

SPECIAL  
POINTS OF  
INTEREST:

- Fuel Prices Recede— But for how long?
- Everyone bought APU's at once this year
- Size Matters
- F.E.T. tax rule
- Keep fuel levels up in your fuel tanks

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## Fuel Prices Recede...But For How Long?

Consumers and businesses alike are rejoicing about the drop in gas prices at the pump. At this time of writing, oil commodity prices are in the \$96.00 per barrel range and some people feel that the good old days of low prices are here to stay.

### OR ARE THEY?

Volatility in stock markets are sending confusing signals to anyone who pays attention to the movement of money. Oil speculators are dumping stocks causing a price decrease to the delight of the transportation industry. The quick upward trend of price spikes we saw this summer have abated just as fast on the downward side with prices per gallon now in the \$3.75 average range from the earlier national average of \$4.60. Fuel surcharges still remain and trucking companies pray that prices will fall even fur-

ther. However, financial news agencies that specialize in global oil trends say there are some highly respected and savvy investors placing their bets on the



future of oil going up AGAIN. They believe more oil shocks are inevitable based on fundamental hard facts—US Petroleum reserves of oil are at very low levels, (The Bush administration has refused to release any from this supply), Geo-political struggles in the Middle East, tensions with

Russia, Venezuela and other oil producing countries, OPEC cutting output supply, refineries in this nation maxxed out, (long lead times to build new ones), a shortage of oil drilling rigs, (again, long lead times to build new ones), hurricane damage to rigs from Katrina still have not been fully restored etc.. New technologies are emerging, but the combined bio-fuel, wind, solar and nuclear alternatives have not been fully implemented and developed yet, to displace fossil fuels for at least a decade. Anyone studying fuel price historical charts will see that the long term trend is ALWAYS UP! The economic argument for investing in APU's still applies when diesel is \$3.75 a gallon. Remember how everyone was hollering when cheap fuel reached the \$3.00 milestone, then \$3.50?

Use the fuel calculator tool-you'll see!

## Everyone Showed Up At The Party At Once

Our apologies go to our dealers and end user customers. This past summer our company experienced a MAJOR unexpected surprise surge in orders for APU's, as summer heat coupled with unprecedented daily and weekly fuel prices increased. People realized they had to finally do something about idling. Like all the other APU companies out there, we sold a lot

of units, and ran out of parts-quickly. We called our vendors and lead times for engines, pumps, switches and other components fell into staggered lead times that in some cases are 6 months out. We did the best we could including changing supply sources, air-freighting parts and some creative inventory management techniques. We try hard to stay tuned to up-

coming potential orders in order that material flow is purchased in advance. Dealers who have potential customers about to place orders on fleet purchases need to communicate this with us. Together, this exchange will help us plan and prevent shortages.

Our situation is now much better and we appreciate those orders-keep 'em coming!

## SIZE MATTERS!

Many people ask why we use “One-Lunger” engines when most other APU companies have larger two or even three-cylinder products. The answer is simple-Size Matters.

Back in 1999-2000 when I began in the APU business, we were engineering custom projects for drivers based on their specific wishes. As we all know, trucks are different, and so were the requests from their owners. However, the main fundamentals still prevail. Drivers told us it had to be light, diesel fuel powered, liquid cooled, provide heat, cold air, and battery charging. And it must be stand-alone (meaning no integration to sensitive truck OEM systems). It was also very important that it be fuel efficient, after all, this is why people were attracted to the concept of NOT idling a thirsty big main engine. Fortunately my association at that time was with an engine distributor who had a warehouse fully stocked with Kubota one, two, three, and four cylinder engines. We could build anything a person wanted.

One day, a customer dared us to put a generator in his Peterbilt 379 toolbox for cosmetic reasons, something no one else had done before. This was the magic bullet everyone loved the most! We continued to offer the larger versions as well, but consumer demand made this our best seller. It outsold the two cylinder products by 3 to one! Fuel economy was better, often half that of the larger engines, it was lighter in weight, and also cost a little less. We learned that most truckers with factory sleepers could easily power manage and get by nicely with 3300 watts of 120V AC household power. Most of all, if an APU is too big, or too heavy and won't fit the truck in any way, was a major obstacle. Our design allowed for installation options on the frame or in some cases, under the passenger door. The Frigette design is very unique and has advantages over many competitors-our customers like it this way!



Frigette's compact design is popular and unique. Fits many trucks under the door!

APU's Installed  
On New Trucks  
Are Subject  
To F.E.T. tax

## What Is The F.E.T. Ruling On APU's?

F.E.T. (or Federal Excise Tax) is a government tax that applies to new trucks. There are complicated rulings and interpretations on which types of equipment are exempt and which ones aren't. Currently there is movement in the Senate to eliminate the F.E.T. levy on A.P.U.'s. The next phase goes to the House for a vote before the President (hopefully) signs the bill as law. No one knows when this will happen yet.

So here is the current ruling today, as we know it-

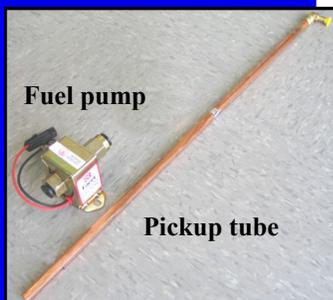
- **NEW APU'S going on NEW trucks are subject to the 12% F.E.T. tax**
- **APU's going on used trucks that are 6 months old are exempt from the 12% F.E.T. tax**

There have been rumors that the FET on APU's do not apply, but as of October 2008, it still does. Should there be final legislation to remove this tax, we will let you know.

## Keep Those Fuel Tanks Full

Recently, an APU customer complained of his APU shutting down and not being able to be restarted. During the diagnostic questioning period, a simple cause for the problem was discovered. He purposely kept his fuel tanks low, in order to scale lighter on the freight shipment he was carrying. The fuel level was down to only 10 gallons in the tank!. This is a risky practice, and should never be done. However, we have heard the low fuel story too many times over the years.

The Frigette fuel pickup tube is installed vertically from the top of the fuel tank, and acts like a straw to feed the APU. It is intentionally cut short to hang approx. 4-5 inches from the bottom of the fuel tank to avoid trash and debris from entering our APU fuel pump. Additionally, if the truck is parked on a slope in the parking lot, fuel may run to one corner of tank causing the pickup tube to suck air instead of fuel. After the driver refueled, everything worked perfect again. Never let your fuel tanks get low.



Pickup tube

# Tech Tips Topic— Air Filters And Dusty Roads



**Ensure that 2007-08 APU's have 3-part filters with mesh insert. Be diligent on air filter cleanliness**

Auxiliary Power Units for long-distance trucks are designed mainly for highway use, not off road. Consequently, recommended practices of oil and air filter maintenance reflect normal driving conditions of mostly asphalt surfaces. In normal situations, air filters should be checked once a week, and washed or replaced as needed. In good clean air environments, we advise attention to air filter elements at a maximum 500 hours.

**HOWEVER...**

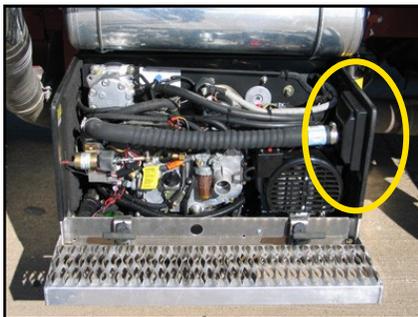
Dusty, dirty or sandy exposure is an enemy to any engine, be it a lawn mower, race car, or a diesel truck. Air quality is

something no one can control, but diligence to filter cleanliness is something the owner must do.

Mechanics all know that dust and debris entering the engine lubricant system can be a main cause of engine failure due to scored cylinder walls. As mother used to say- "An ounce of prevention is worth a pound of cure".

**"Air Filters are Cheap- Engines are Not"**  
**Dusty conditions are extreme enemies of air intake systems**

## Location Of The Air Filter Housing



2007 and 2008 Frigette APU's have plastic housings located on the right side of the box. To inspect the air filter elements, remove the lid and pull the vinyl trim lock strip off the right side edge of the box.

Slide the plastic air filter housing towards you. Remove the two foam elements. Clean with mild, soapy warm water and dry thoroughly. Next, remove the pleated paper element. (2008

versions come with this, 2007 versions did not. Upgrade any 2007 systems with the retro-kit mentioned below).

If the paper element is dirty, REPLACE WITH A NICE NEW CLEAN ONE. Ensure that the wire mesh screen is inserted in the plastic housing. The mesh screen is a protective support to hold the paper filter from being sucked into the air intake. Regular preventative maintenance of oil, fuel and air filters keep engines happy.

## Exploded View of Air Filters

If a truck with an APU has travelled a country road or operated in gravel parking lots for extended periods, check/clean/replace THE AIR FILTERS EVERY TWO TO THREE DAYS. The two foam elements are washable, the pleated paper version is a replaceable item. Do not wash it or blow it with an air hose.

Carry spare filters with you in the truck for convenience. These are obtainable through dealership parts departments.



**Pleated Paper Filter Only**  
**P/N # 045-00666**  
**or WIX 42420**



Frigette Truck Climate Systems manufactures fuel efficient anti-idle solutions for the over the road heavy duty truck market. With record 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.

**Reach us at:**

1200 West Risinger Road  
 Fort Worth, Texas 76134  
 Phone; 817-293-5313  
 Fax: 817-293-8014

**TECH SERVICE QUESTIONS?**

Phone 1-800-275-7524  
 Fax: 817-293-6477  
 E-mail: techservice@scsfrigette.com

Newsletter Questions or Topics?  
 Contact me at: kholze@scsfrigette.com



# Frigette APU Specifications

<b>Cooling BTU's</b>	<b>12,000</b>
<b>Heating BTU's</b>	<b>10,000</b>
<b>Evaporator Blower</b>	<b>330 CFM</b>
<b>Refrigerant</b>	<b>RI34a</b>
<b>Engine Make</b>	<b>Kubota EA300</b>
<b>Engine Cooling</b>	<b>Liquid Cooled</b>
<b>Fuel</b>	<b>Diesel</b>
<b>Battery Charging</b>	<b>60 amps DC</b>
<b>Household Power</b>	<b>3300 watts AC</b>
<b>System Weight</b>	<b>418 approx.</b>
<b>Enclosure Material</b>	<b>Aluminum</b>
<b>Duplex Plug-ins</b>	<b>Four</b>
<b>Airflow Ductwork</b>	<b>Yes</b>
<b>Optional Step for box</b>	<b>Yes</b>
<b>Dimensions</b>	<b>30.5" x 25.5" x 16"</b>



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

