



For Release

Freightliner Custom Chassis Corporation (FCCC) S2G commercial Chassis

Frequently Asked Questions

March 6, 2012

Q: Why did Freightliner Custom Chassis Corporation (FCCC) develop the FCCC S2G?

A: FCCC developed the S2G chassis in response to significant industry interest in a factory-installed liquid propane gas (LPG) engine for use in the medium-duty truck market. FCCC has a history of developing custom chassis with alternative fuel powertrains, and the company built upon that heritage by producing a chassis that combines clean-burning LPG technology with the durability, reliability, maneuverability and design flexibility of FCCC's popular S2 chassis. With the introduction of the S2G, FCCC adds to its product offerings the only original equipment manufacturer LPG chassis available to the medium-duty truck market.

Q: How long has FCCC been developing alternative fuel vehicles?

A: With a focus on reducing category emissions pollutants, carbon dioxide and fuel consumption, FCCC began developing alternative fuel vehicles in the mid-90's when it started offering compressed natural gas (CNG) and LPG chassis to the commercial bus market. FCCC also introduced the CNG-fueled walk-in van chassis in 1996, as well as the first hybrid-electric chassis to the walk-in van industry in 2001. FCCC's hybrid-electric commercial bus chassis, MB-HEV, and ecoFRED™, the motorhome industry's first hybrid-electric chassis, were both introduced in 2008. In 2009, FCCC launched its HHV hydraulic hybrid chassis, which captures and stores hydraulic energy to power the vehicle without the engine. FCCC unveiled its all-electric MT-EV walk-in van chassis in 2010.

Q. What is liquid propane gas (LPG) technology?

A: LPG, sometimes called autogas, is created by refining petroleum or natural gas. When used to fuel internal combustion engines, LPG reduces nitrogen oxide and carbon emissions, making it a cleaner-burning fuel than diesel or gasoline. Although LPG has a lower energy content than traditional internal combustion engine fuels, LPG vehicles are less expensive to operate due to the lower cost of the fuel and fewer associated maintenance costs. LPG vehicles deliver approximately the same power, acceleration and cruising speed as traditionally powered vehicles. Many federal and state incentives encourage use of LPG as an alternative fuel, and more than 2,600 LPG fueling stations operate nationwide.

Q: How long has the FCCC S2G been in development?

A: With the support of the Propane Education & Research Council (PERC), FCCC began developing the S2G in 2010, partnering with custom engine solution provider Powertrain Integration™ and a LPG fueling equipment manufacturer.

Q: What is the rating of the FCCC S2G engine?

A: The S2G is powered by an 8-liter engine offering 325 hp and 450 ft-lbs torque. Powertrain Integration uses General Motors' proven long block and other GM components as its core.

Q: What transmission is available with the S2G?

A: The FCCC S2G is equipped with the Allison 2300 automatic transmission with PTO provision.

Q: What GVWR is available?

A: The FCCC S2G chassis will work with a maximum GVWR up to 33,000 lbs.

Q: For what applications is the FCCC S2G well-suited?

A: Because the FCCC S2G was designed with input from fleet managers and body manufacturers, the chassis will meet the needs of a variety of fleets. In particular, it is well-suited for pickup and delivery, student transportation and municipal applications.

Q: When can I order the FCCC S2G?

A: FCCC expects to begin accepting orders for the FCCC S2G later this year.

Q: What are the sales projections for the FCCC S2G?

A: We do not comment on sales forecasts, but FCCC anticipates a high level of customer interest in this new product.