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PRESS RELEASE

TRAILER AERODYNAMIC DEVICES DO MORE THAN REDUCE FUEL COST THEY CAN ALSO SAVE LIVES

Los Angeles, CA (June 6, 2003) - For years, truckers have added aerodynamic devices designed to cheat the wind, reduce drag, increase fuel mileage and save money. But another cost savings may be in lowering insurance cost by making the trailer more stable.

There are 15,000 commercial truck rollovers each year in the United States. Of those, 9400 involve tractor and semi trailers. While this represents only 4 percent of all truck accidents, it represents 12 percent of all accident fatalities. To add perspective, 58 percent of all truck driver fatalities involve rollovers. Why are all of these trucks rolling over?

The answer lies in a number of new studies on truck accidents and the instability of trailers. A University of Michigan Transportation Research Institute study has shown that 26.8 percent of single rollover accidents are un-tripped first event rollovers. That means nothing physical that you can see, caused the accident. No other vehicles were involved and the driving conditions of the road were not the problem. So what is causing these rollovers?

When a SUV rolls over, it is national news but we only hear about a truck and trailer rolling over if it is blocking rush hour traffic. The fact is the rollover threshold of a SUV, as expressed in lateral acceleration, is 0.8 to 1.2 g. The threshold for a loaded truck is 0.25 to 0.5 g. depending on the weight and center of gravity of the load. It takes far less force to over turn a big rig. When you add in what the wind does to the high profile trailer, it is easy to see why trailers are unstable and tip over. Drivers are trained to correct for the instability by turning into the wind, which

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may add to the predicament.

There are essentially two forces acting on the trailer when hit by a crosswind that creates the instability. The first force is created when the cross wind hits the front of the trailer causing a disruption of the airflow and creating turbulence on the leeward side of the trailer. This becomes a low-pressure area or vacuum on the leeward side of the trailer. The second force pushes against the windward side of the trailer. The force on the leeward side acts to pull the trailer and the force of wind on the windward side pushes it. It is the additive effect of these two forces, pulling and pushing in the same direction, which causes trailer instability. While lighter, unloaded trucks are more likely to experience wind-induced rollovers, heavier trucks are also susceptible to rollovers caused by the driver correcting and over-correcting to catch a trailer when it is swaying.

With an aerodynamic device like a NoseCone on the front of the trailer, the force against the front of the trailer is negated. The NoseCone allows the air to flow smoothly along the sides of the trailer thus eliminating the vacuum on the leeward side of the trailer. The second force against the windward side of the trailer has less over turning effect because it is only pushing on the trailer as the trailer is rushing past it. For years, most drivers have known that having a NoseCone on the front of their trailer has made for a more stable and therefore safer ride.

NHTSB studies have found crosswinds as little as 8 mph can cause instability for a lightly loaded set of doubles. If you drive in any wind higher than that, you need the safety benefits offered by a NoseCone. For additional info to help not only reduce fuel costs but also lower insurance costs, contact Jim FitzGerald or Kathy Rose at 800 227-3266 or e-mail for a dealer near you: E-mail: info@nosecone.com or visit our website: www.nosecone.com.

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