

# PRESS RELEASE

For Immediate Release:

## Trailer and Truck Body Aerodynamics Eligible for Business Energy Tax Credit in the State of Oregon

November 16, 2001—As part of the effort to promote and accelerate energy conservation investments, the State of Oregon is the first to initiate a state funded business energy tax credit towards the purchase of aerodynamic treatments for trailers. Ultimately, the goal is to give incentive to fleets to incorporate trailer add-ons into their aerodynamic package. When a fleet purchases both, the tractor air deflector and a trailer treatment the cost of both products combined is eligible for the business energy tax credit, which is 35% of the cost of those treatments.

As manufacturers continue to streamline tractor designs it is still the trailer that encounters by far the most aerodynamic drag. According to the American Trucking Association the tractor/trailer interface contributes to 20% of the vehicles total drag. Bridging the gap between the tractor and trailer can yield a .5 MPG increase and is easily attainable with proven products currently on the market.

As the focus turns to trailers the Nose Cone® air deflector offers the industry a practical method to improving aerodynamic efficiency. The Nose Cone®, a trailer mounted add-on, has been viewed as an integral and practical component to improving tractor-trailer aerodynamics, as well as straight truck aerodynamics. Since 1972 the Nose Cone® has been known to be the most effective aerodynamic solution, especially in the presence of crosswinds, for trailers as well as truck bodies. It is thought that *both*, the tractor air deflector as well as trailer mounted air deflector, should be employed whenever possible.

While research continues on developing technologies that reduce drag on other areas of the trailer such as, the aft end and the underbody, the Nose Cone® is a readily available solution that is effective, economical and practical for the tractor/trailer interface.

The State of Oregon wants to reduce transportation diesel use by 10 percent by 2010. That includes offsetting any growth in demand for diesel as well as a reduction in use from current levels. Meeting that objective in 2010 would reduce Oregon CO<sub>2</sub> emissions by at least half a million metric tons. Vehicles titled, registered and licensed for roadway use in Oregon are eligible for the incentive. It will take these aerodynamic treatments on Oregon fleets and the effort of all the nations trucks to make any significant reduction in our countries dependence on foreign oil.

Fleets must submit an application for the business tax credit prior to purchasing these treatments. To get tax credit applications or other details check the web site at [www.energy.state.or.us](http://www.energy.state.or.us) or call the FitzGerald Corporation for more information at 800-227-3266 [www.nosecone.com](http://www.nosecone.com).

For more information contact Kathy Rose at FitzGerald Corporation of Buena Park, CA 90621 800-227-3266  
[kathy@nosecone.com](mailto:kathy@nosecone.com)