Truck Carrier 2.0.16 Tool: What's New in This Version?

Version 2.0.16 of the Truck Tool contains a number of updates and revisions to the prior version, 2.0.15. These updates have been implemented to enhance the usefulness, clarity and accuracy of the Tool, and are summarized below:

- Miscellaneous text and format updates for clarification.
- The Data Sources screen has removed separate data sources for each truck class and each fuel type and now provides four sections for the user to enter information for distance, fuel, payload, and other data. Exemplary entries are provided in the help popup screens.
- A voluntary section of questions about fleet operations in Ozone Transport Commission member states was added to the General Information screen.
- A question about what portion of a fleet's total freight volume is brokered out was added to the General Information screen.
- A pop-up window was added to display a detailed example of how to calculate average number of loads per truck and average weight per load for fleets categorized as Less-than-truckload/Dry van.
- Validation was added for fleets categorized as Less-than-truckload/Dry van to ensure that the implied payload based on average number of loads per truck and average weight per load is within 20% of the calculated payload based on the data entered on the Activity Data screen.
- The acceptable body types in the payload and volume calculators have been updated based on what the user selected in the Fleet Description(s) section of the tool.
- An option was added to the payload and volume calculators to allow users to specify a "precise estimate" of the payload or volume (in addition to the "exact value" option and ranges already provided for selection).
- Reefer (straight truck), Combination reefer, Auto-carrier, Moving, and Chassis body types were added as options to the 8A payload calculator.
- References to short-term idle hours have been changed from less than 15 minutes to less than 60 minutes.
- Validation was added to the number of short idle hours per day, long idle hours per day, and average number of days on the road per year in the Idling Hours Calculator.
- A pop-up window was added to help users convert CNG fuel use from cubic feet or diesel-equivalent gallons to gasoline-equivalent gallons.
- A pop-up window was added to help users convert LNG fuel use from diesel-equivalent gallons, gasoline-equivalent gallons, or pounds to physical gallons.
- CNG and LNG fleets have been updated to only allow diesel reefer fuel consumption.

- "Ozone Transport Commission Member Agency" was added as an option to the question asking how a partner heard about SmartWay.
- An "Export Report" option has been added to all reports to allow users to export the report to a separate Excel file.
- Various updates were made to payload range validation for fleets categorized as Less-than-truckload/Dry van and Package.
- New NOx and PM emission factors were included for 2017 from the MOVES model. Note: New national standards for gasoline sulfur reduction begin in 2017 as per the requirements of the Tier 3 rule. These fuel changes reduce gasoline truck NOx emissions by roughly 15% on average (significantly more for late model engines) compared to 2016 levels, although changes in PM rates are minimal.
- Biodiesel adjustment factors were turned off for trucks 2007 and newer.
- The national average for ethanol use was updated from 9.05% to 9.33%.
- The ratio used to calculate PM10 emissions from PM2.5 was updated to 1.1304 for gasoline, CNG, LNG, and LPG, and to 1.087 for diesel and biodiesel.
- Electric g/kWhr factors were updated for 2016 electricity generation data.
- NOx and PM adjustment factors were updated for 2010 and later model year CNG, LNG, and LPG trucks (71% NOx reduction, 52% PM reduction).