
US Heavy Duty Vehicle Fleets Technologies for Reducing CO₂ An Industry Perspective

Excerpts from presentation to Transportation
Research Board

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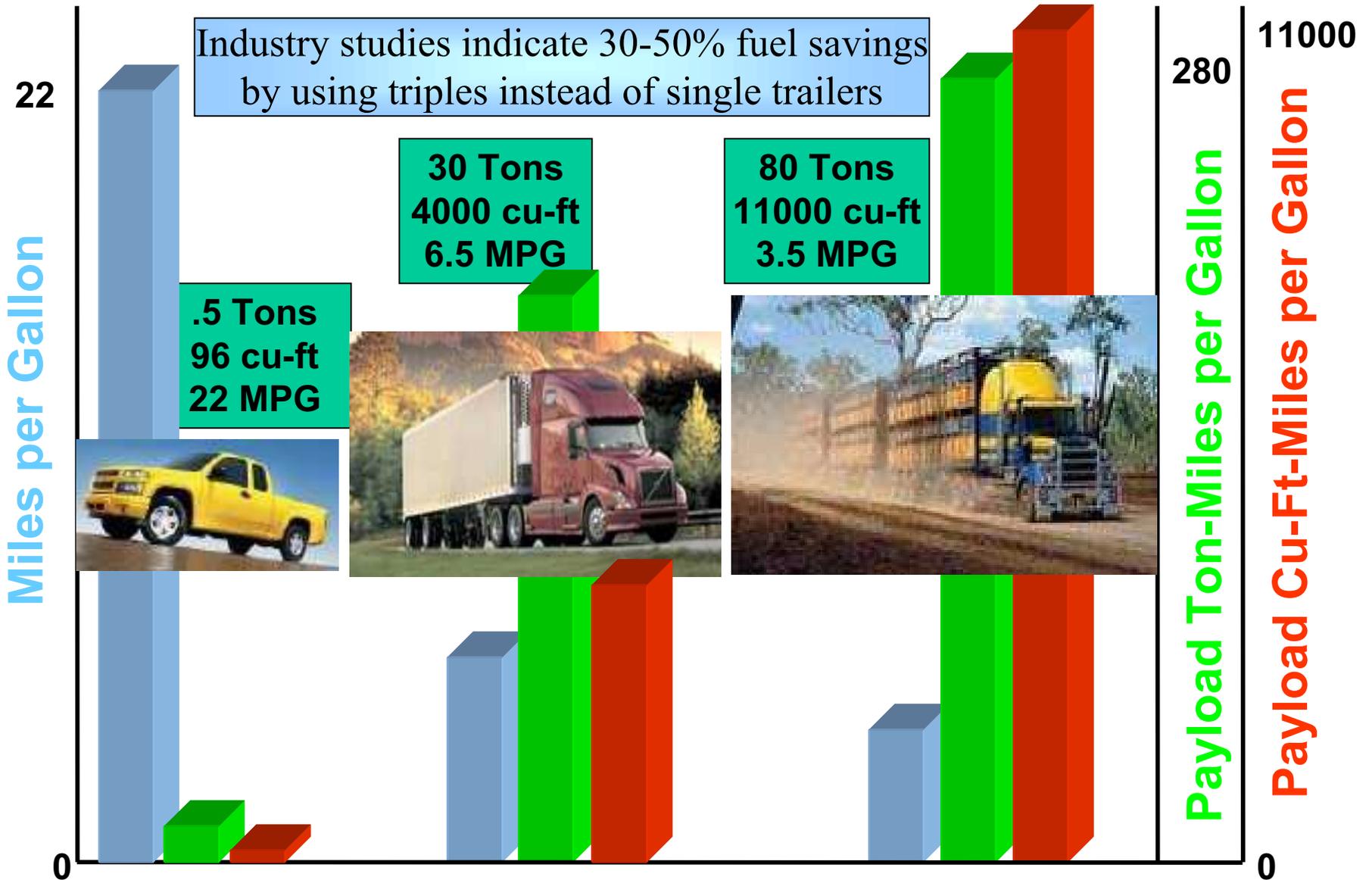
Heavy Duty Vehicle Fuel Efficiency is a Complex Issue

Many types of vehicles with different functions

How to Define & Measure Efficiency?

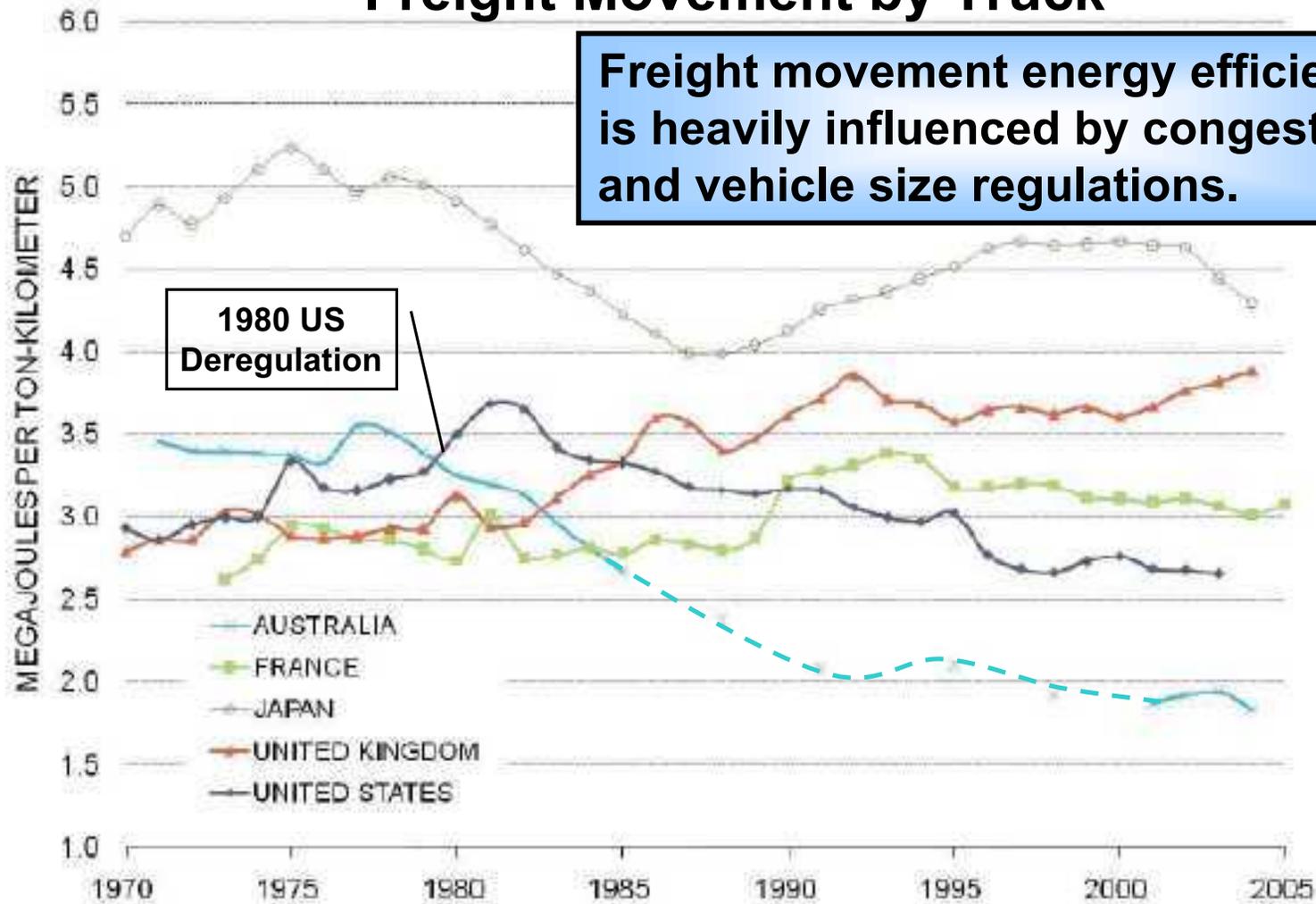


MPG is not an appropriate efficiency measure



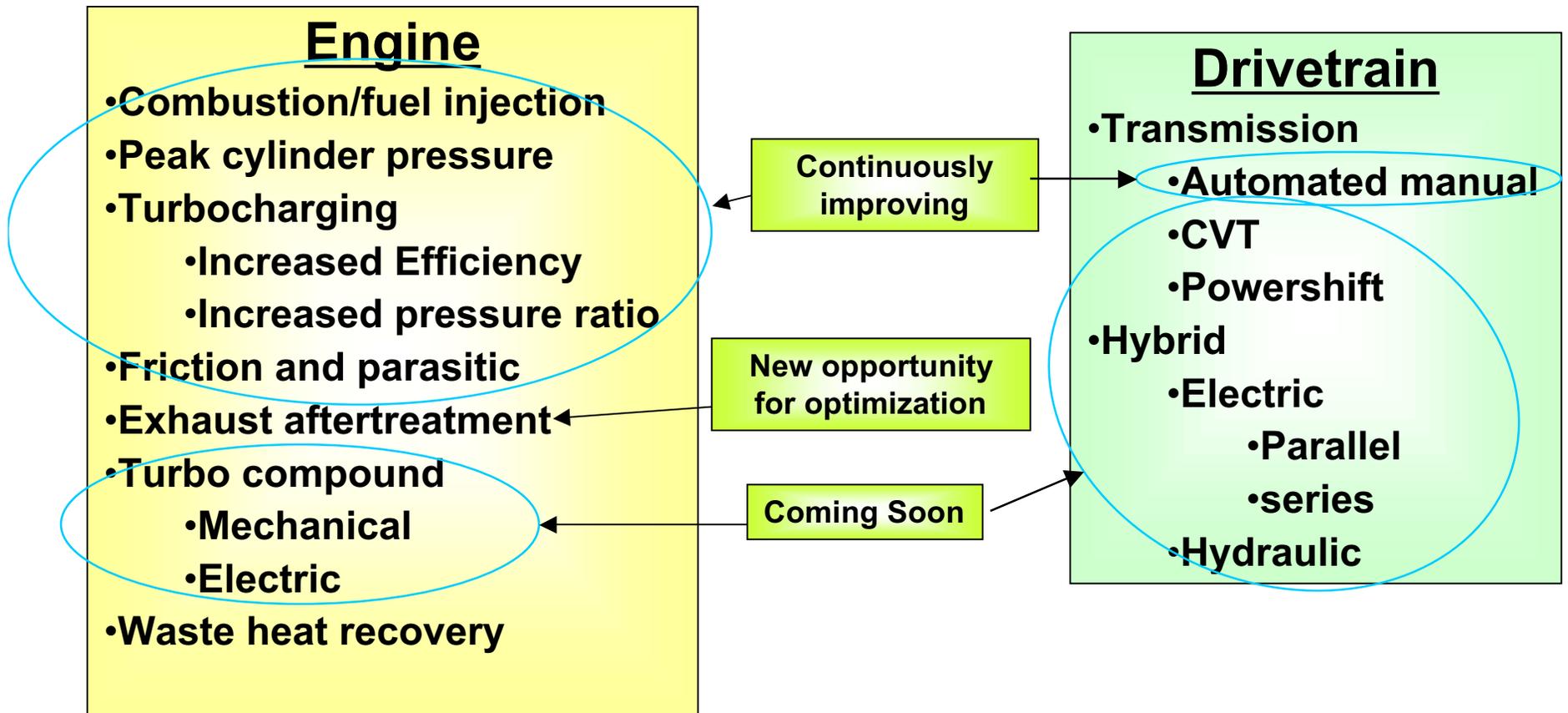
Modal Energy Intensity

Freight Movement by Truck



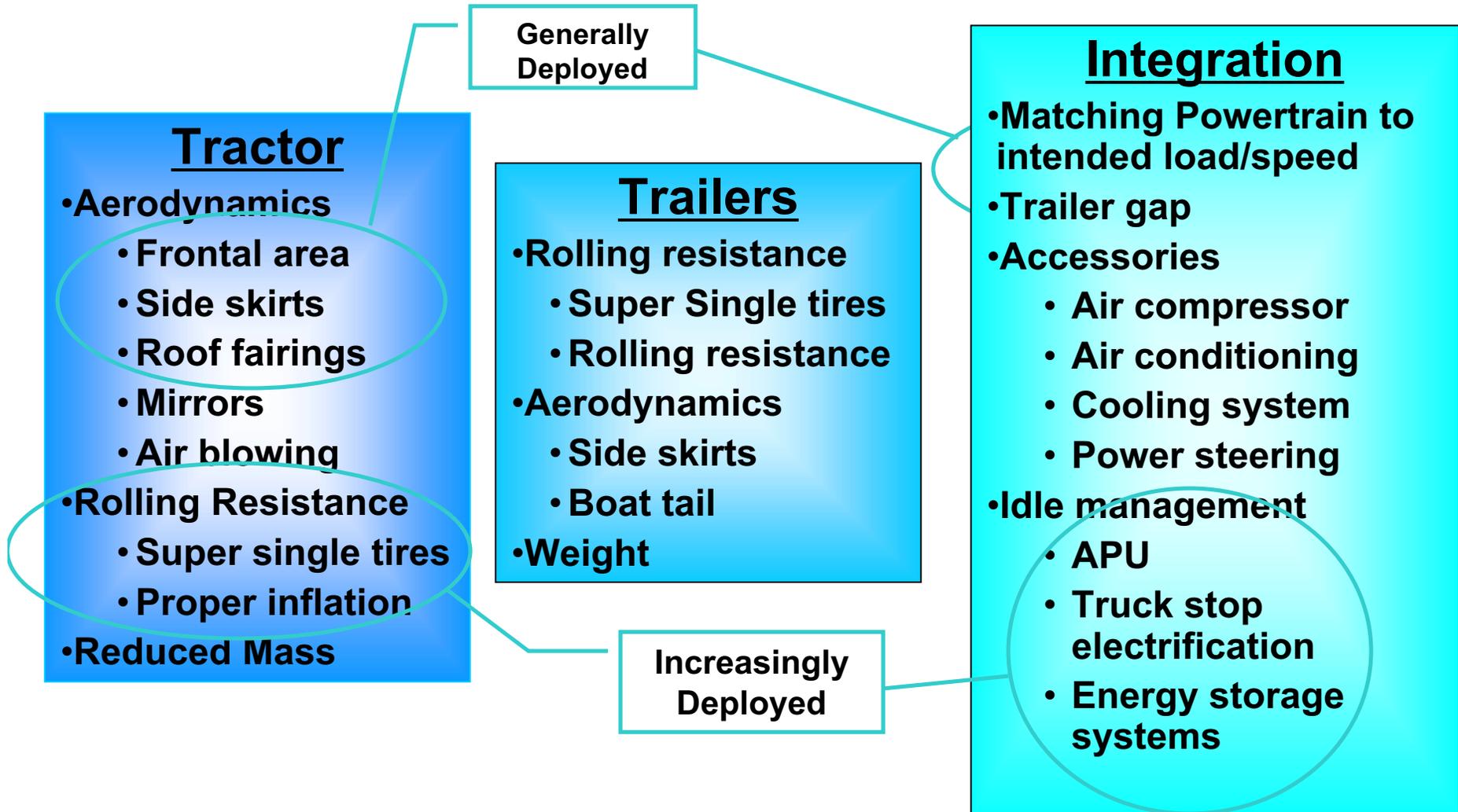
Taken from icct presentation to International Workshop on Fuel Efficient Policies – Paris, June 22, 2007

Key Factors in HD Truck Efficiency Powertrain



Key Factors in HD Truck Efficiency

Vehicle



Key Factors in HD Truck Efficiency

Regulation and Logistic

Regulations and Public policy

- Road Speed limiting
- **Weight limits**
- **Trailer combinations**
- Length limits
- Driver Hours of Service
- Congestion mitigation
- Incentives (hybrid)
- Education and support
 - EPA SmartWay program

State-to-state inconsistency is a major barrier to efficient freight movement.

Significant gains have been realized in logistics. Still room for improvement

Logistics

- Load management/backloads
- Route Optimization
 - Congestion Avoidance
 - Distance Minimization
- Vehicle management
 - Road speed limiting
 - Driver management
 - Smart gearing
 - Acceleration control
 - Idle management
 - Cruise management via GPS (anticipating grade and speed limit changes)

Conclusions

- **Commercial trucks have a defined mission to perform.**
- **Long Haul Trucks move freight.**
- **Narrowly defined tractor efficiency**
 - **Could box us into current vehicle configurations that won't move freight most efficiently**
 - **Miss opportunities in logistics.**
 - **Won't deal with trailers or matching trailers to tractors**
 - **Won't meet needs of specialized applications**
- **We must look at mission efficiency, especially freight movement efficiency.**