EPA Heavy Duty Vehicle Emissions Program

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US EPA SmartWay Transport Partnership
ICCT/NESCCAF Workshop:
Improving Fuel Economy of Heavy Duty Fleets II
20 February 2008
Presentation Overview

- What is the Challenge?
- What is the Solution?
- SmartWay Phase I Test Program
- SmartWay Tractor-Trailer Trucks
- Phase II Test Program: SmartWay Truck Emissions Test Protocol
- Public Workshop
- Next Steps
What is the Challenge?
Climate Change Already Affecting the Planet: Arctic Ice Cap

- Mid-September 2007 Arctic sea ice cover is **39%** smaller than the 1979 to 2000 mid-September median
- Mid-September 2007 is **22%** smaller than mid-September 2005

Source: National Snow and Ice Data Center
Freight Is a Significant Source of U.S. Greenhouse Gas Emissions

- The freight sector accounts for about 20% of US transport-related GHG emissions
- Carbon dioxide emissions from freight trucks increased by 69% from 1990-2005
- This is the largest emissions rate increase of any major transportation mode
  - Fuel efficiency relatively constant over this time period
  - ... While truck VMT increased by 51%
Large Portions of US Do Not Meet the National Ambient Air Quality Standards
Freight Is a Significant Source of NOx and PM Emissions

NOx
(6.3 million tons)

PM 2.5
(305,000 tons)

- Freight: 56%
- Agriculture: 13%
- Construction: 11%
- Non-port Marine: 9%
- Other Nonroad: 8%
- Other Highway: 4%
- School Bus: 1%
- Transit: 1%

- Freight: 32%
- Agriculture: 19%
- Construction: 21%
- Non-port Marine: 9%
- Other Nonroad: 5%
- Other Highway: 3%
- School Bus: 2%
- Transit: 0%

Mobile Source Diesel Emissions Inventory by Sector (2004)
Growth In Transportation Offsets Gains from Cleaner, More Efficient Vehicles

Source: U.S. Department of Transportation – Bureau of Transportation Statistics
What is the Solution?
EPA Regulatory Program: Mandating Cleaner New Vehicles

**Tier 2 Light-Duty**
- final rule 1999
- fully phased in 2009
- Diesels held to same stringent standards as gasoline vehicles

**Heavy-Duty Highway**
- sales 800,000 / yr
- 40B gallons / yr
- final rule 2000
- fully phased in 2010

**Nonroad Diesel**
- sales over 650,000 / yr
- 12B gallons / yr
- final rule 2004
- fully phased in 2015

**Locomotive / Marine**
- sales 40,000/yr
- (1,000 locomotives)
- 6B gallons / yr
- proposal 2007
- fully phased in 2017
Clean Fuel/Engine Standards will Lead to Substantial Air Quality / Health Benefits

<table>
<thead>
<tr>
<th></th>
<th>Light-duty Tier 2</th>
<th>Heavy-duty 2007</th>
<th>Nonroad Diesel Tier4</th>
<th>Total</th>
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<tbody>
<tr>
<td><strong>2030 Annual</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>$5 billion</td>
<td>$4 billion</td>
<td>$2 billion</td>
<td>$11 billion</td>
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<tr>
<td><strong>Benefits</strong></td>
<td>$25 billion</td>
<td>$70 billion</td>
<td>$80 billion</td>
<td>$175 billion</td>
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<tr>
<td><strong>Avoided Premature Mortality</strong></td>
<td>4,300</td>
<td>8,300</td>
<td>12,000</td>
<td>24,600</td>
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<tr>
<td><strong>Avoided Hospital Admission</strong></td>
<td>3,000</td>
<td>7,100</td>
<td>8,900</td>
<td>19,000</td>
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<tr>
<td><strong>Avoided Lost Work Days</strong></td>
<td>0.7 million</td>
<td>1.5 million</td>
<td>1.0 million</td>
<td>3.2 million</td>
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</tbody>
</table>

Timelines of different emission strategies

- **US**
  - 2002: SCR & CDPF technology with no EGR
  - 2004-2007: High EGR & CDPF technology
  - 2008-2009: Adv. SCR & CDPF with medium EGR

- **Europe**
  - 2002: SCR technology
  - 2008-2009: Adv. SCR & CDPF with medium EGR

**NOx storage catalyst (adsorber catalyst) & CDPF technology with medium EGR**

9th Diesel Engine Emission Reduction Conference 2003
Nearly 700 SmartWay Partners
Drive approximately 375,000 trucks
Travel nearly 29 billion miles per year
For current three-year commitments, on track to:
  - reduce greenhouse gas emissions by over 6 million metric tons of carbon dioxide
  - reduce 27,000 tons of NOx
  - reduce 845 tons PM
  - save over 545 million gallons of diesel fuel
  - save the trucking industry over $2 billion in annual fuel and maintenance costs.
SmartWay Phase I Test Program
Our Goal: Reduce Emissions While Increasing Fuel Economy
EPA SmartWay Phase I Test

- **Phase I (2004-2005)**
  - ROVER PEMS
  - Mack cooled EGR engine & 2004 emission standards
  - Single wide tires (2 types), aluminum wheels, trailer aerodynamic fairings (front, side (2 types), rear)

- **Phase II (2005-2006)**
  - SEMTECH-D PEMS and portable fuel tank
  - Kenworth T600 with 2004 CAT ACERT engine and Freightliner FLD120 with 2000 DDC-60 engine
  - Single wide tires (2 types), aluminum wheels, trailer aerodynamic fairings (front, side - 2 types, rear - 2 types)
Phase I Test Method

- SAE J1321 (Joint TMC/SAE Fuel Consumption Test Procedure Type II)
  - Tests Control (C) and Test (T) truck
  - Fuel Consumption from gravimetric and carbon balance using portable fuel tank and PEMS
  - NOx Emissions from exhaust gas analyzers

- Several configurations of equipment
  - single wide tires with aluminum wheels and aerodynamic fairings (side, front, rear) on trailer

- Three common engine types
- Four different drive cycles
Phase I Drive Cycles

- Highway 65
- Constant 65
- Suburban
- Highway Line Haul
Phase I Test Program Results

- Demonstrated significant (10% or higher) per-mile reductions in fuel consumption and NOx emissions during highway-type operation
- Published three SAE papers
  - Available on EPA SmartWay web site:
  - [http://epa.gov/smartway/swresources.htm](http://epa.gov/smartway/swresources.htm)
- New EPA SIP guidance for States to use fuel-saving truck retrofits to meet air quality standards
  - Available on EPA SIP and Conformity web site:
SmartWay Tractor-Trailer Trucks
SmartWay Truck Specification

- Meet or exceed 2007 engine cert requirements
- Aero profile high-roof sleeper cab with added aero features (bumper, mirror, tank fairing, side extenders, integrated roof fairing) (5+%) 
- 53’ dry box van trailer
- Aerodynamic trailer fairings (skirts and tail or gap fairing) or demonstrate equivalent fuel savings (5%)
- Low rolling resistance tire models (3%)
- Capable of 8+ continuous hours idle reduction (6%)
- Aluminum wheels (optional)
SmartWay Tractor-Trailers

10% - 20% more efficient
Lower emissions
Outstanding Market Response

- All six major truck OEMs offer at least one SmartWay tractor model (13 models to date)
- Four of the largest trailer OEMs offer SmartWay trailers
- Four tire manufacturers have at least one tire per axle position
- Three aerodynamic manufacturers offer fairings that meet the specification
- Dozens of APU and other idle reduction technologies meet specification
Next Generation SmartWay Trucks

- Initial SmartWay designation for line-haul combination tractor-trailer trucks
  - Use more fuel than all other commercial truck classes, combined
- Strong demand to expand to other applications
- Also need flexibility to assess technologies as they evolve over time
  - Current specification, although based on test data, is design-based
- EPA and stakeholders determined there is a need for a truck test that is objective, uniform and consistent
Phase II Test Program: SmartWay
Truck Emissions Test Protocol
Context

- Industry, environmental groups, and EPA have common interest in developing a performance test for heavy vehicles
  - Current test methods not applicable (heavy duty engine, passenger vehicle) or insufficient (SAE and TMC test HD vehicle test methods)

- Design test to meet multiple aims
  - Provide the evaluation metric for next generation SmartWay trucks
  - Establish vehicle-based test that could lead toward hybrid truck certification
  - Offer end-users (fleets) an unbiased method to compare truck performance
Process

HD HYBRIDS


DRAFT Procedure 5/2006

SMARTWAY

Test Track Testing at SwRI

DRAFT SMARTWAY Procedure 7/2006

SMARTWAY TRUCK EMISSIONS TEST METHOD

HYBRID CERTIFICATION EMISSIONS TEST PROCEDURE
Scope

- Single Truck Test
  - Will measure FE in absolute (not relative) mpg or other metric (e.g., ton-mile/g; gallon/hr)

- Conduct on test track or chassis dynamometer
  - Track test modifies SAE J1321, “Joint TMC/SAE Fuel Consumption Test Procedure Type II,” for heavy duty vehicles
  - Chassis test modifies EPA Optional Chassis Certification for diesel vehicles (CFR 40 Part 86, Subpart B and §86.1863-07) test procedure

- Can be used for all heavy duty trucks including hybrid
  - Added requirements for hybrid trucks
Flowchart

Select Truck Application and Drive Cycle

Select and Prepare the Vehicle, fuel, and Equipment

Conduct coast down tests

Set up drive cycle on track or dyno

Hybrid?

YES

Preliminary Hybrid Procedures
- State of charge
- Net energy change

YES

Conduct practice runs and test (modified SAE J1321)

NO

Conduct practice runs and test (modified CFR)

Hybrid?

YES

Conduct practice runs and test (modified CFR)

NO

Conduct practice runs and test (modified SAE J1321)
Draft Test Protocol

- Published on EPA SmartWay web site in November, 2007
  [http://www.epa.gov/smartway/](http://www.epa.gov/smartway/)

New!

SmartWay Truck Emissions Test Protocol

- Soliciting written comments by March 5, 2008
Public Workshop
Public Workshop Logistics

- March 19 – 20, 2008
  - Washington, DC Hilton Embassy Row
- Details on web site

**SmartWay Truck Emissions Test Protocol**

**Workshop Announcement:**

SmartWay Truck Emissions Test Protocol Working Draft

- EPA will post agenda in near future
  - Seeking preliminary input from key stakeholders like ICCT/NESCCAF
Goals for Workshop

- Discuss potential benefits of test (SmartWay Truck, hybrid certification)
- Highlight outstanding technical areas
- Discuss written comments received to date
- Engage stakeholders in discussion of draft
- Establish working groups to resolve outstanding technical areas
  - Testing, data sharing and generation, modeling, analysis
- Invite stakeholder participation in working groups
Outstanding Technical Areas

- Representative drive cycles
- Representative load characterizations
  - Power draw per accessory
  - Accessory weighting per drive cycle
  - Must include PTO loads for vocational trucks (very important in HD hybrid designs)
- Testing, modeling and analysis to:
  - Verify drive cycles and refine test procedure
  - Quantify differences between chassis and track test (Initial protocol allows either method)
  - Quantify differences between PEMS and lab equipment – underway
- Analysis to determine appropriate fuel efficiency metrics
  - Industry strongly favors a ton-mile which better captures the “work” HD vehicles do, and the benefits of hybrid designs
- Analysis to determine appropriate supplementary models
  - Must be accepted by government and industry; non-proprietary, accurate
Looking Forward
What’s Next?

- Complete new “working version” of test (this year)
- Use “working version” to collaborate with stakeholders on testing, data sharing
- Use test data & stakeholder feedback to further refine test (1 – 2 years)
- Develop/adopt vehicle models to supplement testing
- Develop assessment methods for aerodynamic drag and tire rolling resistance
- Collect data for “baseline” input values for model
- Establish performance criteria for next-generation SmartWay trucks (2010)
  - Determine when to test, when to model
- Move toward vehicle-based hybrid certification
Questions? Thank You!

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