

Vehicle Fuel Economy Standards and Feebate System

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Energy Efficiency

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Road Vehicle Fuel Economy Energy Paper

Robert R. Redfield



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Road Vehicle Fuel Economy M. H. L. Waters, 1992 The large price increases of crude oil in 1974 and 1979 stimulated a search for improved fuel economy for road transport but in the 1980s oil prices declined and interest in fuel saving decreased Now the emission of carbon dioxide from road transport is accepted as one contribution to possible global warming and the vulnerability of oil supplies to political events has been seen in the Middle East Road vehicle fuel economy is again a topical subject *Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles* National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on the Assessment of Technologies for Improving Fuel Economy of Light-Duty Vehicles, Phase 2, 2015-09-28 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 [Energy Conservation Update](#) ,1981

Watt Committee on Energy Publications: Towards an Energy Policy for Transport Watt Committee on Energy Publications, 2003-09-02 The importance of energy for transport was recognised in Report No 1 published by The Watt Committee on Energy in 1977 Two features of transport energy use are its magnitude approximately 22% of the UK total and its vulnerability to oil supplies nearly 50% of our oil supply There have been several excellent conferences elsewhere since then on new technology and the future designs of aircraft ships and railway trains but there seemed a need to consider all transport modes together In assessing substitution of energy sources there is a tendency also to consider substitution of

transport modes but this is a complex matter and such substitutions will be slow and generally costly. There are historic instances of such changes e.g. from sail to steam at sea in the 19th Century from coal to oil on the railways in the 1950s and from petrol engine aircraft to kerosene powered jets in the 50s and 60s. Such changes take place over a time span of decades. Some transport vehicles have a normal replacement time of 30 years, a few longer still, hence it is a vital matter to match any major transport response to future energy changes to the appropriate time scale.

Energy Abstracts for Policy Analysis, 1983

Kinetic Energy Recovery Systems for Racing Cars Alberto Boretti, 2013-04-02. A kinetic energy recover system KERS captures the kinetic energy that results when brakes are applied to a moving vehicle. The recovered energy can be stored in a flywheel or battery and used later to help boost acceleration. KERS helps transfer what was formerly wasted energy into useful energy. In 2009 the Federation Internationale de l'Automobile FIA began allowing KERS to be used in Formula One F1 competition. Still considered experimental, this technology is undergoing development in the racing world but has yet to become mainstream for production vehicles. The Introduction of this book details the theory behind the KERS concept. It describes how kinetic energy can be recovered and the mechanical and electric systems for storing it. Flybrid systems are highlighted since they are the most popular KERS developed thus far. The KERS of two racing vehicles are profiled: the Dyson Lola LMP1 and Audi R18 e-tron Quattro. Four SAE technical papers follow the preface and focus on the use of KERS technology in F1 racing. The first paper examines the factors that influence hybrid performance and enable optimization for different racing circuits. The second paper describes a Flybrid KERS designed for the 2009 F1 season. The third paper considers the development of an electric KERS for the 2009 F1 season. The fourth paper presents the challenges and opportunities of the 2014 F1 engine and powertrain rules, particularly as they pertain to KERS. This book has been published for automotive engineers who are interested in hybrid systems, energy recovery, regenerative braking and improving acceleration. It will also be useful for powertrain designers, researchers, academics and motorsports professionals, race engineers, team managers and technology practitioners who design and build racing powertrains.

Proceedings of China SAE Congress 2019: Selected Papers China Society of Automotive Engineers, 2020-11-04. These proceedings gather outstanding papers presented at the China SAE Congress 2019. Featuring contributions mainly from China, the biggest carmaker as well as most dynamic car market in the world, the book covers a wide range of automotive topics and the latest technical advances in the industry. Many of the approaches included can help technicians to solve practical problems that affect their daily work. In addition, the book offers valuable technical support to engineers, researchers and postgraduate students in the field of automotive engineering.

ERDA Energy Research Abstracts United States. Energy Research and Development Administration, 1977

Selected Papers from the 8th Annual Conference of Energy Economics and Management Leixun Yang, Xinye Zheng, Zhan-Ming Chen, 2019-09-20. This collection represents successful invited submissions from the papers presented at the 8th Annual Conference of Energy Economics and Management held in Beijing.

China 22-24 September 2017 With over 500 participants the conference was co hosted by the Management Science Department of National Natural Science Foundation of China the Chinese Society of Energy Economics and Management and Renmin University of China on the subject area of Energy Transition of China Opportunities and Challenges The major strategies to transform the energy system of China to a sustainable model include energy economic structure adjustment resource conservation and technology innovation Accordingly the conference and its associated publications encourage research to address the major issues faced in supporting the energy transition of China Papers published in this collection cover the broad spectrum of energy economics issues including building energy efficiency industrial energy demand public policies to promote new energy technologies power system control technology emission reduction policies in energy intensive industries emission measurements of cities energy price movement and the impact of new energy vehicle *ERDA Energy Research Abstracts* United States. Energy Research and Development Administration. Technical Information Center, 1977

Alternative Fuels and Advanced Vehicle Technologies for Improved Environmental Performance Richard Folkson, 2014-03-19 Most vehicles run on fossil fuels and this presents a major emissions problem as demand for fuel continues to increase *Alternative Fuels and Advanced Vehicle Technologies* gives an overview of key developments in advanced fuels and vehicle technologies to improve the energy efficiency and environmental impact of the automotive sector Part I considers the role of alternative fuels such as electricity alcohol and hydrogen fuel cells as well as advanced additives and oils in environmentally sustainable transport Part II explores methods of revising engine and vehicle design to improve environmental performance and fuel economy It contains chapters on improvements in design aerodynamics combustion and transmission Finally Part III outlines developments in electric and hybrid vehicle technologies and provides an overview of the benefits and limitations of these vehicles in terms of their environmental impact safety cost and design practicalities *Alternative Fuels and Advanced Vehicle Technologies* is a standard reference for professionals engineers and researchers in the automotive sector as well as vehicle manufacturers fuel system developers and academics with an interest in this field Provides a broad ranging review of recent research into advanced fuels and vehicle technologies that will be instrumental in improving the energy efficiency and environmental impact of the automotive sector Reviews the development of alternative fuels more efficient engines and powertrain technologies as well as hybrid and electric vehicle technologies **Energy**, 1983 *Energy Research Abstracts*, 1992-08 **Energy Consumption of Heavy Road Vehicles** Christian Jalinier, Joseph Nader, Forest Engineering Research Institute of Canada, 1992 Optimizing the road performance of heavy duty vehicles requires a proper match of driving technique road and vehicle This report describes the development of a simulation program for industry operating personnel that meets the criteria of being user friendly broadly accessible and PC compatible The program was developed as a decision support tool for road vehicle specification and evaluation modification of existing roads or planning the route of a new one driver training and upgrading driver vehicle road optimization and cost calculations

Environmental Impacts of Road Vehicles R M Harrison, R E Hester, 2017-06-16 The first concerns that come to mind in relation to pollution from road vehicles are direct emissions of carbon dioxide and toxic air pollutants. These are of course important but the impacts of road traffic are altogether more substantial. This volume of the Issues in Environmental Science and Technology Series takes a broader view of the effects on the environment and human health excluding only injury due to road traffic accidents. By looking across the environmental media air water and soil and taking account also of noise pollution the volume addresses far more than the conventional atmospheric issues. More importantly however it examines present and future vehicle technologies the implications of more extensive use of batteries in electric vehicles and the consequences of recycling vehicles at the end of use. Finally examples of life cycle analysis as applied to road vehicles are reviewed. This book is a comprehensive source of authoritative information for students studying pollution and for policy makers concerned with vehicle emissions and road traffic impacts more generally.

Assessment of Fuel Economy Technologies for Light-Duty Vehicles National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on the Assessment of Technologies for Improving Light-Duty Vehicle Fuel Economy, 2011-06-03 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.

Energy: a Continuing Bibliography with Indexes, 1975

Interagency Assessment of Oxygenated Fuels John H. Gibbons, 1999-10

Presents a current understanding of critical scientific issues related to the winter oxygenated gasoline program. This program mandated under the Clean Air Act Amendments of 1990 is implemented in areas that fail to meet the National Ambient Air Quality standard for carbon monoxide. The assessment was done in response to a request from the EPA for a comprehensive interagency review of this program for potential health impacts fuel economy and performance issues as

well as its benefits It provides an authoritative evaluation of existing information Charts and tables *Interagency*
Assessment of Oxygenated Fuels ,1997 **Transportation Energy Conservation Data Book** ,1977

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