



# 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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## More about GHG- 2



### 17 Minutes:

The time you can save in CVSA Roadside Inspections when trailers have automatic tire inflation systems

In the previous two issues of the PSI Tire Digest we have addressed the new proposed rulemaking associated with the comprehensive proposed Greenhouse Gas Emissions updated proposal (GHG-2). The rulemaking will be implemented incrementally effective with model year 2018. Full implementation is not expected until model year 2027. One of the major components of the new rulemaking will be to include not only tractors but trailers for the first time. GHG-2 also includes a provision that could reduce the appeal of glider kits if the proposal becomes final.... The EPA is proposing to require that rebuilt engines installed in glider kits meet the emission standards applicable in the year of assembly, including all applicable standards for criteria pollutants.

When the proposed rulemaking was announced on June 19 this year the PDF document was an unwieldy 1,329 pages that likely has gone un-read by many. Since being published in the official Federal Registry, it's now only 700 pages in length, but don't be fooled - that's only because fonts have been reduced, all the content is still there.

Just about all types of trailers are included in the rulemaking except for some specialty trailers that see off road applications. Non-box trailers which include flat beds, tankers, moving vans, and chassis will be mandated to begin spec'ing low rolling resistance (LRR) tires and automatic tire inflation (ATIS) effective with model year 2018 which is realistically trailers produced anytime in 2017. For these trailers, LRR tires can add 3% or more to increasing fuel economy; and when you include automatic tire inflation, an extra credit of 1.5% is earned. Box trailers have many aerodynamic and fuel efficient options to increase vehicle fuel economy such as the use of trailer skirts, nose cones, LRR tires, tire inflation, wheel covers, and the use of reduced weight

materials in the trailer construction. Reducing trailer weight can be helpful in improving fuel economy for those fleets who typically cube out on loads and when trailers are empty on a backhaul. It is a fact that properly inflated tires will make all other aerodynamic devices, LRR tires and weight reduction efforts work to their potential to insure GHG-2 will be a successful program.

During August this year, the EPA has held two public hearings to hear comments directly from the public and stakeholders addressing the proposed rulemaking. In Chicago and again in Long Beach, California the hearings were well attended. A plethora of people representing environmental groups feel very strongly that the proposed rulemaking should be more stringent and implementation dates moved up. These folks want the government to do everything in its power to help clean up the environment and reduce greenhouse gas emissions. It is interesting to note that the lengthy introduction of the new rulemaking documents and describes how 97% of the world's scientists agree that global warming is a serious man-made issue that needs to be taken very seriously. They believe the results of not doing everything we can to clean up the environment will result in serious issues for future generations.

Interested parties have until October 1, 2015 to comment on the proposed rulemaking. Here is the link to submit your comments.

<https://www.federalregister.gov/articles/2015/07/13/2015-15500/greenhouse-gas-emissions-and-fuel-efficiency-standards-for-medium--and-heavy-duty-engines-and>

There have been 182 comments posted online regarding the proposed regulation as of September 8, 2015. You can view all of these comments at:

<http://www.regulations.gov/#%21docketDetail;D=EPA-HQ-OAR-2014-0827>

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