

# Cascadia Base Model Standard Changes for Canadian Customers

## 10/18/2022 • Product News

Last year Freightliner instituted changes outlined below regarding steps necessary to maintain GHG Phase II compliance. As we continue to review our standing, it has been determined that we can no longer offer sunvisors on Cascadia models for trucks domiciled in Canada. Taking this step will allow us to remain compliant going forward. At this time no further requirements will be necessary, but please continue to recommend fuel-saving options to customers. Other options that can benefit customers and have significant benefits to lowering emissions are the use of Tire Pressure Monitoring Systems and low rolling resistance tires (reference SmartWay certified tires for examples).

Other databook positioning changes were made earlier this year to help with these efforts. Examples are the following:

- Powertrain Management (IPM) is required when spec'ing the DT12 transmission
- Optimized roof fairing is standard with raised roof sleepers
- 24" side extenders required with raised roof sleepers
- Chassis fairings and low ground clearance skirts are standard with sleepers
- Drive wheel covers are standard with no credit if deleted

### ***Distributed to Canadian dealers in June of 2021:***

The Greenhouse gas (GHG) regulation, updated in 2016 to include Phase II, set in motion a progression of increasing standards for emissions. The stringency of CO2 standards increased with MY2021 and will continue with the next steps in 2024 and 2027. An excerpt from Jim Park's article linked below summarizes it best, "By 2027, the new standards will have reduced CO2 emissions and fuel consumption compared to Phase I by up to 25% for tractors (including the engine efficiency improvements), up to 24% for vocational vehicles, and up to 16% for heavy-duty pickup trucks and vans. The regulation requires certification at a vehicle level as well as at the engine level."

DTNA has been monitoring this situation and has determined that there is a need to continue promoting aerodynamic and fuel-efficient features. The promotions of these technologies are to continue compliance with the GHG Phase II modeling for today and future GHG levels.

Effective immediately, the following items are recommended by DTNA. In some cases, these items may be required, for Canadian domiciled Cascadia tractors:

- A 5 minute or less shutdown idle timer (see 79G data codes). With or without clutch/brake pedal override will be allowed. Keep in mind PTO operation with factory installed PTO switches will override this function. Detroit Optimized Idle (see module 156) will also override this programming if spec'ed. If ambient air temp is a concern, please consider choosing one of the 80K options if not already being spec'ed.
  - DTNA recommends reviewing ambient air temperature (80K) settings to ensure parameters represent what best fits the customer's operation.
- Front wheel well close outs will be standard for low profile 22.5" tire specs with no credit for deleting (see 75X-001). For customers using 11R profile tires we strongly encourage considering transitioning to low profile tires that are SmartWay certified for improved fuel economy.
  - If a customer requires 11R profile tires due to a specific application, we recommend at least choosing one that is SmartWay certified (See SpecPro or SmartWay's website for a list of tires).
- Equipping a Freightliner Cascadia with a sun visor does result in a fuel economy penalty. DTNA recommends removing sun visors from Cascadia models as the sun visor does result in a GHG penalty.

Industry news article: <https://www.truckinginfo.com/304050/how-ghg-phase-2-changes-the-way-you-spec-trucks>

