3 Fuel Economy Guide

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Statistical Reference Index **IntraWEB, LLC and Claitor's Law Publishing**

The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

The Code of Federal Regulations of the United States of America National Academies Press

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.

Energy Abstracts for Policy Analysis Government Printing Office

Every new automobile sold in the United States has a label showing its tested fuel economy. In addition, all fuel economy test results are published annually to encourage the production and purchase of more fuel-efficient automobiles. Consumers are skeptical, however, because their on-road experience often falls far short of the tested mileage figures.

Fuel Economy Guide National Academies Press

40 CFR Protection of Environment **Code of Federal Regulations** Transportation Research Board

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.

Gas Mileage Guide

GovAmerica.org

Inducing environmental innovation is a significant challenge to policy-makers. This book examines the challenges and illustrates them in three sectoral studies: alternative fuel vehicles, solid waste management and recycling, and green chemistry.

Title 40 Protection of Environment Parts 425 to 699 (Revised as of July 1, 2013)

Government Printing Office

Code of Federal Regulations, Title 40, Protection of Environment, PT. 425-699, Revised as of July 1, 2010

Gas Mileage

Guide. 1990

Federal Register

Fuel Economy Guide

OECD Studies on Environmental Innovation Invention and Transfer of Environmental Technologies

Automobile Fuel Economy, EPA Oversight

Automobile Fuel Economy

Gas Mileage Guide. 1992

Gas Mileage Guide. 1979. Second Edition

Gas Mileage Guide. 1984

Gas Mileage Guide. 1989

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles

Gas Mileage Guide for New Car Buyers in California