Jonathan Fleck 08-11-4

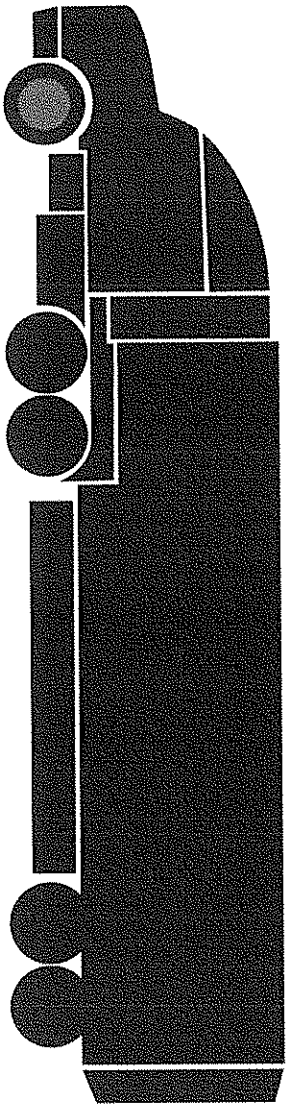
"We need a market signal that will
get 100,000 people in 100,000
garages trying 100,000 things,
1,000 of which will be promising,
100 of which will be way cool, and two
of which will be the next Green Google
and the Green Microsoft."

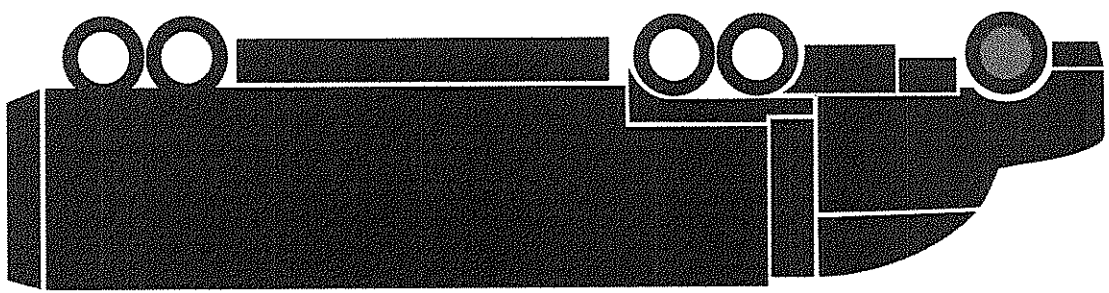
~Thomas Friedman

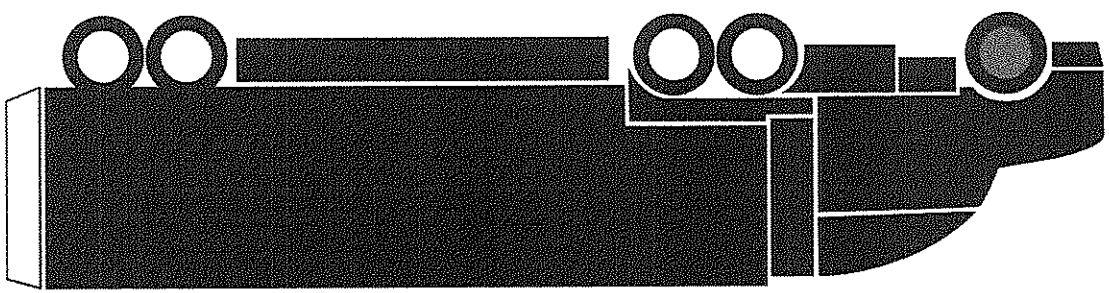
THE WAL-MART EFFECT

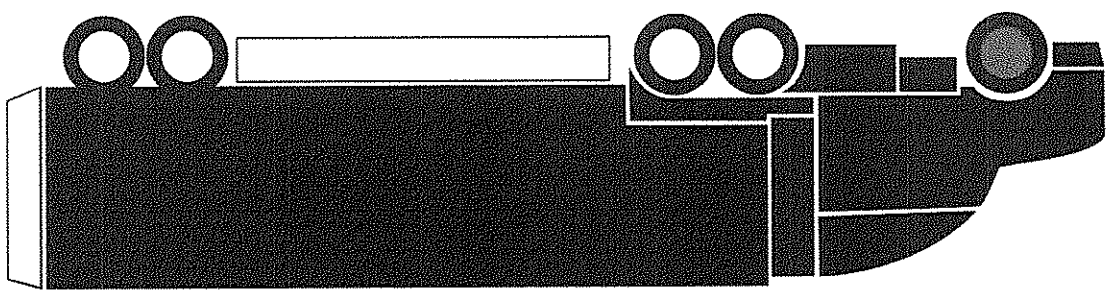
How the World's Most Powerful Company Really Works—and How It's Transforming the American Economy

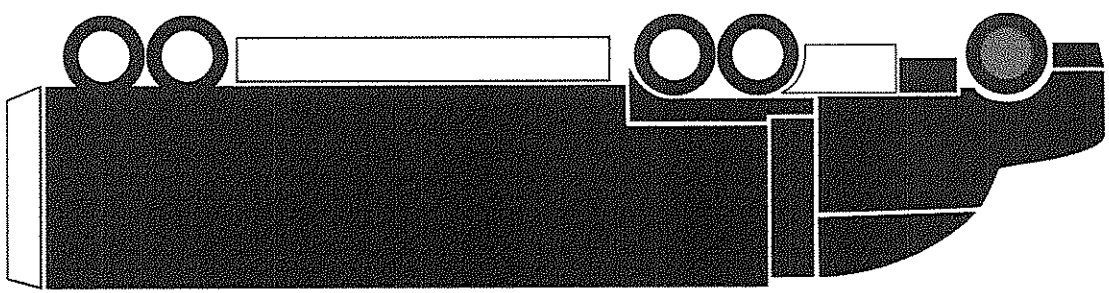
CHARLES FISHMAN

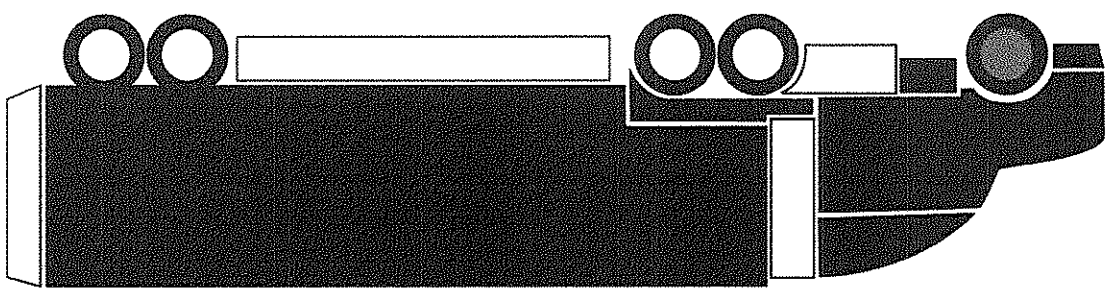


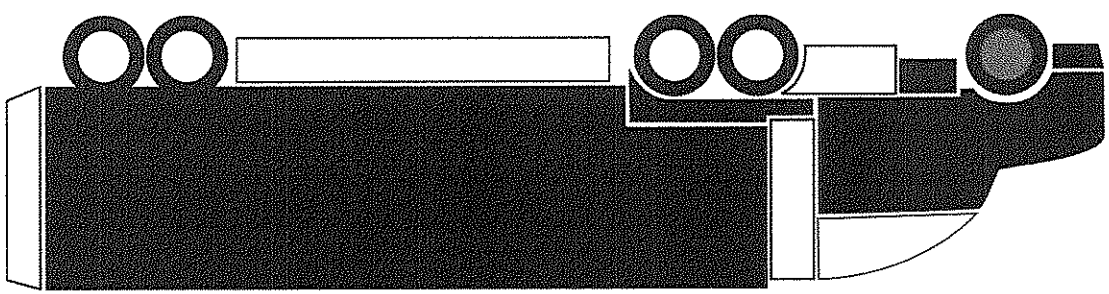


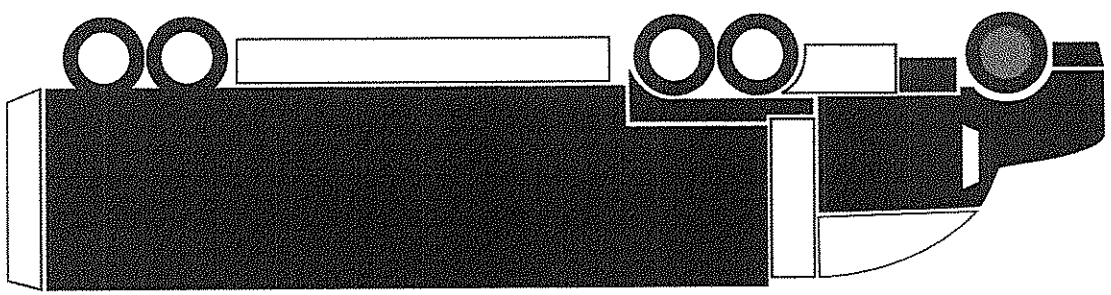


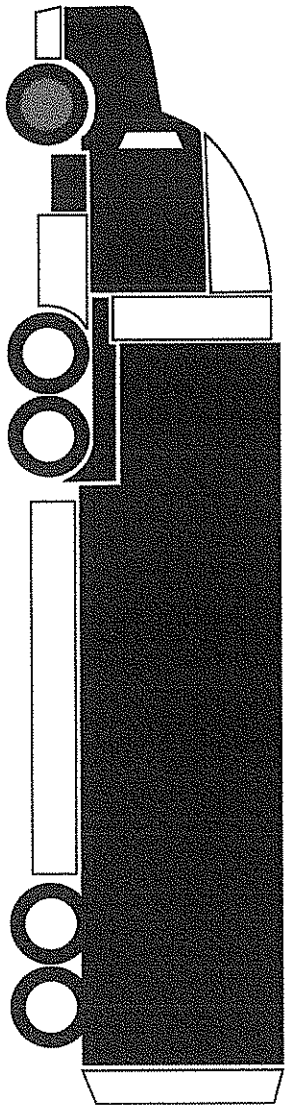


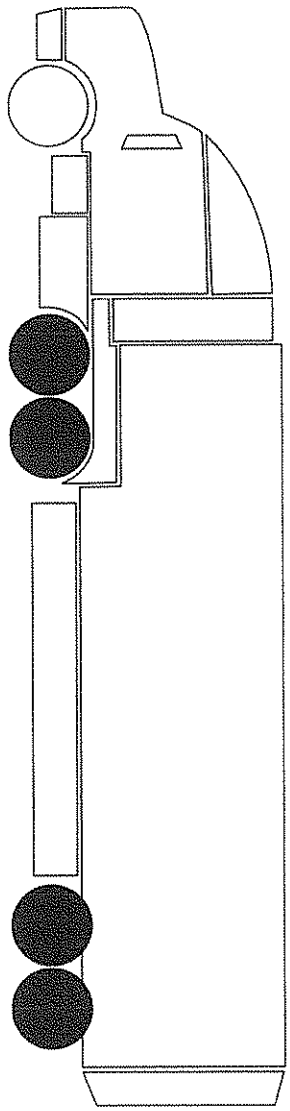


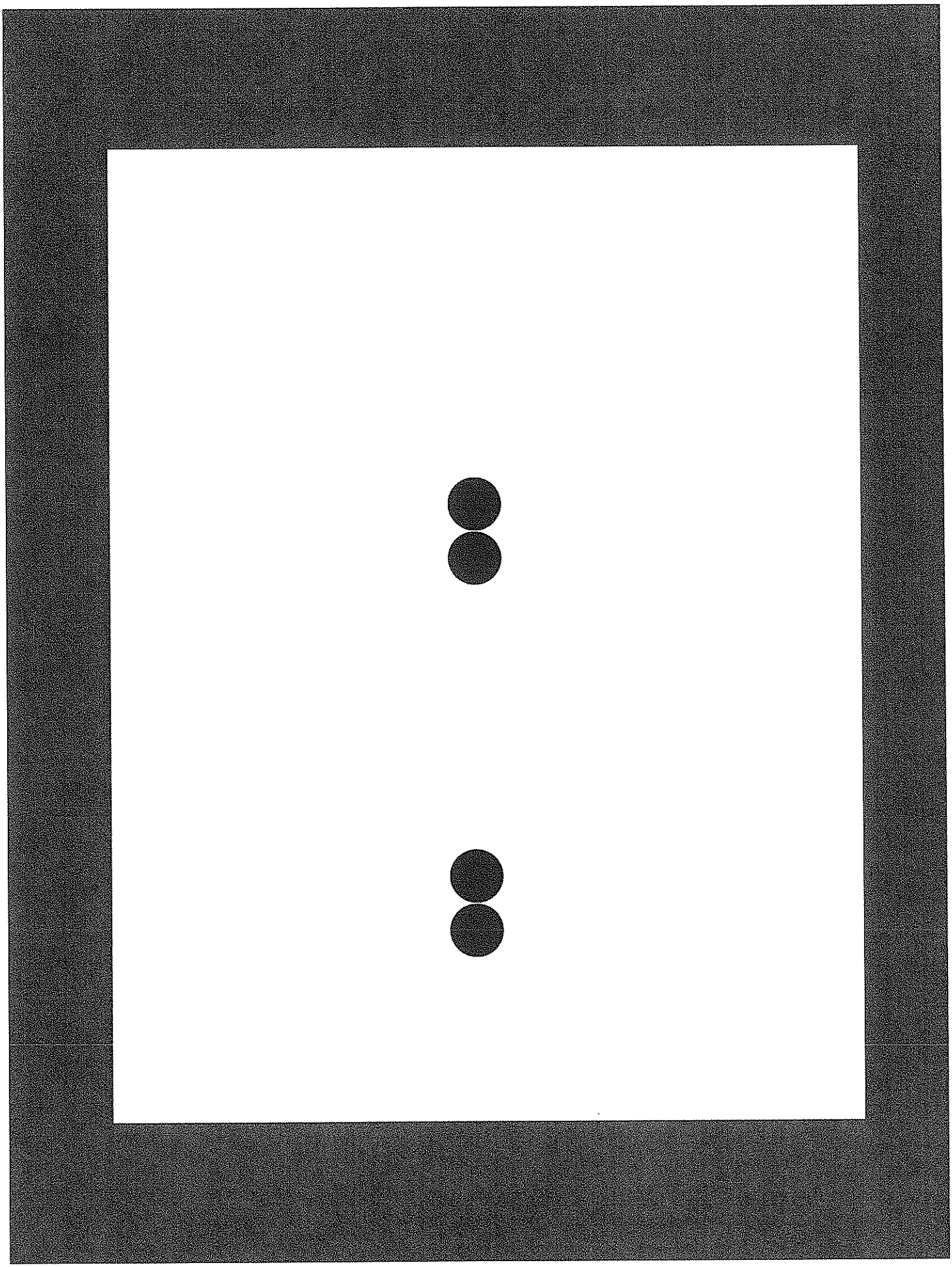




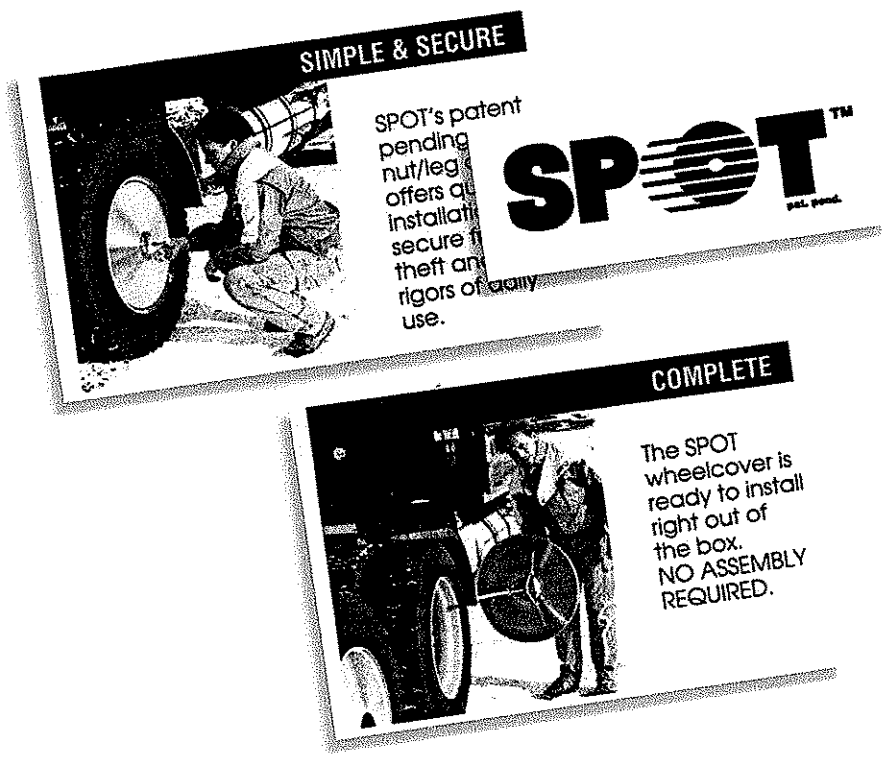








18 years ago ... failed SPOT cover



Guidance for manufacturers to verify performance of components for inclusion in SmartWay:

EPA will not consider any product or device for inclusion in SmartWay unless it is demonstrated to provide a measurable fuel economy benefit. To demonstrate a measurable fuel economy benefit, the manufacturer of the product must conduct an SAE J1321 Type II recommend practice fuel economy test. In addition to complying with all requirements in the SAE test procedure, EPA requires that these additional provisions be met:

1. No precipitation for duration of test
2. Temperatures at the test facility must be between 68 - 86 F for duration of test
3. Test must be conducted on a test track, not a roadway
4. Average speed of drive cycle not to exceed 65 mph (55 - 62 is preferable)
5. Grade change on test track not greater than 2 degrees
6. Altitude of test facility not greater than 4,000 feet above sea level
7. Wind speed at the test facility cannot exceed 12 mph for duration of test
8. Wind gusts at the test facility cannot exceed 15 mph for duration of test
9. Test tractors used must be equipped with features typical of majority of line haul combination trucks – e.g., a tractor with high roof fairing, side cab extender fairings, and aerodynamic profile
10. Test trailer configuration is a dry box van semi-trailer
11. Trailer loaded with test payload typical of majority of line haul combination trucks - means 75% - 100% of rated payload for test weight
12. Tires must be inflated to max cold inflation pressure prior to start of test
13. Test track length > 1.5 miles (5 miles recommended).
14. Test track surface is completely dry and well-maintained; surface typical of highway surfaces (asphalt or cement)

In addition, trucks must be prepped and maintained according to SAE J1321, and the results must be within SAE test protocol minimum acceptable ratios to be a valid test. All measurement devices must be NIST-traceable. The fuel used must meet all applicable ASTM standards for motor fuel for the intended application.

To evaluate your test results, EPA will need a copy of the test results and a statement from you and the test facility that it was a valid SAE J1321 test, and that the additional provisions required by EPA were met. EPA reserves the right to review all original test data and test reports, including records of ambient weather conditions. EPA further reserves the right to determine that the test was valid – e.g., conducted properly, by a credible test facility, in accordance with all the stated requirements, and consistent with good engineering judgment.

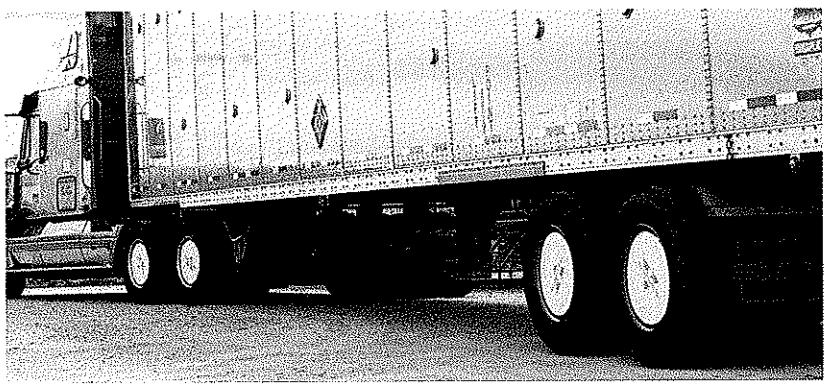
Special Provision:

Covering any device, additive, or other product primarily or solely intended to act upon the engine, fuel, combustion, or emissions after-treatment system/s. All of these types of products must be tested by EPA's National Clean Diesel Campaign (NCDC), to verify the impact on EPA-regulated emissions, before they can be evaluated for use in SmartWay. No product that increases regulated emissions beyond the federally-mandated emission limits will be considered for use in SmartWay. For more information on the NCDC test program, see: http://www.epa.gov/otaq/retrofit/.

the

Deflector

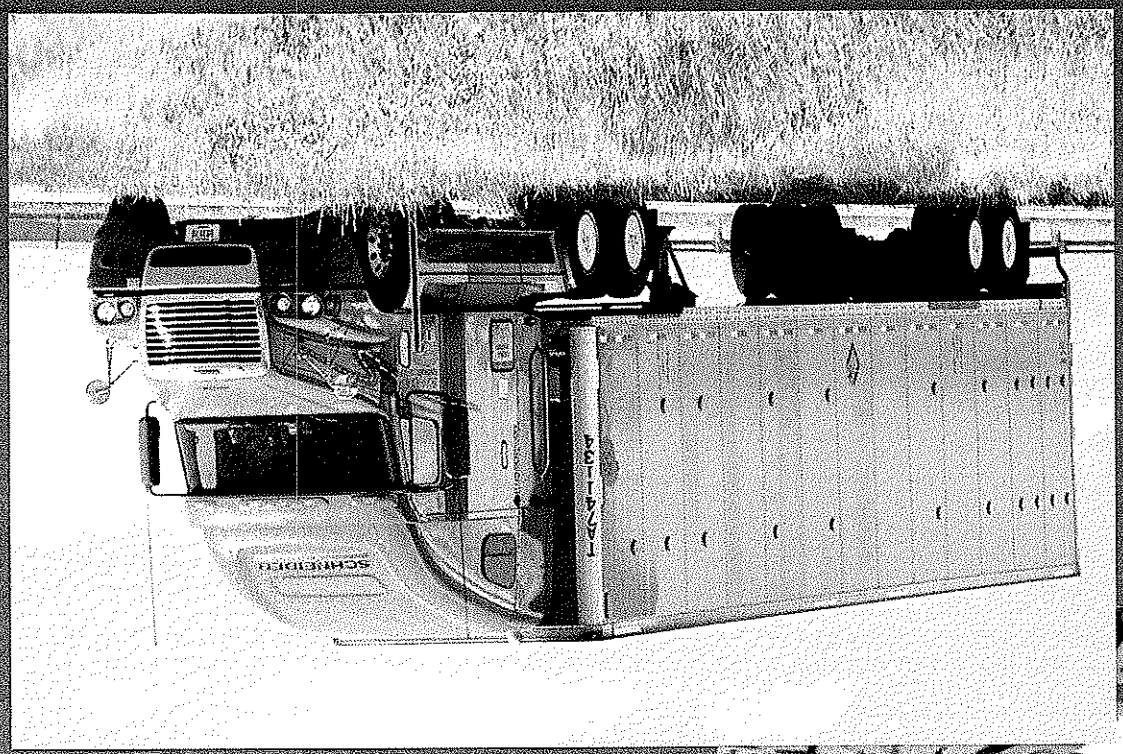
aerodynamic wheelcover



2.06% fuel savings

as observed in SAE type II J 1321 tests performed by

Schneider National in 2007 & 2008.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