

Sterling LT-8500 LNG Truck

Answers to Commonly Asked Questions

What is the horsepower and torque rating for the Sterling LT-8500 LNG? Is it sufficient to haul 80,000 lbs?

The Sterling LT-8500 with the Cummins ISL-G engine is rated at up to 80,000 lbs GCW at 55 MPH for port drayage applications. The engine is warranted by Cummins Inc. for 5 years or 150,000 miles. In fact, the Sterling LT-8500 LNG truck out accelerates a 12.8 liter diesel tractor with an 80,000 lb load which shows the great applicability of this tractor for drayage in and around the harbor.

What is the maintenance schedule for the Cummins LNG engine?

The maintenance intervals include an inspection at 7,500 miles along with oil change and spark plug replacement every 18,000 miles. Also with the Sterling LNG truck, because there is no diesel burned, the Sterling LNG tractor is equipped with a non-dosing no maintenance three-way-catalyst in lieu of a complicated diesel particulate filter which does require maintenance. This Catalyst is very similar to a catalytic converter that is standard equipment on automobiles sold in the US.

What is the expected life of the Cummins engine?

The rated B50 life for the Cummins ISL G engine is the exact same as its diesel counterpart. If the average port trucker operates 30-40,000 miles per year, this means Cummins expects the average engine will last without overhaul for 20 years. Remember, 80% of the parts of the NG engine are shared with the diesel version of the engine. In fact, there are over 1,000 Cummins ISL-G natural gas engines in operation in Southern California in applications such as municipal buses and refuse – many of these duty cycles are even tougher than port drayage.

Where can I get my engine serviced?

Because the Cummins ISL-G is fully manufactured by Cummins, the engine can be serviced at any Cummins engine distributor and any truck dealer certified to work on the Cummins ISL-G. This includes South Bay Truck Center in Carson, Cummins Cal Pacific and the VVG network of dealerships throughout Los Angeles, San Diego and Las Vegas.

Who provides the warranty for my Sterling and its Cummins engine?

Unlike other LNG engines which are modified after they leave the Cummins plant, the Cummins ISL-G engine is installed complete at the Sterling factory like any other engine, and thus it can receive warranty and service work at any authorized Cummins Engine distributor or dealer making the vast network of Cummins warranty locations available to you. You can be confident that your warranty needs will be serviced by Cummins and Sterling without having to rely on a third-party engine modifier to back-up warranty claims.

What is the fuel mileage for the Sterling LNG?

Of course actual fuel mileage for any truck varies widely with the driver habits, but in our tests we have seen about a 5% reduction in fuel mileage on a diesel gallon-equivalent basis (1.7 gallons of LNG per gallon of diesel). Combined with the lower price of LNG of a diesel gallon-equivalent basis, this means you can save up to 25% on your fuel costs, depending on the current price of LNG and diesel fuel.

Will I have to replace the Sterling LNG to eventually meet EPA 2010 requirements?

The Sterling LT-8500 with the Cummins ISL-G is currently certified to EPA 2010 emissions standards which mean you will not need to replace the vehicle to meet any know emissions guidelines. You can take pride that the Sterling LNG truck is the cleanest commercially available heavy duty truck in the world.

What is the range of the Sterling LNG tractor?

The Sterling ISL-G holds 119 gallons of LNG fuel, which is equivalent to 65 gallons of diesel fuel which should give you a range of 225-275 miles.

I've heard that the Sterling LNG truck will be replaced by the Freightliner LNG truck after March of 2009 – how will this affect me?

Both Sterling and Freightliner are brands under Daimler Trucks, the world's largest commercial vehicle manufacturer. Daimler has decided to consolidate the Sterling product offerings into the Freightliner brand. Both trucks share the same chassis and driveline with the primary difference being the cab – the Freightliner version will be offered with the M2-112 cab. Due to our strong commitment to natural gas for port drayage and distribution applications we will be producing and taking orders for the Sterling LT-8500 LNG through March of 2009, after which time we will transition to the Freightliner M2-112 chassis. This will provide for continuous availability of the LNG chassis from DTNA for our customers through this transition period. After the transition in March of 2009 both DTNA brands will be fully supported by the DTNA dealer body including all warranty and service commitments. Although most chassis and drivetrain parts are common with the succeeding Freightliner brand LNG truck, parts specific to the Sterling brand will be available through the DTNA network for a minimum of 10 years.