

## **ACTIONS TO REDUCE FUEL COST**

### **Spec your unit with the most fuel-efficient options**

- Fuel-efficient aerodynamic options
- Technology: cruise control technologies, safety technologies and new transmission technologies
- Engine-off auxiliary cooling and heating technology, which is standard equipment on units leased by Schneider Finance, to eliminate idling

### **Fuel Purchasing**

- Use fuel discount advantages when available
  - Schneider owner-operators save thousands in cost each year using Schneider's truck stop network with at the pump discounts. In addition, to increase cash flow when operating in the West, Schneider provides a supplemental \$.10 discount on fuel purchased in California, Oregon, Arizona and Washington.
- Take advantage of fuel optimization technology. At Schneider, owner-operators can use this at no cost
  - Optimizer accurately predicts the practical range along the route and identifies the lowest cost fuel stop options within range
- "Fuel" Button technology provides Points of Interest
  - View all network fuel stops
  - Options will include fuel stops nearby, and fuel "along the way" (ahead, on the route of the active dispatch)
  - Enables the operator to find fuel at a network stop in an emergency, instead of paying full retail price at a truck stop outside the fuel network

### **MPG Tips & Rules of Thumb**

- Manage speed
  - General rule of thumb is a gain of .1 MPG for each 1 MPH reduction in speed
  - When service times permit, consider setting your cruise at 57 or 58 mph
- Eliminate idle
  - In summer, use window screens when parked, and drive during daytime, break at night (cooler)
  - Shut down engine any time not in the cab, even for coupling and uncoupling and short stops at a customer office – the action of starting the engine does not consume any extra fuel and short stops are often longer than anticipated, and add up

- **Use the shortest route**
  - General rule of thumb is out of route miles cost about \$.75-\$1.00 per mile in fuel, tire wear and maintenance – you will seldom gain enough in improved MPG or transit time to offset the increase in cost of the extra miles
- **Maintain and use momentum**
  - Maintain a steady speed on the highway; on flat terrain, use cruise control and maintain following distance
  - On rolling hills, if tractor is not equipped with the latest cruise control technology and if it is safe and legal to do so, build a little speed before the hill and use the momentum to help climb the hill. Allow tractor to slow near the crest of the hill to take advantage of momentum down the hill. Lug the engine to 1,000 rpm or slightly slower, when that can eliminate a downshift – each downshift loses some momentum and 1,000 rpm is in the peak torque range for most engines.
  - When traffic lights ahead are red or stale green, slow down well ahead of intersection, watch for light to turn green, observe cross traffic to ensure stopping and continue through intersection without needing to come to a full stop when safe to do so
  - When possible, choose break and fuel locations that have up-hill ramps. Use the vehicle's momentum to glide up the exit ramp. When you return to the highway, gravity helps the vehicle return to highway speed and saves fuel.
- **Minimize engine fan “on time” – the fan can take up to 10% of the engine's rated horsepower (and use of fuel)**
- **Keep the radiator grill clean and free of obstructions all year – no winter fronts, ornaments, or other objects on the front of the truck**
- **Excessive braking = excessive fuel use. Reduce braking (service brakes and Jake Brakes) by slowing down ahead of exits and intersections; gliding with truck in gear and foot off the pedal (the engine consumes zero fuel when foot off the pedal and cruise control is off)**
- **Accelerate gently; use the accelerator pedal as if there is an egg between your foot and the pedal**
- **Keep the vehicle as aerodynamically efficient as possible**
  - Minimize the gap between tractor and trailer
  - Consider installing fuel tank skirts, bumper parts and side fairings
  - Do not allow exposed wires, or add exterior mirrors, lights, ornaments or other items to the exposed surfaces of the tractor
  - Equip the drive tires with wheel covers
- **Maintenance**
  - Keep tractor and trailer tires fully inflated and check for wear that indicates alignment or suspension problems
  - Check engine compartment for signs of problems with the exhaust or regeneration system
  - Service your equipment on a scheduled basis; don't neglect small items that turn into large issues and impact efficiency