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

Excerpts from presentation to Transportation
Research Board
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Anthony Greszler
Vice President
Advanced Engineering

VOLVO POWERTRAIN CORPORATION

Volvo Powertrain

Heavy Duty Vehicle Fuel Efficiency is a Complex Issue

Many types of vehicles with different functions



How to Define & Measure Efficiency?



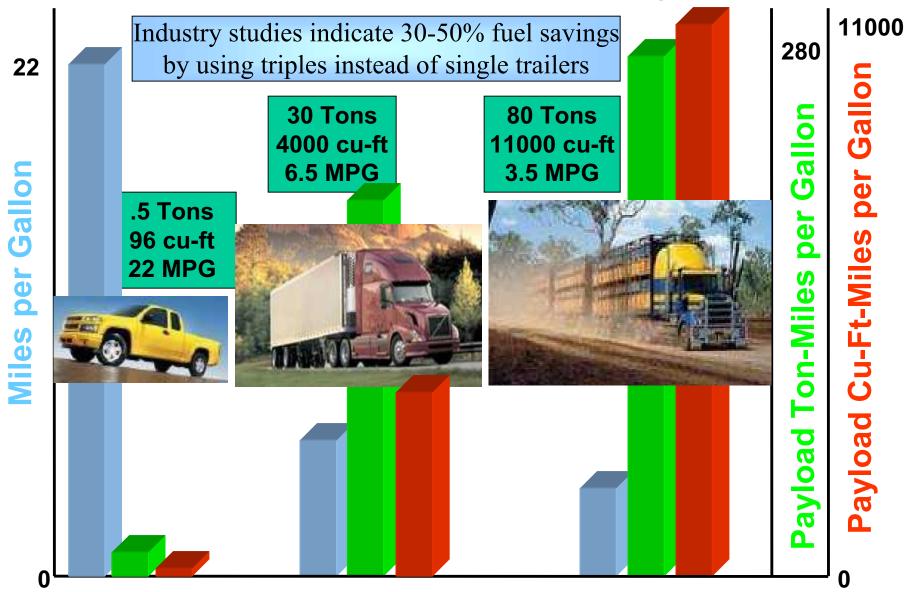






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MPG is not an appropriate efficiency measure

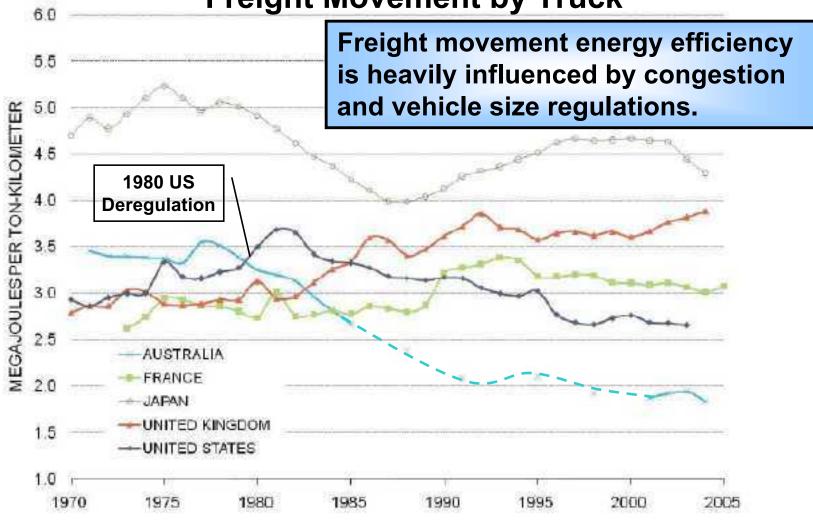


All numbers are approximate

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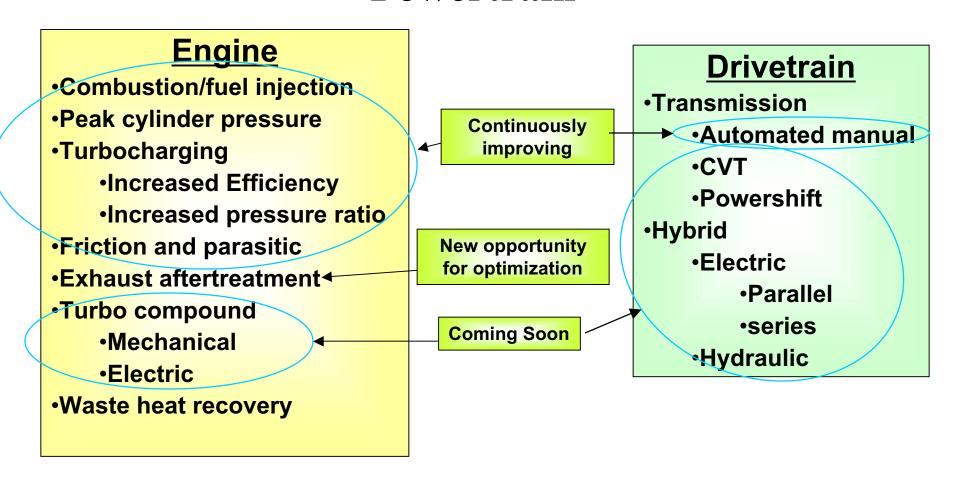
Modal Energy Intensity

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



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Key Factors in HD Truck Efficiency Vehicle

Generally Deployed

Tractor

- Aerodynamics
 - Frontal area
 - Side skirts
 - Roof fairings
 - Mirrors
 - Air blowing
- Rolling Resistance
 - Super single tires
 - Proper inflation
- Reduced Mass

Trailers

- Rolling resistance
 - Super Single tires
 - Rolling resistance
- Aerodynamics
 - Side skirts
 - Boat tail
- Weight

Increasingly Deployed

Integration

- Matching Powertrain to intended load/speed
- Trailer gap
- Accessories
 - Air compressor
 - Air conditioning
 - Cooling system
 - Power steering
- ·Idle management
 - APU
 - Truck stop electrification
 - Energy storage systems

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.

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