



COMMERCIAL FLEET TIRE DIGEST

The authoritative guide to reducing commercial tire expenditures from Pressure Systems International, the manufacturer of the Meritor Tire Inflation System by PSI™

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Visit us at the TMC Meeting 2/29/16 - 3/3/16 Nashville TN Booth 1524

Greenhouse Gas Phase 2 Initiative

EPA is scheduled to announce the GHG-2 final rulemaking about mid-year 2016 following the completion of the comment period in late 2015. In order to reduce greenhouse gases, vehicle fuel economy of both the tractor and trailer will have incremental improvement targets over the next 10+ years. These new regulations will go into effect beginning with model year 2018. This will mean that vehicles, both tractors and trailers, built as early as 2017 must meet these new EPA regulations.

Greenhouse Gases- Phase 2 EPA Guidelines for CO2 & Fuel Consumption Improvements

MODEL YEAR	% IMPROVEMENT
2018	6%
2021	8%
2024	10%
2027	12%

Some of the potential strategies for curtailing greenhouse gases include:

For Engines:

- Combustion optimization
- Friction reduction
- Improved and increased air handling
- Improved emissions aftertreatment
- Waste heat recover

For Tractors:

- Improved aerodynamics
 - Wheel covers
 - Reduced tractor to trailer gap
 - Low rolling resistance tires
- Improved powertrain efficiencies
- Idle reduction technologies
- Weight reduction

For Trailers:

- Weight reduction
- Trailer sideskirts
- Automatic tire inflation
- Low rolling resistance tires
- Wheel covers
- Rear trailer aerodynamic devices

This new EPA GHG-2 rulemaking affects trailers for the first time. In GHG-1 only the tractor had fuel efficiency guidelines. The trailer rulemaking varies depending upon the specific type of trailers. For example, for non-box trailers, which includes tankers, flatbeds & other vocational trailer configurations, only two of the many technologies will be required based on the non-finalized proposed rulemaking. Low rolling resistant tires in combination with automatic tire inflation systems are proposed as mandatory.

In the most prevalent box type trailers, which includes both vans and reefers, fleets will have a wide range of technologies available to help make their fuel economy improvements. Of course low rolling resistance tires and automatic tire inflation will be an obvious choice for fleets but additionally box type trailers have a plethora of aerodynamic devices to choose from.

It is also important to note that there will be possible exemptions and exceptions for trailers operating in specific service vocations. Log haulers, some lowboys, grain hoppers, and some off-highway trailers may be exempt from meeting these new GHG-2 regulations.

The original equipment trailer manufacturers will have the responsibility to insure that the vehicles they produce meet these new greenhouse gas regulations. By a complicated formula, a trailer OE may produce some trailers that do not meet all the fuel efficient standards but the "average" fuel efficient improvement target must be met for everything that they produce.

Of course, the entire industry is waiting for the final rulemaking so that future vehicle purchase standards can be met and exceeded.

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