

fuel bill: "A low rolling resistance tyre can reduce fuel expenditure considerably. A reduction in rolling resistance of 20% can reduce fuel expenditure by 5% per annum.

"Keeping the correct air pressure in your tyres is as important as giving your engine a tune up. With the right amount of air pressure, your tyres wear longer, save fuel, enhance handling and prevent accidents. The effects of not maintaining correct air pressure are poor fuel mileage, loss of tyre life, bad handling and potential vehicle overloading."

Throughout 2012, Bridgestone UK will be testing its next generation low rolling resistance truck tyres – Ecopia II – across the country ahead of the launch in 2013. Based on the successful existing Ecopia range this latest offering represents the next step in the company's commitment to develop tyres which offer more economical motoring without losing out on performance.

The Ecopia Truck range significantly lowers rolling resistance which helps operators to maximise fuel consumption. Its NanoPro-Tech compound helps to create better wet grip and the range's Waved Belt technology ensures a stable footprint throughout the tyres' life, and the turn-in-ply and stone ejectors increase durability and prevent stones from being retained and damaging the tyres.

"We are very proud of our Ecopia range of steer, drive and trailer consumption without losing excellent tyre performance" says Andy Mathias.

Additionally, Bridgestone's Total Tyre Management provides a host of cost-saving initiatives including an electronic fleet inspection programme – Total Tyre Inspection, technical advice, updated information and recommendations on how to improve a fleets' tyre management. This is delivered via Truck Point, a network of more than 320 tyre dealers in the UK who are experts in truck tyre care and collectively responsible for some 800 daily replacements on vans, trucks, buses and coaches, some of which are fitted during the 100 or so roadside call outs across the country every day.

The Truck Point network is designed to offer the right tyres for the right application as well as an after sales service at a pre-agreed price – a programme which extends



Testing will be carried out on the new Bridgestone Ecopia II throughout 2012

across Europe. It is through this expertise that businesses can optimise their fleet performance.

Between Bridgestone's latest Ecopia II offering, its Total Tyre Management system which includes the Truck Point network, transport operators have more options for keeping running, fuel efficient and profitable.

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ENERGENICS EUROPE

Operators of scheduled local bus services usually consider the cost of diesel as the 'net fuel price' which is the purchase price (excluding VAT) less the BSOG subsidy. On April 1, 2012 the reduction in BSOG by 20% in England increased the net fuel price by 8.64p/litre. This represents an increase of around 12% assuming current spot prices. In Wales the 25% reduction in BSOG increased the net fuel price by 17%. However these changes are modest compared to the effect on net fuel price of the next wave of BSOG changes.

Last week in his written statement introducing the 'Green Light for Better Buses' proposals which included BSOG reform in England, transport minister Norman Baker stated: "The proposals... signal a move to break the link between fuel use and subsidy". In Scotland this already happened on April 1 as BSOG transferred to a payment per km formula meaning 'net fuel price'

became the same as the purchase price – a 55% increase assuming current spot prices.

Although the intention is to pay an equivalent level of BSOG by an alternative mechanism,

these changes mean saving fuel is an ever more powerful lever for bus operators to improve their financial performance. The proven fuel saving additive Envirox is an increasingly attractive proposition for local bus service operators seeking to mitigate the impact of net fuel price increases, as unlike diesel fuel its pricing remains stable.

Stagecoach is now in their eighth year of using Envirox nationally. After overseeing the reintroduction of the additive to its newly acquired London operations at the start of 2011, Stagecoach director Sam Greer commented: "The fuel additive makes good financial sense for our business." Another recent trial at East Yorkshire's Driffeld depot demonstrated –as might be expected, these fuel savings complement those that can be achieved with a modern telematics-based driver feedback system (GreenRoad in this case). This directly led to a full adoption



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