

SmartWay & Its Technology Program

It is hard to believe that the EPA SmartWay program was launched in 2004, more than eight years ago. The program's goal is to reduce transportation related emissions by creating incentives to improve supply chain fuel efficiency. There are five components of the SmartWay program:

- Transport Partnership: Works with freight carriers and shippers to benchmark operations, track fuel consumption and improve performance.
- SmartWay Vehicle Program: Identifies light-duty cars and small trucks which demonstrate superior fuel efficiency.
- Finance Program: Makes investing in fuel-saving equipment easier for trucking fleets.
- International Interests: Provides guidance and resources to countries that want to develop similar programs.
- Technology Program: A testing, verification, and designation program to help fleets identify equipment and technologies that save fuel and lower emissions. Low rolling resistance fuel efficient tires (LRRT) fall under this SmartWay Technology Program for both new tires and retreads.

There are over one hundred new tire designs and several retreads that are on the SmartWay Verified Technology list. The complete list can be found at <http://www.epa.gov/smartway/technology/tires.htm>. The new tire and retreads listed were tested on a wheel dynamometer and demonstrated a 3% or more improvement in fuel economy relative to the best selling new tires or the best selling retread tires available in the market.

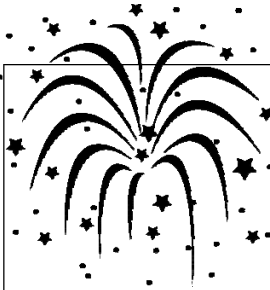
There are two very important points that SmartWay discusses in their dialogue

about low rolling resistant tires and fuel efficiency:

- **To generate the minimum 3% percent improvement in fuel economy you must use the tires from the Verified List on ALL wheel positions (steer, drive, and trailer)**
- **AND the tires must be properly inflated to the manufacturer's specification**

To help the environment by improving fuel economy and reducing emissions with low rolling resistance tires it's required that they are run at the recommended pressure ALL the time. In fact, tires that run underinflated will completely negate the fuel economy improvement that you would expect to receive by purchasing the more expensive low rolling resistance new tires and retreads. Trailer tires are historically the worst maintained tires. Numerous industry studies have shown that trailer tires 10%, 20% and even 30% underinflated (especially those inside duals) are common. When tires are run underinflated the footprint length increases which generates higher rolling resistance and also increases sidewall flexing. The sidewall flexing in combination with the longer footprint generates higher heat which is the tire's worst enemy. Tires that run with little or no air for an extended period of time will fail leading to those road alligators that we all see on our nation's highways.

The key here is proper inflation. Automatic tire inflation systems (ATIS) and tire pressure monitoring systems (TPMS) have been tested by the Federal government on non-LRRT tires showing that they increase fuel economy by 1.4% when a tractor has TPMS and a trailer has ATIS. The combination of these proper inflation technologies and LRRT tires on the SmartWay Verified List will generate even better fuel efficiency and overall performance for your fleet.



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