



- Cut-a-way view of an LNG tank.



- LNG fleet ready for action.



- This is a walking floor unloading rice bran at our mill after a 520 mile trip.



- This tanker is just arrived from a 276 mile run with molasses.



- This tanker is just arrived from a 442 mile run from Los Angeles with pre-mix.



- This truck is picking up a load of aggregate in Coalinga.



- Truck is arriving in Hanford to unload aggregate.



- Truck is unloading the same load in Hanford.



- Truck arriving to load flaked corn.



- Loading flaked corn from the rolls in Hanford.



- The trucks load on a scale so that we can get as close as possible to 80,000.



- Arriving at Harris Feeding Company's feed mill.



- Corn still hot.



- Unloading flaked corn at feed mill.



- Unloading whole corn at Harris Feeding Company's storage barn.



- Picking up a load of cattle for Harris Ranch Beef Company's processing plant.



- Trucks loading organic fertilizer (manure) going out to the fields.



- Cattle truck arriving at the wash rack



- Truck being washed between loads in our state of the art wash facility.



- Emerging from the automatic wash at the end of the day.

# Statistics

- To date our LNG trucks have traveled over 9,506,348 miles.
- Reducing 23 tons of NOx per year from the central valley air.
- Eliminated 125 tons of NOx since operation start in October of 1999.
- An additional six tons of NOx is removed due to displacement of an older fleet that was hauling the aggregate that is now being hauled by these trucks as a back haul.
- LNG trucks cost on average 2 cents per mile more than diesel trucks to operate in 2002.
- In 2002 LNG costs broke even with diesel when the rack price was 86 cents per gallon.
- Current breakeven in comparing LNG to diesel is at 1.63 per gallon.
- Year 2003 maintenance cost have changed. Now the cost is even for both LNG and diesel.
- This is where we need to be, when we first started it cost 4 cents to operate more than diesel.
- The system has been de-bugged, the maintenance staff has become more proficient at diagnosing problems, what would take two hours now takes 15 minutes with repairs taking less than an hour.
- The current fuel cost for November 2004 were 36 cents a mile for the diesel trucks
- The current fuel costs for LNG trucks were 39 cents a mile in the same month.

# Truck Specifications

- All Harris LNG Trucks are powered by the Caterpillar C-12 engine.
- Converted for Natural Gas by Powersystems, Caterpillar dealer located in Lancaster California.
- They were converted to dual fuel using the technology developed by Clean Air Power out of San Diego.



- Quite possibly in the very near future there will be LNG Auto.