

**MEDIA RELEASE**



**16 November 2010**

## **Innovative, low carbon solutions for trucks - LowCVP announces competition winners**

The Low Carbon Vehicle Partnership (LowCVP) has announced the winners of its Low Carbon HGV Technology Challenge – a competition to identify and promote innovative low carbon solutions for trucks.

The winning entries offer innovative solutions to improve fuel economy and cut CO<sub>2</sub> emissions from trucks by 8% to 25%. Most of the solutions can be fitted to existing vehicles. The range of approaches allows some solutions to be applied in combination, offering even greater fuel and carbon savings.

The solutions include products to: use dual fuel (gas-diesel); improve trailer designs to increase carriage capacity and also to reduce drag; optimise driving efficiency; adopt a hybrid-hydraulic power-train and a separate hybrid systems based on high-speed flywheels.

The winning entrants\* were selected by an independent expert panel and will present their solutions for cutting CO<sub>2</sub> emissions from heavy goods vehicles to a specialist group of executives from vehicle manufacturers and major fleet operators at a dedicated seminar later this year.

The winners are:

- Hardstaff Group
- SOMI Trailers Ltd
- MIRA Ltd
- Zeta Automotive
- RDS Europe Ltd
- Flybrid Systems and The Flybus Consortium (joint winners).

The LowCVP Low Carbon HGV Technology Challenge follows the LowCVP's successful 2009 'Challenge' which sought to bring forward innovative technical solutions for cutting carbon from cars and light commercial vehicles and stimulated several new business partnerships.

The LowCVP Managing Director Greg Archer said: "The LowCVP's HGV Technology Challenge shows the high capacity of UK engineers to develop innovative and effective solutions to help us tackle climate change. The Challenge brings these great ideas to the attention of potential partners and customers providing both new market opportunities for some outstanding UK businesses and hastening the introduction of low carbon innovations in the HGV market that also reduce fuel costs.

“We are heartened by the strong support the initiative has received from both technology companies and major vehicle manufacturers and fleets, demonstrating their commitment to finding new solutions for reducing carbon emissions from trucks.”

The LowCVP’s Technology Challenge complements work by the UK’s Automotive Council to develop a roadmap for low carbon truck technologies and strengthen the UK automotive supply chain. This year’s Technology Challenge also attracted support from CENEX\*\* and the Freight Transport Association\*\*.

Pauline Dawes of SOMI Trailers, one of the Challenge winners said “We’ve spent several years developing and fine-tuning our product, working with fleets and trailer manufacturers, looking at technical and operational viability.

“We’ve had independent trials carried out and know our idea has potential. However, we also recognise that end-users can be inundated with ideas. Winning the Technology Challenge will provide the opportunity for us to distinguish ourselves from the noise and, hopefully, attract new customers”.

#### **Notes to Editors**

The six winning entrants of the Technology Challenge were selected on a competitive basis from twenty-one entries covering a variety of on-vehicle technologies for HGVs. Their selection by an expert panel was based on the merits and impacts of their technology for reducing vehicle CO<sub>2</sub> emissions, commercial viability and ease of integration.

\*The winners of the LowCVP’s Technology Challenge are:

#### *Hardstaff Group*

The Hardstaff Group, pioneers in the development and use of dual fuel in heavy haulage vehicles, first demonstrated around ten years ago that this technology could significantly reduce CO<sub>2</sub> and other harmful diesel tailpipe emissions. More recently the Company has proved, through daily dual fuel operation of 60 of its own vehicles, that substitution of up to 70% of diesel fuel by natural gas is practicable, reducing CO<sub>2</sub> emissions by up to around 18%. For more information contact Linda Fletcher Tel. + 44 (0)115 983 2300 Email. lfletcher@hardstaffgroup.co.uk

#### *SOMI Trailers Ltd*

Established in 2003 as a ‘special vehicle’ to develop this trailer, SOMI won R&D grants of £270,000. SOMI’s ‘Same Outside, More Inside’ conversions have huge potential in both the Europe USA markets for 4m high trailers. By increasing capacity, SOMI trailers new technology saves CO<sub>2</sub>, Costs and Infrastructure and Creates Wealth by replacing 4 Truck Journeys with 3. For more information contact Pauline Dawes. Tel. 01724 852113 Email. paulinedawes@somitrailers.com

#### *MIRA Ltd*

MIRA Ltd. is a global engineering consultancy and test services provider with a long history of optimising aerodynamics in the haulage industry. Following an extremely

successful project with Lawrence David Limited in which drag reductions of 17% were achieved, MIRA focussed on improving the performance of a standard 4.5m box trailer with results that are extraordinary. Drag was reduced by nearly 30%, potentially resulting in fuel, and hence CO2, savings of between 15% and 20%. For more information contact Kristy Thompson Tel. 024 7635 5386 Email. [kristy.thompson@mira.co.uk](mailto:kristy.thompson@mira.co.uk)

#### *Zeta Automotive*

Initially created for use with light vans, and now developed for heavy trucks, EconoSpeed can be fitted to any vehicle with an electronic throttle, and sits between the accelerator pedal and the engine's ECU computer. By electronically limiting a vehicle's maximum rate of acceleration to simulate that of a fully or partially laden vehicle, and forcing earlier gear changes by limiting the RPM, together with limiting the top speed to suit the typical routes that the vehicle follows, the unit can mimic the behaviour of a careful, economical driver. With installation taking less than an hour, it's a 'fit and forget' system. For more information contact Gordon Anderson Tel.01869 322500, e-mail: [gordon@thezetagroup.com](mailto:gordon@thezetagroup.com)

#### *RDS Europe Ltd*

RDS offers a highly effective and exciting prospect for delivery and utility commercial vehicle operators seeking outstanding fuel economy and low emissions for their fleet. RDS is a hydraulically actuated parallel hybrid technology, specifically tailored for the needs of the +5 Tonne GVW segment. Tests have demonstrated up to 25% fuel savings for stop/start urban duty cycles. Exhaust emissions such as CO2, NOx and particulates are similarly reduced. For more information contact Brian Lawrence Tel. 07918 656711 Email. [blawrence@rdseurope.co.uk](mailto:blawrence@rdseurope.co.uk)

#### *Joint: Flybrid Systems and The Flybus Consortium.*

Flybrid Systems is the leading provider of high-speed flywheel based hybrid systems for automotive application. The Flybrid system was initially developed in 2007 for Formula One application but today the majority of customers are road-car OEMs and the first cars incorporating Flybrid<sup>®</sup> technology are expected to go on sale to the public in 2013. Flybrid are now developing a heavy-duty version of the system and have their sights set firmly on expansion into commercial vehicle and off-highway markets. For more information contact Flybrid Systems Jon Hilton Tel +44 (0)1327 855190 Email. [jon.hilton@flybridsystems.com](mailto:jon.hilton@flybridsystems.com)

The Flybus consortium brings together engineering talent from lead partner and variable drive specialist Torotrak, bus maker Optare and engineering consultancy Ricardo, supported by automatic transmission supplier Allison Transmission Inc. Part-funded by the Technology Strategy Board, the collaboration is developing a cost-effective flywheel-based mechanical hybrid system for commercial vehicles, particularly suited to vehicles that are subject to extensive stop-start activity. For more information contact Chris Brockbank 01772 900900 Email. [chris.brockbank@torotrak.com](mailto:chris.brockbank@torotrak.com)

The Challenge winners will present their innovations to a **specialist group of manufacturers and large fleet operators**. Already signed up for this event are:

Allison Transmissions; DAF Trucks; Daimler; Dennis Eagle; DHL Supply Chain; GKN UK; Iveco; Isuzu; Leyland Trucks; MAN Truck and Bus; Ricardo; Royal Mail Group; Serco Solutions; Eddie Stobart Ltd; TDG; Tesco Stores Ltd; Unipart; Volvo Trucks, and; Wincanton.

The **Low Carbon Vehicle Partnership (LowCVP)** is an action and advisory group, established in 2003 to take a lead in accelerating the shift to low carbon vehicles and fuels and to help ensure that UK business can benefit from that shift. The partnership of around 200 organisations is drawn from the automotive and fuel industries, the environmental sector, government, academia and road user groups as well as other organisations with a stake in the low carbon vehicles and fuels agenda. It is part-funded by grants from the Departments for Transport and BIS.

Technology Challenge microsite: <http://www.lowcvp.org.uk/technologychallenge/>

\*\*Sponsors of this year's Technology Challenge are:

**Cenex**, the UK's first Centre for Excellence for Low Carbon and Fuel Cell technologies. By encouraging the early market adoption of low carbon and fuel cell technologies in automotive applications, Cenex aims to assist the UK automotive supply chain to compete in global markets as well as showcase UK expertise to encourage inward investment.

**Freight Transport Association (FTA)**, one of the largest trade associations in the UK representing the transport and logistics interests of some 12,000 companies. FTA members operate over 200,000 lorries and around one million light vans as well as consigning freight by air, sea and rail. FTA's core role is to assist and advise members and ensure a safe, legal and efficient transport function.

#### **Media Enquiries**

Neil Wallis, Head of Communications, [neil.wallis@lowcvp.org.uk](mailto:neil.wallis@lowcvp.org.uk) 07974 255 720  
Website: [www.lowcvp.org.uk](http://www.lowcvp.org.uk)