

“Green Engine” Sacrificed Efficiency

- New generation engines - reduced soot/particulate matter, Nitrous Oxide(Nox), Sulphur Oxides(Sox) - through Ultra Low Sulphur Diesel
- Before new engines/fuel – industry average mileage was 10-12 miles per gallon
- With new engines/fuel (since early 2000’s) – industry average is 5-7 miles per gallon.

Ways to Manage Fuel Efficiency

- Driver habits and management practices can affect mileage up to 30%
 - Extra soft costs – increased time and labour (Hours of Service Rules)
- Equipment can save another 10-20%
 - Hard costs – purchase, installation, maintenance

Source: Rocky Mountain Institute, 2008.

Aerodynamic Improvements

- 6% Trailer Base Fairings
- 2% Tractor/Trailer Gap Fairing Reduction
- 4% Trailer side skirts
- 2% Tractor bumper and gas tank skirts
- 8% Auxiliary Power units
- 4 - 6% Low rolling resistance tires

These add cost – can it be offset by fuel savings?

Source: Rocky Mountain Institute, 2008.

New Program – Trucks of Tomorrow

- \$2 million in support from Alberta Environment for comprehensive fleet efficiency program made up of several elements:
 - Case Studies of Best Practices
 - Workshops
 - Fleet Analysis
 - Rebates
 - Aerodynamics
 - Idling Reduction
 - Heaters & APUs
 - Hybrid drivetrains



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