

MAJOR TRUCKING COMPANIES REDUCE RUNTIME IN THEIR REEFERS

. In 2015, the refrigerated trailer market was valued at \$5.588 billion. Chilled food represented 62% of the products carried by refrigerated trucks, followed by frozen food. The market is expected to grow by 4.8% to \$7.658 billion by 2022, when frozen food are expected to dominate (Reefer Trailer Market Expected To Soar, 2017).

To optimize ROI, both for themselves and their shippers, trucking companies have invested in state-of-the-art cooling equipment and refrigerated trailers manufactured by Thermo King™, Carrier Transicold™ and others. These high tech cold boxes feature microprocessor controls that are amazingly adept at dealing with a variety of products, (Berg, 2010). The objective is to maintain optimal trailer conditions, i.e. temperature while minimizing cooling equipment runtime.

Greenguard Environmental Moisture and Humidity Control Panels are the first passive filtering system that also absorbs ethylene, the gas that ripens and ultimately causes produce and flora to rot. It is light, flexible, made from an all-natural compound and contains no toxic chemicals. We wanted to know if the filters would perform as well as they had in two previous case studies involving [schools](#) and [restaurants](#).

We enlisted the participation of a major carrier for Walmart and Target. Their reefer trailer of choice is the Tri-Temp 53' refrigerated box, equipped with Thermo King cooler unit. On average, their per hour fuel consumption approaches or exceeded one gallon.

For the study, the company ran similar runs with an equal number of units, with and without the Greenguard Environmental Moisture and Humidity Control Panels.

Results of the test, as noted by the company's vice president, were "impressive." He went on to report a 39% reduction in fuel consumption, from the previously mentioned 1 gallon per hour down to .61 gallon per hour. He also pointed to a decrease in equipment run time of up to 30 percent.

Additional test have been conducted involving other large trucking companies. The results have varied only marginally. One company reported a burn rate of .64 gallon per hour, down 35% percent from the national average per hour rate of 1 gallon. Run times decreased by approximately 27%, from 15 hours to 11 hours. Reduced run time means reduced down time and equipment repair cost! How would these kinds of improvements affect your bottom line?

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