

SmartWay Certified Tractors and Trailers
February 10, 2009
Webinar Questions & Answers

Q: What are the California EPA requirements for the Reefer Unit itself? Are there specific emission control devices soon required?

A: The California Air Resources Board is the best source for answers about California emissions requirements. Please visit www.arb.ca.gov/diesel/tru.htm for further information

Q: Are the companies incorporated outside of California still subject to the retrofitting requirements under the CA EPA laws?

A: The California Air Resources Board is the best source for answers about California retrofitting requirements. Please visit www.arb.ca.gov/cc/scopingplan/scopingplan.htm for further information.

Q: What tire tread pattern is SmartWay approved?

A: The SmartWay tractor-trailer requirement for tires does not specify any particular tread pattern; it specifies only low rolling resistance. Since tire rolling resistance can be influenced by several aspects of tire design including size, shape, tread pattern and depth, structure, and materials, EPA gives tire manufacturers the flexibility to determine how to achieve low rolling resistance.

Q: Is there data to show fuel consumption comparisons between retreads and virgin tires?

A: EPA is working with the retread tire industry to develop a SmartWay specification for retread commercial tires.

Q: What about the “California Idle” certified trucks without APU’s?

A: The California Air Resources Board is the best source for answers about California anti-idling and/or APU requirements. Please visit <http://www.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm> for further information.

Q: What sort of aerodynamic trailer designs are manufacturers proposing to substitute for the fairing requirements of the SmartWay tractor/trailer? Is the reasoning for this alternative the difficulty in using fairings in some applications, weather, urban settings?

A: The SmartWay trailer specification allows manufacturers or fleets to use aerodynamic equipment that is the same as, or substantially similar to, technologies that EPA tested, or to demonstrate that an alternate design works as well or better, using EPA approved tests.

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Q: Can you give your opinion on the impact of the downturn in trucking, with a resulting glut of used equipment, on this program?

A: The fuel savings technologies in SmartWay tractors and trailers (and SmartWay trailer retrofits) can help trucking fleets operate more efficiently, which is especially important during rough economic times.

Q: Can you go over the rules for how a SmartWay partner qualifies to display the tractor/trailer logos? Does he have to have a SIF score of 1.25? Can a tractor without a logo displayed pull a trailer with the logo?

A: Fleet and truck owners that purchase SmartWay tractors and trailers, and are partners in EPA's SmartWay Transport Partnership, are eligible to display the SmartWay Tractor and SmartWay Trailer logos on the exterior of their equipment. Use of SmartWay Tractor and Trailer logos is not dependent upon a Partners SmartWay SIF score, since the SmartWay logo on a tractor or a trailer recognizes the performance of that individual vehicle, rather than a partner's overall fleet-average environmental performance, which is what the SIF score tracks. Since there is a separate logo for tractors and for trailers, a SmartWay trailer could end up being hauled by a non-SmartWay tractor, and vice-versa.

Q: Our company runs moveable spread axle reefer trailers none for which there are side fairings available. We are running a 30" gap between tractor and trailer and approved tires, what else can we do to increase SmartWay compliance?

A: The SmartWay tractor/trailer specification is voluntary; there is no compliance that EPA requires. The California Air Resources Board is the best source for answers about California compliance requirements. Please visit <http://www.arb.ca.gov/homepage.htm> for further information.

Q: If we buy new trucks in 2010 does the SmartWay sticker come with the truck?

A: The EPA SmartWay designation is voluntary; it is at the discretion of the manufacturer to adhere the SmartWay certification mark to the interior of eligible tractors or trailers. Visit the SmartWay web site for a list of manufacturers that sell SmartWay certified tractors and trailers at: www.epa.gov/smartway/transport/what-smartway/tractor-trailer-markuse.htm Additionally, SmartWay Partners with qualifying equipment in their fleets may apply the SmartWay Tractor and SmartWay Trailer marks (logos) as an exterior label. To receive the SmartWay Tractor and Trailer marks for eligible equipment, contact your assigned SmartWay Partner Account Manager for the fact sheet and equipment list.

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Q: We operate Pneumatic Tankers for bulk cement distribution, how does this affect us?

A: . The California Air Resources Board is the best source for answers about California compliance requirements. Please visit <http://www.arb.ca.gov/homepage.htm> for further information.

Q: Can you provide a status update on the SmartWay tractor/trailer testing in Texas?

A: We expect the current test program to continue through April, 2009. EPA will then review and analyze the test results.

Q: Is the EPA going to monitor the use of nitrogen for tire pressure maintenance?

A: EPA encourages trucking fleets to maintain proper tire inflation, and there are a number of different strategies fleets can employ, which could include nitrogen inflation systems. Additionally, the Rubber Manufacturers Association, which represents tire and rubber manufacturers, published a 1 page fact sheet on nitrogen tire inflation that may be helpful. For more information visit www.rma.org

Q: Are there any other states other than CA that are onboarding SmartWay tractor/trailer aspects in their state laws?

A: Several states provide incentives to help fleets purchasing fuel-saving equipment like the technologies used in the SmartWay tractor/trailer.

Q: The 2007 EPA certified engines I have tested failed to reach the fuel efficiency figures I had attained with older models. How does decreased fuel efficiency reduce carbon emissions?

A: EPA emissions standards are technology neutral; EPA allows manufacturers to determine which strategies they will use to meet the emissions requirements. Since different emission control strategies can work differently, manufacturers decide which strategies to employ, to achieve their performance objectives. Trucking fleets that employ fuel-saving technologies like those featured on a SmartWay tractor or trailer can improve fuel economy beyond what might be achieved by the baseline engine or vehicle.

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Q: Do you have collaboration with Natural Resource Canada and are the SmartWay certified products available in Canada?

A: EPA's Canadian fleet partners have not reported any problems purchasing fuel-saving technologies. In fact, several of the manufacturers of products that can be used in a SmartWay-certified tractor-trailer are headquartered in Canada. EPA collaborates with both Environment Canada and Natural Resources Canada, on testing, demonstration projects, driver education, and outreach.

Q: Do you know what the impact in the Fleet model of a SmartWay Certified tractor vs. a similar tractor without the various SmartWay enhancement?

A: The FLEET model doesn't track a SmartWay truck exactly. Approximating the truck configuration with a 2007 model year truck, 2000 hrs idle reduction (2400 to 400 using an idle start/stop system), aero profile tractor with integrated cab roof fairing, cab side fairing, front aero bumper, aero mirrors, trailer side skirts versus a truck without these, single wide tires, 800 lbs weight reduction, 100,000 miles per year, 6 mpg. The FLEET Performance model estimates total average fuel savings for an entire trucking fleet, relative to its initial baseline. EPA estimates the fuel-saving benefit of a SmartWay tractor-trailer combination as 10% - 20% higher than a truck without these features, when used in highway operation.

Q: What about tire inflation systems and lightweight suspensions? Both improve fuel mileage?

A: SmartWay encourages fleets to adopt many different types of fuel-saving strategies including automatic tire inflation (ATI) systems and light weight spec'ing options, to improve their overall fuel economy. However, ATI and light weight suspensions, while encouraged, are not part of the current SmartWay tractor-trailer configuration.

Q: May you explain the new engine requirements for 2010?

A: This question is best answered by EPA regulatory staff. They can be reached at 734-214-4663.

Q: Is EPA considering trailer stability when evaluating aerodynamic configurations?

A: The Department of Transportation is responsible for overseeing vehicle safety requirements. EPA's trailer specification states that the manufacturer must meet all applicable DOT requirements.