

Assessment Of Fuel Economy Technologies For Light Duty Vehicles

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Light-duty Vehicles and Light-duty Trucks
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Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles
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NO_x Emission Controls for Heavy-duty Vehicles
Light-duty vehicles and their politic [sic] in developed countries
International Journal of Vehicle Design
Code of Federal Regulations, Title 40, Protection of Environment, Pt. 86 (Sec. 86.600-1-End), Revised as of July 1, 2006
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Energy Research Abstracts
National Research Council
National Research Council Amir-Masoud Eshtiaghi
United States. Court of Appeals (District of Columbia Circuit)
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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

the light duty vehicle fleet is expected to undergo substantial technological changes over the next several decades new powertrain designs alternative fuels advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards by the end of the next decade cars and light duty trucks will be more fuel efficient weigh less emit less air pollutants have more safety features and will be more expensive to purchase relative to current vehicles though the gasoline powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030 such vehicles will be equipped with advanced technologies materials electronics and controls and aerodynamics and by 2030 the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation including autonomous vehicles will be well underway what are these new technologies how will they work and will some technologies be more effective than others written to inform the united states department of transportation s national highway traffic safety administration nhtsa and environmental protection agency epa corporate average fuel economy cafe and greenhouse gas ghg emission standards this new report from the national research council is a technical evaluation of costs benefits and implementation issues of fuel reduction technologies for next generation light duty vehicles cost effectiveness and deployment of fuel economy technologies for light duty vehicles estimates the cost potential efficiency improvements and barriers to commercial deployment of technologies that might be employed from 2020 to 2030 this report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017 2025 cafe standards

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