>Fines:</b> \$500 minimum, doubles for each subsequent violation	<ul style="list-style-type: none"> <li>&gt; To perform needed work</li> <li>&gt; Traffic conditions</li> <li>&gt; Natural gas or electrical vehicles</li> </ul>	✓
<b>HI</b>	<b>(3 minutes for start-up and cool down or passenger loading/unloading)</b> <b>Fine:</b> Not <\$25 nor >\$2,500 per day "No person shall cause, suffer, or allow any engine to be in operation while the motor vehicle is stationary at a loading zone, parking or service area, route terminal or other off street areas. . ."	<ul style="list-style-type: none"> <li>&gt; Adjustment or repair</li> <li>&gt; Auxiliary equipment or power takeoff</li> <li>&gt; Passenger loading/unloading = 3 minutes</li> <li>&gt; At start-up and cool down for more than 3 minutes</li> </ul>	✓

## COMPENDIUM OF IDLING REGULATIONS - U.S. (continued)

State	Maximum Idling Time	Exemptions	APUs Benefit
<b>IL</b> <b>&lt;NEW&gt;</b> <b>Cities:</b> Aux Sable, Goose Lake, Oswego <b>Counties:</b> Cook, DuPage, Lake, Kane, McHenry, Will, Madison, St. Claire, Monroe	<b>10 minutes within any 60 minute period</b> (30 min. within any 60 min. period: Waiting to weigh, load or unload freight; No limit: <32° F or >80° F) <b>Fines:</b> \$50 — 1st conviction; \$150 — 2nd & subsequent convictions in 12 month period	> Less than 8,000 lbs. GVWR > Traffic conditions/controls > Prevent a safety or health emergency > Emergency or law enforcement purposes > Service or repair > Government inspection > Power takeoffs involving cargo or work functions > Resting in a sleeper berth > Mechanical difficulties > Queuing	✓
<b>MD</b>	<b>5 minutes</b> <b>Fines:</b> Not <\$500	> Traffic conditions or mechanical difficulties > Heating, cooling, or auxiliary equipment > Conform to manufacturer's specifications > Accomplish intended use	✓
<b>MA</b>	<b>5 minutes</b> <b>Fines:</b> Not <\$100 — 1st offense Not <\$500 for each succeeding offense	> Being serviced > Delivery for which power is needed & alternatives unavailable > Associate power needed & alternatives unavailable	✓
<b>MN</b> Minneapolis <b>&lt;NEW&gt;</b>	<b>0 minutes in residential areas between 10pm &amp; 6am</b> (including refrigeration units) <b>Fines:</b> \$700 maximum and/or 90 days imprisonment	> Permitted construction equipment > Compliance with traffic signals or signs > Emergency or law enforcement purposes	✓
<b>MN</b> City of Owatonna	<b>15 minutes each 5 hours in residential areas</b> <b>Fines:</b> \$1,000 maximum and/ or 90 days imprisonment	None	✓
<b>MN</b> City of St. Cloud	<b>5 minutes, West St. Germain St from 8th St. to 10th Ave.</b> <b>Fines:</b> Not <\$200	None	✓
<b>MO</b> City of St. Louis	<b>10 minutes</b> <b>Fines:</b> Not <\$1 nor >\$500 and/or imprisonment for not >90 days	> Emergency vehicles	✓
<b>MO</b> St. Louis County	<b>3 consecutive minutes</b> <b>Fines:</b> Maximum \$1,000 and/or 1 year imprisonment	> Operating a loading, unloading or processing device > Emergency vehicles	✓

## COMPENDIUM OF IDLING REGULATIONS - U.S. (continued)

State	Maximum Idling Time	Exemptions	APUs Benefit
<b>NV</b>	<b>15 minutes</b> <b>Fines:</b> Not < \$100 nor > \$500 1st; Not < \$500 nor > \$1,000 2nd; Not < \$1,000 nor > \$1,500 3rd; Not < \$1,500 nor > \$2,500 4th and subsequent; offense(s) over a 3-year period	<ul style="list-style-type: none"> <li>&gt; Variance has been issued</li> <li>&gt; Emergency vehicles</li> <li>&gt; Snow removal equipment</li> <li>&gt; Repair or maintain other vehicles</li> <li>&gt; Traffic congestion</li> <li>&gt; Maintenance at repair facility</li> <li>&gt; Emission contained &amp; treated per Commission</li> <li>&gt; To perform specific task</li> </ul>	✓
<b>NV</b> Clark Co. (including Las Vegas)	<b>15 Minutes</b> <b>Fines:</b> Not > \$10,000	<ul style="list-style-type: none"> <li>&gt; Variance has been issued</li> <li>&gt; Emergency vehicles</li> <li>&gt; Repair or maintain other vehicles</li> <li>&gt; Traffic congestion</li> <li>&gt; Emission contained &amp; treated per control officer</li> <li>&gt; to perform a specific task</li> <li>&gt; Maintenance at repair facility</li> </ul>	✓
<b>NV</b> Washoe Co. (including Reno)	<b>15 Minutes</b> <b>Fines:</b> Not > \$250 - 1st offense Not < \$250 nor > \$500 - 2nd offense and subsequent offenses	<ul style="list-style-type: none"> <li>&gt; Emergency vehicles</li> <li>&gt; Snow removal equipment</li> <li>&gt; Repair or maintain other vehicles</li> <li>&gt; Traveling on public right-of-way</li> <li>&gt; To perform a specific task</li> <li>&gt; Maintenance at repair facility</li> </ul>	✓
<b>NH</b>	<b>5 Minutes if greater than 32° F</b> (15 Minutes: 32° F to -10° F) <b>Fines:</b> TBD	<ul style="list-style-type: none"> <li>&gt; Traffic conditions</li> <li>&gt; Emergency vehicles</li> <li>&gt; Power takeoff or heat/cool passengers</li> <li>&gt; Maintenance or diagnostics</li> <li>&gt; Defrost windshield</li> <li>&gt; Less than -10° F</li> </ul>	✓
<b>NJ</b>	<b>3 Minutes</b> (15 min. if stopped for more than 3 hrs) (30 min. if perma- nently assigned) <b>Fines:</b> \$200 for 1st offense; \$400 for 2nd offense; \$1,000 for 3rd offense; \$3,000 for 4th and subsequent	<ul style="list-style-type: none"> <li>&gt; Bus picking up/discharging passengers</li> <li>&gt; Traffic conditions</li> <li>&gt; To perform needed work</li> <li>&gt; Waiting or being inspected</li> <li>&gt; Emergency vehicles</li> <li>&gt; Being repaired</li> <li>&gt; Connecting, detaching or exchanging trailers</li> <li>&gt; Sleeping or resting in a sleeper berth in nonresidential zone unless equipped with auxiliary heating/cooling</li> </ul>	✓
<b>NY</b>	<b>5 Minutes</b> <b>Fines:</b> Not < \$375 nor > \$15,000 - 1st; Not > \$22,500 - 2nd offense & subsequent offenses	<ul style="list-style-type: none"> <li>&gt; Traffic conditions</li> <li>&gt; Comply with passenger comfort laws</li> <li>&gt; Auxiliary power or maintenance</li> <li>&gt; Emergency vehicles</li> <li>&gt; Within mines or quarries</li> <li>&gt; Parked for more than 2 hrs &amp; less than 25° F</li> <li>&gt; State Inspections</li> <li>&gt; Recharging hybrid electric vehicles</li> <li>&gt; Farm vehicles</li> <li>&gt; Electric vehicles</li> </ul>	✓

**COMPENDIUM OF IDLING REGULATIONS - U.S. (continued)**

State	Maximum Idling Time	Exemptions	APUs Benefit
<b>New York City</b>	<p><b>3 Minutes</b></p> <p><b>Fines:</b>                      Not &lt;\$50 nor &gt; \$500 and/or imprisonment for 20 days - 1st; Not &lt;\$100 nor &gt;\$1,000 and/ or imprisonment for not &gt;30 days - 2nd; Not &lt;\$400 nor &gt;\$5,000 and/ or imprisonment for not &gt;4 months - 3rd &amp; subsequent offenses</p>	<ul style="list-style-type: none"> <li>&gt; Emergency vehicles</li> <li>&gt; Operate loading, unloading, or processing device</li> </ul>	✓
<b>NY</b> New Rochelle	<p><b>5 minutes</b></p> <p><b>Fines:</b>                      Not more than \$50 and/or 15 days imprisonment – 1st offense; Not more than \$100 and/or 45 days imprisonment – 2nd offense within 18 months; Not more than \$250 and/or 90 days imprisonment – 3rd &amp; subsequent offenses within 18 months</p>	<ul style="list-style-type: none"> <li>&gt; Traffic conditions</li> <li>&gt; Comply with passenger comfort laws</li> <li>&gt; Auxiliary power or maintenance</li> <li>&gt; Emergency vehicles</li> <li>&gt; Within mines or quarries</li> <li>&gt; Parked for more than 2 hrs &amp; less than 25° F</li> <li>&gt; State Inspections</li> <li>&gt; Recharging hybrid electric vehicles</li> <li>&gt; Farm vehicles</li> <li>&gt; Electric vehicles</li> </ul>	✓
<b>NY</b> Rockland County	<p><b>3 Consecutive Minutes</b></p> <p><b>Fines:</b>                      Not &lt;\$375 nor &gt;\$15,000 - 1st; Not &gt;\$22,500 - 2nd &amp; subsequent offenses</p>	<ul style="list-style-type: none"> <li>&gt; Traffic conditions</li> <li>&gt; Comply with passenger comfort laws</li> <li>&gt; Auxiliary power or maintenance</li> <li>&gt; Emergency vehicles</li> </ul>	✓
<b>PA</b> Allegheny County <NEW>	<p><b>5 Minutes</b> (20 min./hr if less than 40° F or more than 75° F)</p> <p><b>Fines:</b>                      Warning - 1st offense; \$100 - 2nd offense; \$500 - 3rd &amp; subsequent offenses</p>	<ul style="list-style-type: none"> <li>&gt; Traffic conditions</li> <li>&gt; Boarding &amp; discharging passengers</li> <li>&gt; Queuing</li> <li>&gt; Cool down/warm up per manufacturer's recommendations</li> <li>&gt; Sleeping/resting in truck</li> <li>&gt; Safety inspections</li> <li>&gt; Ensure safe operations</li> <li>&gt; Emergency vehicles</li> <li>&gt; Power accessory or service equipment</li> <li>&gt; Repair or diagnostics</li> </ul>	✓
<b>PA</b> City of Philadelphia	<p><b>2 minutes or 0 minutes for layovers</b> (5 min. if less than 32° F) (20 min. if less than 20° F)</p> <p><b>Fine:</b>                      \$300</p>	<p>None</p>	✓



## COMPENDIUM OF IDLING REGULATIONS - U.S. (continued)

State	Maximum Idling Time	Exemptions	APUs Benefit
<b>TX</b> <b>&lt;NEW&gt;</b> <b>Cities:</b> Austin, Bastrop, Elgin, Lockhart, Round Rock, San Marcos <b>Counties:</b> Bastrop, Caldwell, Hays, Travis, Williamson	<b>5 minutes, April - October</b> (30 min. for bus passenger comfort or transit operations) <b>Fine:</b> Varies by jurisdiction	> 14,000 lbs GWV or less > Traffic conditions > Emergency or law enforcement > To perform needed work > Maintenance or diagnostics > Defrost windshield > Airport ground support > Rented/leased vehicles > Hours of service compliance	✓
<b>UT</b>	“A person operating or in charge of a motor vehicle may not permit the vehicle to stand unattended without stopping the engine . . .” <b>Fines:</b> Not > \$750 and/or not > 90 days imprisonment	None	✓
<b>UT</b> Salt Lake County	<b>15 Minutes</b> <b>Fines:</b> Not > \$1,000 and/or not >6 mos. imprisonment - 1st; Not > \$2,500 and/or not >1yr. Imprisonment - 2nd & following offense(s) within 2 yrs	> Power refrigeration unit if greater than 500 ft from any residence > Heat/cool sleeper berth if greater than 500 ft from any residence > Emergency vehicles	✓
<b>VA</b>	<b>10 minutes for diesel vehicles (3 minutes for all other vehicles) in commercial or residential urban areas</b> <b>Fines:</b> Not >\$25,000	> Auxiliary power	✓

# COMPENDIUM OF IDLING REGULATIONS - CANADA

Canada	Maximum Idling Time	Exemptions	APUs Benefit
<b>National</b>	<b>3-5 Minutes</b> (varies by city) <b>Fines:</b> Determined by judge	<ul style="list-style-type: none"> <li>&gt; Emergency vehicles in operation</li> <li>&gt; Stopped in traffic</li> <li>&gt; Trucks transporting cargo that relies on refrigeration or heat</li> <li>&gt; When required for maintenance or repairs to the truck</li> <li>&gt; Armored vehicles</li> <li>&gt; Extreme outdoor temperatures (+27°C, -5°C)</li> </ul>	✓

## CITIES WITHIN CANADA:

<b>Vancouver</b>	<b>10 Seconds</b> <b>Fines:</b> Determined by judge	<ul style="list-style-type: none"> <li>&gt; Extreme outdoor temperatures</li> </ul>	✓
<b>Waterloo</b>	<b>10 Seconds</b> <b>Fines:</b> Determined by judge	<ul style="list-style-type: none"> <li>&gt; Emergency vehicles in operation</li> <li>&gt; Work vehicles in use (garbage trucks, delivery trucks)</li> <li>&gt; When required for maintenance or repairs to the truck</li> <li>&gt; Extreme outdoor temperatures</li> <li>&gt; Trucks transporting cargo that relies on refrigeration or heat</li> </ul>	✓
<b>Toronto</b>	<b>3 Minutes</b> <b>Fines:</b> Up to \$5,000 (Canadian), to be determined by a judge	<ul style="list-style-type: none"> <li>&gt; Extreme outdoor temperatures</li> </ul>	✓
<b>Montreal</b>	<b>4 Minutes</b> <b>Fines:</b> Determined by judge	<ul style="list-style-type: none"> <li>&gt; Trucks parked further than 60 meters from a building entrance</li> </ul>	✓





The Cummins ComfortGuard™ APU system is a product of Cummins Inc., a global power leader. Cummins Inc. is a corporation of complementary business units that design, manufacture, distribute and service engines and related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems. Cummins serves customers in more than 160 countries through its network of 550 company-owned and independent distributor facilities and more than 5,000 dealer locations. The Cummins ComfortGuard APU system is manufactured with the expertise of the company's Cummins Onan brand.

For more information about the new ComfortGuard APU, contact:



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