



## **Wide Base Single Tires Canadian Update**

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November 22<sup>nd</sup> 2010



## **Wide Base Single Update**

- 👉 History & Milestones.
- 👉 Facts.
- 👉 Where we need to be.

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## History & Milestones

- ✎ NGWB Tires Engineering = 90's
- ✎ Market Introduction 2000
- ✎ Canadian Acceptance (Ontario & Québec 2001)
- ✎ MOU Approves limited use of NGWB tires July 1<sup>st</sup> 2008
- ✎ Ontario & Québec approve parity for NGWB and Dual loads

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## NGWB Facts since the Introduction

Continental®

**New Technology**

BRIDGESTONE

GOODYEAR

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## The Challenges of Sustainable Mobility



800 million vehicles on the road worldwide will double by 2030

The energy to make a tire roll consumes...

Truck



Car



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## NGWB Tires

Since their introduction in 2000, NGWB tires have helped save:



63 million gallons of fuel



639,000 metric tons of CO<sub>2</sub> emissions



the equivalent of removing 127,800 cars from the road

## ***Emission Reduction Potential of NGWB Tires for Fleets***

**Fitting MICHELIN® X One® tires on  
1,000 tractor/trailers can lead to annual savings of:**



**1.7 million  
gallons of fuel  
per year\***



**the equivalent of removing 3,400  
cars from the road**



**17,000 metric tons  
of CO<sub>2</sub> per year\***

\* Comparison of MICHELIN® X One XDA Energy and X One XTA on the drive and trailer axes vs. MICHELIN® XDN2 and XT-1 from the Michelin Fuel Savings Calculator.

## ***Economic Benefits***

Benefits to the environment that  
also benefit a fleet's bottom line

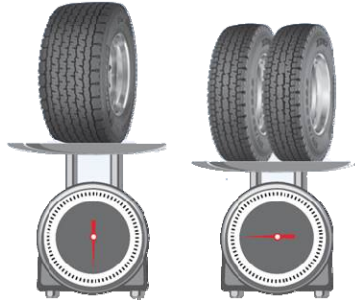
**Fuel savings for a fleet with  
1000 tractor/trailers:**

**\$ 5 Million**

\* Comparison of MICHELIN® X One XDA Energy and X One XTA on the drive and trailer axes vs. MICHELIN® XDN2 and XT-1 from the Michelin Fuel Savings Calculator.

## **Weight Savings with X One® Tires**

**With MICHELIN® X One® tires on the drive and trailer axles, a truck can carry over 700 pounds more.\***



**WEIGHT**

**Fewer trucks on the road  
for the same Load**

**=**

**Freight efficiency and  
additional emission savings!**

\* Estimate includes tire and wheel weight savings, and is based on the comparison of a truck with XDN2 and XTE dual tires and a truck with X One XDN2 and X One XTE tires, with aluminum wheels or going from steel wheels on the dual to aluminum wheels on the X One fitment.

## **Fleet Concerns**

- ☞ New regs. “EGR coolers, DPF filters, Urea injection” = Added weight and decrease fuel efficiency.
- ☞ NGWB tires reduce weight and reduce rolling resistance allowing increases payload and fuel economy.
- ☞ EPA & NHTSA writing the road map on reduction of GHG starting model 2014
- ☞ NGWB with Low RR as been identified as a critical technology

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## ***Fleet Concerns***

- ✎ Finally we have a technology with the X-one that reduces weight thereby increasing our payload, provides less rolling resistance to improve fuel economy and our DOTs will not allow us to utilize this technology to its full potential.
- ✎ What makes it more frustrating is the fact other provinces have formally allowed full weights and we are at a competitive disadvantage with other fleets.

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## ***NGWB Facts since the Introduction***

- ✎ Safety - Handling
- ✎ Saves Fuel
- ✎ Environmentally Friendly
- ✎ Weight Savings
- ✎ Less Vehicles on the Road
- ✎ Competitive Edge to our Trucking Industry

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**Where we need to be**



**Thank You**

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