Heavy-Duty Hybrids

2007 EMA Certification Workshop
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New Direction for the Project

• Goal - to develop a single fuel economy test procedure for all heavy-duty vehicles
• Compliance and voluntary groups were both working on HD test procedures
• Shift from developing procedures that are consistent to one combined fuel economy test procedure
SmartWay Transport Partnership

• The SmartWay™ Transport Partnership is a voluntary collaboration between U.S. EPA and the freight industry designed to increase energy efficiency while significantly reducing greenhouse gases and air pollution.

• Companies or organizations can become partners by committing to measure and improve the efficiency of their freight operations and using EPA-developed tools that quantify the benefits of a number of fuel-saving strategies.

• Currently there are 486 Partners including 332 truck carriers.

• [http://www.epa.gov/smartway/index.htm](http://www.epa.gov/smartway/index.htm)
HEAVY DUTY FUEL ECON TEST PROCEDURE

HEAVY DUTY EMISSIONS TEST PROCEDURE
Combining Procedures

• Much of the material from the draft procedures will be used in the new combined FE document.
• Drive cycles that were established during the HD hybrid stakeholder process will be used:
  – Transit bus drive cycle established.
  – Small groups continue to work on refuse hauler, delivery and utility truck cycles.
• Completing reserved sections of document.
• SmartWay Group leading FE project.
• Engine Group leading Emission project.
What does this mean for Tax Credits?

• Dept of Treasury is lead agency for implementing EPAct
• EPA to offer technical assistance
• EPAct offers tax credits to hybrids based on increased fuel economy when compared to a traditional vehicle
• State Implementation Plans for Air Quality (SIPs) quantify emission reductions
Next Steps

• Draft/Finalize combined HD fuel economy protocol
  – Public process with opportunity for comment
• Develop voluntary HD emissions protocol
  – Protocol will be applicable to all HD vehicles
  – Set up procedures and equipment specification to be consistent with fuel economy document
  – Voluntary protocol could lead to regulatory process
• Significant participation from end users and hybrid integrators
• Limited engine manufacturer participation
• Will establish timeline for emissions after fuel economy protocol is drafted
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