

NEXT GENERATION V6000 FOR CLASS 8 TRUCK APPLICATIONS



V6000 DUAL FUEL SYSTEM

- Save money - hedge against increasing diesel costs
- Favorable environmental impact - lowers criteria & carbon pollutants
- Negative Carbon Intensity Score using dairy Renewable Natural Gas
- No change to OEM maintenance & oil change cycles
- Integrates seamlessly with existing diesel engines
- Reduce diesel consumption up to 60% on long-haul routes
- Utilizes American natural gas
- No loss of power or torque
- No range anxiety - engine automatically reverts to 100% diesel fuel if natural gas is depleted
- Efficient performance on RNG, CNG & LNG



ENHANCED TECHNOLOGY HIGHLIGHTS

- Expandable next-generation ECM
- EGR, DOC/DPF, SCR Compatible
- Multi-CanBus channel monitoring
- Natural Gas flow measurement
- New color display panel
- Geo-Telematics access
- Expanded HD OBD fault history
- More capabilities at a lower cost

Dual Fuel Conversion Technology for Diesel Engines

ENHANCED DUAL FUEL SYSTEM DESIGNED FOR HEAVY-DUTY TRUCK APPLICATIONS

The American Power Group (APG) Dual Fuel System is a patented aftermarket upgrade system which seamlessly introduces natural gas into the induction system of a diesel engine. The new V6000 Dual Fuel configuration does not change any of the OEM diesel engine components. APG's Electronic Control Unit (ECU) monitors many base engine functions within the OEM engine such as coolant temp, exhaust gas temp, load/manifold absolute pressure, etc., either through a serial communication (the Controller Area Network (CAN) system) and/or through APG-installed sensors.

The Dual Fuel controller will not allow natural gas to flow unless the base engine parameters are within normal operating range, therefore "cold" engine start-up is on 100% diesel. The conventional diesel engine governor controller acts to reduce diesel fuel flow as natural gas is introduced into the compression chamber to maintain requested engine speed/load. If for any reason the engine parameters are not within standard operating range as programmed in the APG ECM, the APG Dual Fuel system automatically and seamlessly turns off the natural gas flow and returns the engine back to 100% diesel fuel operation. This safety feature also eliminates driver "range-anxiety" if running low on natural gas, as the time-sensitive route can be completed on-time with diesel fuel operation.

DIESEL FLEET OWNERS: DUAL FUEL BY THE NUMBERS

Estimated Annual Fuel Savings 125,000 miles @ 6.5 mpg/year	Diesel Cost per Gallon	\$4.00	\$4.50	\$5.00	\$5.50	\$6.00
	Natural Gas Cost per DGE	\$2.00	\$2.25	\$2.50	\$2.75	\$3.00
	Estimated Fuel Usage (GAL)	19,200	19,200	19,200	19,200	19,200
	Diesel-Only Cost	\$76,800	\$86,400	\$96,000	\$105,600	\$115,200
	Natural Gas Substitution Rate*	55%	55%	55%	55%	55%
	Natural Gas Substitution (DGE)	10,560	10,560	10,560	10,560	10,560
	Updated Annual Fuel Costs	\$55,680	\$62,640	\$69,600	\$76,560	\$83,560
	Annual Fuel Savings with Dual Fuel System	\$21,120	\$23,760	\$26,400	\$29,040	\$31,680
	Fuel Savings per Mile	\$0.17	\$0.19	\$0.21	\$0.23	\$0.25

Estimated Capital Cost APG Dual Fuel System: Around \$10,000 per truck plus company trained tech install
 Natural Gas Tank: Size tank(s) to desired route and load
 No need to finance a new \$250k electric, dedicated natural gas or fuel-cell heavy-duty truck

Horsepower Targeted Dual Fuel conversions are for 350HP to 600HP heavy-duty diesel trucks

EPA Approved Over 500 various EGR, DOC/DPF, SCR engine models with more approvals each year

Sustainability Lower diesel related criteria pollutants and carbon greenhouse gases
 Gain market share with fleet customers who have ESG goals to meet
 Enables fleet owners to transition their "diesel fleet" into a "green fleet"

**Based on APG's average estimated results that may vary with engine condition and route demands*



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