

Reprinted from **Real Answers**

What have we learned about
tire fuel economy?

Special Edition Four

real QUESTIONS
real ANSWERS

BRIDGESTONE

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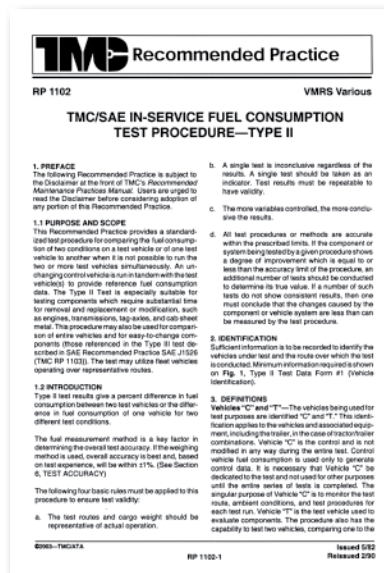
What have we learned about tire fuel economy?

Over the past three decades, Bridgestone has conducted tests at its Texas Proving Ground in Fort Stockton, Texas, at an independent facility (the Transportation Research Center in Marysville, Ohio), and at Bridgestone's Tochigi Proving Ground in Japan.

Plus, Bridgestone has conducted numerous tests in collaboration with fleets, equipment manufacturers and independent scientific facilities.

This guide incorporates information from this research, as well as from other industry and government sources.

For Bridgestone tests, we have chosen the Joint TMC/SAE (Society of Automotive Engineers) Fuel Consumption Test Procedure, Type II (SAE J1321). This method produces highly accurate, very repeatable results.



The fuel economy test method chosen by Bridgestone is the Joint TMC/SAE Fuel Consumption Test Procedure, Type II (SAE J1321).



Theory, testing & the real world

One of the most often asked questions is why the results reported in tests – or in manufacturer’s advertising – are sometimes so difficult to duplicate in the real world.

Simply put, there are many factors affecting the fuel consumption of a large truck, and most of them interact with each other.

When you run tests, you carefully control as many variables as possible. Speed is rigidly regulated. Idle time is fixed. Drivers, loads, trucks, trailers and test courses

remain constant throughout a single test. If the wind blows too hard, if it’s too hot or too cold, or if it rains or snows, the test is canceled.

In the real world, you don’t have the luxury of controlling everything. One day, you may be hauling a full load of cast iron, the next, a partial load of potato chips. Weather, roads and terrain change constantly. 🚛

Factors Affecting Fuel Economy in the Real World

