

Assessment Of Fuel Economy Technologies For Light Duty Vehicles

Fuel Economy of the Gasoline Engine Assessment of Fuel Economy Technologies for Light-Duty Vehicles New Motor Vehicle Emission Standards and Fuel Economy Automobile Fuel Economy Automotive Fuel Economy Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards Automobile Fuel Economy Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles Transportation Sector Fuel Efficiency Automotive Technology and Fuel Economy Standards Trends and Drivers of the Performance Fuel Economy A Report on Automotive Fuel Economy Automotive Fuel Economy Automotive Fuel Economy Program. Annual Report to the Congress. Fourth Energy Conservation--motor Vehicles' Fuel Efficiency Fuel Efficiency of Passenger Cars The Fireman's Handbook and Guide to Fuel Economy Automotive Fuel Economy Program Fuel economy labeling of motor vehicles revisions to improve calculation of fuel economy estimates. D.R. Blackmore National Research Council United States. Congress. House. Committee on Interstate and Foreign Commerce. Subcommittee on Public Health and Environment United States. General Accounting Office National Research Council National Research Council Motor Vehicle Manufacturers Association of the United States National Research Council United States. Congress. Senate. Committee on Energy and Natural Resources United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Science, Technology, and Space Donald Warren MacKenzie John C. Hilliard United States. Environmental Protection Agency National Research Council United States. Congress. House. Committee on Interstate and Foreign Commerce. Subcommittee on Energy and Power International Energy Agency Charles Frederick Wade

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Efficiency Automotive Technology and Fuel Economy Standards Trends and Drivers of the Performance Fuel Economy A Report on Automotive Fuel Economy Automotive Fuel Economy Automotive Fuel Economy Program. Annual Report to the Congress. Fourth Energy Conservation--motor Vehicles' Fuel Efficiency Fuel Efficiency of Passenger Cars The Fireman's Handbook and Guide to Fuel Economy Automotive Fuel Economy Program Fuel economy labeling of motor vehicles revisions to improve calculation of fuel economy estimates. D.R. Blackmore National Research Council United States. Congress. House. Committee on Interstate and Foreign Commerce. Subcommittee on Public Health and Environment United States. General Accounting Office National Research Council National Research Council Motor Vehicle Manufacturers Association of the United States National Research Council United States. Congress. Senate. Committee on Energy and Natural Resources United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Science, Technology, and Space Donald Warren MacKenzie John C. Hilliard United States. Environmental Protection Agency National Research Council United States. Congress. House. Committee on Interstate and Foreign Commerce. Subcommittee on Energy and Power International Energy Agency Charles Frederick Wade

various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars sport utility vehicles minivans and other light duty vehicles without compromising vehicle performance or safety assessment of technologies for improving light duty vehicle fuel economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines spark ignition gasoline compression ignition diesel and hybrid according to its estimates adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark ignition engines could reduce fuel consumption by 29 percent at an additional cost of 2 200 to the consumer replacing spark ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately 5 900 per vehicle and replacing spark ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of 6 000 per vehicle the book focuses on fuel consumption the amount of fuel consumed in a given driving distance because energy savings are directly related to the amount of fuel used in contrast fuel economy measures how far a vehicle will travel with a gallon of fuel because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions the book finds that vehicle stickers should provide consumers

with fuel consumption data in addition to fuel economy information

this volume presents realistic estimates for the level of fuel economy that is achievable in the next decade for cars and light trucks made in the united states and canada a source of objective and comprehensive information on the topic this book takes into account real world factors such as the financial conditions in the automotive industry costs and benefits to consumers and marketability of high efficiency vehicles the committee is composed of experts from the fields of science technology finance and regulation and offers practical evaluations of technological improvements that could contribute to increased fuel efficiency the volume also examines potential barriers to improvement such as high production costs regulations on safety and emissions and consumer preferences this practical book is of considerable interest to car and light truck manufacturers policymakers federal and state agencies and the public

since cafe standards were established 25 years ago there have been significant changes in motor vehicle technology globalization of the industry the mix and characteristics of vehicle sales production capacity and other factors this volume evaluates the implications of these changes as well as changes anticipated in the next few years on the need for cafe as well as the stringency and or structure of the cafe program in future years

technologies and approaches to reducing the fuel consumption of medium and heavy duty vehicles evaluates various technologies and methods that could improve the fuel economy of medium and heavy duty vehicles such as tractor trailers transit buses and work trucks the book also recommends approaches that federal agencies could use to regulate these vehicles fuel consumption currently there are no fuel consumption standards for such vehicles which account for about 26 percent of the transportation fuel used in the u s the miles per gallon measure used to regulate the fuel economy of passenger cars is not appropriate for medium and heavy duty vehicles which are designed above all to carry loads efficiently instead any regulation of medium and heavy duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers such as gallons per ton mile a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile this is called load specific fuel consumption lsfc the book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types for example using advanced diesel engines in tractor trailers could lower their fuel consumption by up to 20 percent by 2020 and improved aerodynamics could yield an 11 percent reduction hybrid powertrains could lower the fuel

consumption of vehicles that stop frequently such as garbage trucks and transit buses by as much 35 percent in the same time frame

cars sold in the united states have steadily become more fuel efficient since the 1970s and assessments of emerging technologies demonstrate a significant potential for continued evolutionary improvements however historic efficiency improvements have not always translated into reduced rates of fuel consumption instead most of the technological progress of the past 20 years has been dedicated to offsetting increased acceleration performance while fuel consumption has languished this work addresses the questions of 1 why new technology is dedicated to performance rather than fuel consumption and 2 what policy structures and stringencies can most effectively encourage new technology to be dedicated to reducing fuel consumption a technology allocation model was developed which couples projections of fuel consumption and performance tradeoffs to consumers willingness to pay for these attributes in order to maximize the combined value of these attributes to consumers the model was calibrated using stated willingness to pay car price data and historic trends in performance and fuel consumption the model was used to investigate the effects of various policies on the balance between performance and fuel consumption particular attention was paid to the emphasis on reducing fuel consumption erfc which quantifies the amount of technology dedicated to improving fuel consumption rather than other attributes under baseline conditions of constant gasoline price and no policy intervention the majority of new technology continues to flow to increasing performance the performance fuel consumption balance is sensitive to policy signals fuel taxes incentives e g feebates and fuel economy standards are all shown to be effective for increasing erfc although they have different implications for consumers costs and automakers profitability policies that merely increase the rate of technology deployment are found to be less effective for increasing emphasis on reducing fuel consumption

concern about the reduced availability and the increased cost of petroleum fuels prompted great efforts in recent years to reduce the fuel consumption of auto mobiles the ongoing efforts to reduce fuel consumption have addressed many relevant factors including increased engine performance reduced friction use of lightweight materials and reduced aerodynamic drag the results of the investigations assessing the various factors affecting fuel economy have been published in journals conference proceedings and in company and government reports this proliferation of

technical information makes it difficult for workers to keep abreast of developments the material presented in this book brings together in a single volume much of the relevant materials summarizes many of the state of the art theories and data and provides extensive lists of references thus it is hoped that this book will be a useful reference for specialists and practicing engineers interested in the fuel economy of automobiles j c hilliard o s springer vii contents 1 automotive fuel economy david cole i introduction and background 1 n fuel economy factors 9 a engine 11 b drive train 20 c vehicle factors 22 d operating factors 28 e test cycles 32 references 33 2 fuel economy and emissions j t kummer i introduction 35 n emission regulations

this volume presents realistic estimates for the level of fuel economy that is achievable in the next decade for cars and light trucks made in the united states and canada a source of objective and comprehensive information on the topic this book takes into account real world factors such as the financial conditions in the automotive industry costs and benefits to consumers and marketability of high efficiency vehicles the committee is composed of experts from the fields of science technology finance and regulation and offers practical evaluations of technological improvements that could contribute to increased fuel efficiency the volume also examines potential barriers to improvement such as high production costs regulations on safety and emissions and consumer preferences this practical book is of considerable interest to car and light truck manufacturers policymakers federal and state agencies and the public

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