



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™

VOLUME 10 ISSUE 11

NOVEMBER/DECEMBER 2016

Understanding Fuel Economy, Tires & GHG-2

Read "How Proper Tire Practices Can Reduce Road-side Service Calls" by Al Cohn in the October issue of Fleet Equipment
[Full article click here](#)

The recently announced final rulemaking for Greenhouse Gas – Phase 2 (GHG-2) has the OE truck & trailer manufacturers along with commercial fleets trying to fully understand the comprehensive, complex 1,692 page primary document. This final rulemaking was published on August 16, 2016. The 1,116 page Regulatory Impact of GHG-2 was also released.

The industry trade press has described the new regulation:

- "Impossible read"
- "Obviously written by lawyers"
- "Complicated"
- "A lot of information to digest"

GHG-2 goes into effect on January 1, 2018. Over the course of the following ten years, the fuel economy standards become more stringent. Every three years vehicle fuel economy must be improved. The net benefits of implementing this rulemaking is estimated to be 196.5 billion dollars during this ten-year period.

The rulemaking is divided into 4 categories:

- Combination Tractors (tractors pulling trailers)
- Trailers
- Heavy Duty Pickup Trucks & Vans
- Vocational Vehicles

There are different standards depending on the specific category. To make it even more complicated, each category is divided into additional sub-categories. Trailers, for example, have over ten sub-categories depending on the trailer length and type of service vocation. There are different regu-

lations for box trailers and non-box trailers that include container chassis, tankers, and flat beds.

The goal of GHG-2 is to reduce Greenhouse gas emissions 28% below 2005 levels with an 80% reduction by 2050.

Tires and tire inflation play a major role in improving vehicle fuel economy and reducing greenhouse gasses. Low rolling resistance tires (LRR) will improve fuel economy at least 3% over existing non-LRR tires. SmartWay publishes a list of several hundred new tires and retreads that are SmartWay verified. To make this verified list the tires must only meet a minimum laboratory tire rolling resistance value. Every fleet must do their own fuel economy testing to determine which tire make/model delivers the best fuel economy in their fleet operation.

It is obviously a good decision to spec LRR tires; but if tire pressure is not maintained, then a fleet will no longer continue to receive the fuel economy benefit. As a result, if a fleet specifies automatic tire inflation (ATIS) on their trailers, there is an additional incentive of 1.2% assigned by GHG-2. If TPMS (Tire Pressure Monitoring System) is specified in place of ATIS, GHG-2 regulation has assigned a lower value of 1.0%. With TPMS, tires will continue to run underinflated until human intervention is required to add air to the low pressure tires.

The onus for meeting the new fuel efficient standards is on the OE tractor and trailer manufacturers. If they do not meet their goals beginning in 2018, they will incur hefty financial penalties. Fleets need to work closely with their tractor and trailer OE's to design the most fuel efficient vehicles for the future.

Q&A PSI ANSWERS YOUR QUESTIONS

Q. I have been experiencing fast shoulder wear on both steer tires on several vehicles. It is evident at about 75,000 miles. What causes this condition?

A. When the outside shoulders of both steer tires have fast wear, then there is too much toe-in. If the inside shoulders of both steer tires see fast wear then the issue is a toe-out alignment condition.

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