



## A Summary of the New EPA/DOT Proposed Rule for Trailer Efficiency Improvements

### ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 9, 22, 85, 86, 600, 1033, 1036, 1037, 1039, 1042, 1043, 1065, 1066, and 1068

### DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration 49 CFR Parts 512, 523, 534, 535, 537, and 538

[EPA-HQ-OAR-2014-0827; NHTSA- 2014-0132; FRL-9927-21-OAR]

RIN 2060-AS16; RIN 2127-AL52

### Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2

**AGENCY:** Environmental Protection Agency (EPA) and Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA)

**ACTION:** Proposed Rules.

#### *(c) Summary of the Proposed Trailer Standard<sup>1</sup>*

This proposed rule is a set of GHG emission and fuel consumption standards for manufacturers of new trailers that are used in combination with tractors that would significantly reduce CO<sub>2</sub> and fuel consumption from combination tractor-trailers nationwide over a period of several years. As described in Section IV, there are numerous aerodynamic and tire technologies available to manufacturers to accomplish these proposed standards. For the most part, these technologies have already been introduced into the market to some extent through EPA's voluntary SmartWay program. However, adoption is still somewhat limited.

The agencies are proposing incremental levels of Phase 2 standards that would apply beginning in MY 2018 and be fully phased-in by 2027. These standards are predicated on use of aerodynamic and tire improvements, with trailer OEMs making incrementally greater improvements in MYs 2021 and 2024 as standard stringency increases in each of those model years. EPA's GHG emission standards would be mandatory beginning in MY 2018, while NHTSA's fuel consumption standards would be voluntary beginning in MY 2018, and be mandatory beginning in MY 2021.

As described in Section XV.D and Chapter 12 of the draft RIA, the agencies are proposing special provisions to minimize the impacts on small trailer manufacturers. These provisions have been informed by and are largely consistent with recommendations coming from the SBAR Panel that EPA conducted pursuant to Section 609(b) of the Regulatory Flexibility Act (RFA). Broadly, these provisions provide additional lead time for small manufacturers, as well as simplified testing and compliance requirements. The agencies are also requesting comment on whether there is a need for additional provisions to address small business issues.

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<sup>1</sup> (see pages 59-61 of proposed EPA/DOT hd-ghg-fr-notice)



**Table I-4 Summary of Proposed Phase 2 Requirements for Trailers**

	Phase 1 Program	Alternative 3 - 2027 (proposed standard)	Alternative 4 – 2024 (also under consideration)
Covered in this category	Trailers hauled by low, mid, and high roof day and sleeper cab tractors, except those qualified as logging, mining, stationary or heavy-haul.		
Share of HDV fuel consumption and GHG emissions	Trailers are modeled together with combination tractors and their engines. Together, they account for approximately two thirds of fuel use and GHG emissions in the medium and heavy duty truck sector.		
Per vehicle fuel consumption and CO2 improvement	N/A	Between 3% and 8% improvement over MY 2017 baseline, depending on the trailer type.	
Form of the standard	N/A	EPA: CO2 grams/ton payload mile and NHTSA: gallons /1,000 ton payload mile	
Example technology options available to help manufacturers meet standards	N/A	Low rolling resistance tires, automatic tire inflation systems, weight reduction for most trailers, aerodynamic improvements such as side and rear fairings, gap closing devices, and undercarriage treatment for box-type trailers (e.g., dry and refrigerated vans)	
Flexibilities	N/A	One year delay in implementation for small businesses, trailer manufacturers may use pre-approved devices to avoid testing, averaging program for manufacturers of dry and refrigerated box trailers	

Notice of Proposed Rulemaking:

<http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/hd-ghg-fr-notice.pdf>

NHTSA documents supporting proposed rulemaking:

<http://www.nhtsa.gov/Laws+&+Regulations/CAFE+-+Fuel+Economy/supporting-phase-2-proposal>

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