2020 Real-World Fuel Consumption

Data collected by Fleet Fuel Efficiency

Report prepared by Truck King Media Group
The five (5) models of mid-size pickup trucks (from three manufacturers) included in the this years’ challenge were tested under several conditions.

All trucks were tested empty, with a payload in the bed and while towing.

The trucks carried 500 lbs in barrels for the payload test and pulled 4,000 lbs on trailers for the towing test.

The pickup trucks were tested at Head Lake, ON, Nov, 9, 10 and 11th, 2019 - on public roads.
**Test Sequence Description**

**The Head River Test Loop**

The loop is on public roads -19 km in length. It is comprised of 7 km of gravel covered road (50 km-h); 4 km of paved, secondary county road (60 km-h); 8 km of paved provincial highway (80 km-h) complete the loop. The route is mostly flat with total elevation change of around 35 meters in total.

**Method.** Each loop is performed identically. It is always run clockwise. Trucks are left to idle during driver changes, so fuel data captures are uninterrupted during each cycle of five separate judges. Each judge drives each truck back to back under the following conditions.

- Empty Loop
- Payload Loop (500 lbs)
- Trailering Loop (4,000 lbs)

**Measurement Device**

All vehicles were equipped with a FleetCarma C2 logger.

The system was set up with FleetCarma’s advanced energy monitoring software. Data and GPS coordinates were streamed in real-time to FleetCarma’s servers and loaded into a dedicated portal where the results of each event were calculated and recorded.

Each truck completed approx. 100 km in each condition.
**Mid-Size Pickup Truck Results**

<table>
<thead>
<tr>
<th>Engine Type: Horsepower: Transmission:</th>
<th>Jeep Gladiator Overland</th>
<th>Jeep Gladiator Rubicon</th>
<th>Chevrolet Colorado ZR2 Bison</th>
<th>Toyota Tacoma TRD Pro</th>
<th>Toyota Tacoma TRD Sport</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.6L V6 285 hp 8-speed Auto</td>
<td>10.7 *1 L/100km</td>
<td>12.49 *1 L/100km</td>
<td>11.72 L/100km</td>
<td>10.73 *3 L/100km</td>
<td>10.79 *3 L/100km</td>
</tr>
<tr>
<td>3.6L V6 308 hp 8-speed Auto</td>
<td>10.6 L/100km</td>
<td>12.08 L/100km</td>
<td>11.44 L/100km</td>
<td>10.74 L/100km</td>
<td>10.59 L/100km</td>
</tr>
<tr>
<td>3.5L V6 278hp 6-speed Auto</td>
<td></td>
<td></td>
<td></td>
<td>XXX</td>
<td></td>
</tr>
<tr>
<td>3.5L V6 278hp 6-speed Manual</td>
<td></td>
<td></td>
<td></td>
<td>XXX</td>
<td></td>
</tr>
<tr>
<td>3.5L V6 278hp 6-speed Manual</td>
<td></td>
<td></td>
<td></td>
<td>XXX</td>
<td></td>
</tr>
</tbody>
</table>

**Empty Test Loops**
- 10.7 *1 L/100km
- 12.49 *1 L/100km
- 11.72 L/100km
- 10.73 *3 L/100km
- 10.79 *3 L/100km

**Payload = 500 lb**
- 10.6 L/100km
- 12.08 L/100km
- 11.44 L/100km
- 10.74 L/100km
- 10.59 L/100km

**Towing = 4,000 lb**
- 15.86 L/100km
- 17.81 L/100km
- 17.27 L/100km
- 15.46 L/100km
- XXX L/100km

**Comparable Overall Average**
- 12.39 *2 L/100km
- 14.17 *2 L/100km
- 13.48 *4 L/100km
- 11.08 L/100km
- XXX L/100km

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*1 While engines are the same in the Jeep Overland and Rubicon models – 4WD power transfer is different as is rear axle ratios. 3.73 vs. 4.10 – this would explain some of the consumption difference between the two models.

*2 Rubicon total average idle time was also 40% vs 33.3% for the Overland. This pushed up the Rubicon average.

*3 TRD Pro and TRD Sport use the same 4WD running gear – however, the six-speed automatic transmission has a 3.91 rear axle ratio vs. 4.30 for the six-speed manual. Consumption for both was very close.

*4 The rear axle ratio on the Colorado ZR2 is 3.42. This is the fastest spinning ratio in the test group – it’s fuel consumption is...
2020 CTKC Support Truck Fuel Consumption

2019 RAM 3500 HD – 6.7L I-6 Cummins turbo diesel engine

- Engine: Cummins turbo diesel, 6.7L Inline-6
- Horsepower: 400 Hp
- Torque: 1000 lb/ft torque
- Transmission: Aisin six-speed automatic
- Axle ratio: 4:10

This RAM 3500 HD performed support functions during this year’s Canadian Truck King Challenge. It was not part of the Challenge. However, as we had the opportunity to install a Fuel Data transponder in it, we did. The fuel economy figures shown here were also collected by Fleet Carma and are a sample. *Note – the trips shown were driven by a single driver.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Trip length – location</th>
<th>Avg speed – Idle time %</th>
<th>L / 100 km used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empty truck – driver only</td>
<td>45 km – city driving</td>
<td>39 km-h</td>
<td>19%</td>
</tr>
<tr>
<td>Truck towing 7,000 lb trailer – 2 adults</td>
<td>110 km – mostly highway</td>
<td>70.5 km-h</td>
<td>4%</td>
</tr>
<tr>
<td>Truck Empty – 2 adults</td>
<td>95.5 km – mostly highway</td>
<td>61.72 km-h</td>
<td>11%</td>
</tr>
</tbody>
</table>

2020 Canadian Truck King Challenge

Truck King Media Group
These results summarize the real-world energy consumption of the mid-size trucks tested during the 2020 Canadian Truck King Challenge.

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