This fall I was hired to begin work for UAF Sustainability installing Temro Power-Saver cords. The goal of this program was to install cords in both student and university owned vehicles that are plugged in on campus in order to reduce the amount of electricity consumed keeping the vehicles warm. The cords were donated by GVEA and their installation is relatively inexpensive so the program should save the university money in the long run.

The program is new this year and so I spent the first half of the semester getting approval to start work and setting the program up. Once we received approval from risk management to begin working I started installing cords on university owned vehicles at facilities services. A total of 31 cords were installed on vehicles in the facilities service fleet, as well as 1 cord that I installed on my own vehicle. At the beginning of the spring semester we received permission to install power saver cords on student, staff, and faculty owned vehicles, at the CTC auto shop. Throughout the semester I installed 37 cords on student owned vehicles, and 3 UAF owned training vehicles. I also gave 3 cords to be installed on Vehicles at the Toolik Field Station. The UAF Chancellor, Brian Rogers had the cord install in his new family car.

The Program has been a huge success, and generated more interest than the total number of cords. The program was featured in a Daily Newsminer Article, on the UAF Cornerstone newsletter and on the web. As of April 27 we have installed all of the cords that we were given. If we are able to find either more of the same cords, or another similar device we would certainly be able to continue the program in future years. If the program is able to continue there are two possible approaches we could take. The first would be to continue as we did this semester, and try to schedule installations in a more efficient way.

Scheduling installations proved to be somewhat difficult, because of the variation in time needed to install cords on different vehicles. The fact that some installations can take an hour or more while most of the installations take less than 30 minutes means that we have to schedule blocks of time that are longer than the average time of installation. One option is to schedule installations based on each individual vehicle, but this would require that the person installing the cord have a good estimate of the time required for each vehicle that they may be working on. An alternative to scheduling individual installations that would be possible due to the lack of a need for specialized tools or automotive experience would be to set up demonstration sessions and have a few workers help a group of people install the cords on their own vehicles. Two students could probably walk a dozen or so people through the installation in an hour and a half. Some problems with this approach are that it would not appeal to everyone who would potentially want a cord, and that it would be somewhat difficult to find an area to do it in.

In the event that the program is able to continue in the future I would be interested in continuing to have a major role in it. A special thanks goes to: GVEA, Travis Cortez at the CTC auto shop, Sarah Mousseau at facilities service, John Clendenin at risk management, Michael Golub, Michel Hebert, and all the people who participated in the program.