1994 Fuel Economy Guide

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.

Guide to assist consumers in purchasing the most fuel efficient car. Fuel consumption rates were submitted by manufacturers. Tables are given for automobiles, pick-up trucks, vans and special purpose vehicles. Listings are by model name, with information on engine size, number of engine cylinders, high output option and city and highway ratings.

Air Pollution Control Law provides explanation of the legislative provisions, regulatory requirements, and court decisions that comprise the body of air pollution control law.

Helps buyers determine the fair market value of every economy car sold in the country, giving the dealer's list price alongside the actual dealer's cost, and noting specifications, gas mileage figures, and other information. Original.

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.

Household Vehicles Energy Consumption 1994 reports on the results of the 1994 Residential Transportation Energy Consumption Survey (RTECS). The RTECS is a national sample survey that has been conducted every 3 years since 1985. For the 1994 survey, more than 3,000 households that own or use some 6,000 vehicles provided information to describe vehicle stock, vehicle-miles traveled, energy end-use consumption, and energy expenditures for personal vehicles. The survey results represent the characteristics of the 84.9 million households that used or had access to vehicles in 1994 nationwide. (An additional 12 million households neither owned or had access to vehicles during the survey year.) To be included in then RTECS survey, vehicles must be either owned or used by household members on a regular basis for personal transportation, or owned by a company rather than a household, but kept at home, regularly available for the use of household members. Most vehicles included in the RTECS are classified as {open_quotes}light-duty vehicles{close_quotes} (weighing less than 8,500 pounds). However, the RTECS also includes a very small number of {open_quotes}other{close_quotes} vehicles, such as motor homes and larger trucks that are available for personal use.

Special edition of the Federal Register, containing a codification of documents of general applicability and future effect ... with ancillaries.

Evaluating the role of logistics and supply chain management skills or applications is necessary for the success of any organization or business. As market competition becomes more aggressive, it is crucial to evaluate ways in which a business can maintain a strategic edge over competitors. Contemporary Approaches and Strategies for Applied Logistics is a critical scholarly resource that examines applied research and development in logistics and supply chain management. Featuring coverage on a broad range of topics, such as computational logistics, inventory management, and partnership formation, this book is geared towards academicians, researchers, and practitioners seeking current research on enabling an efficient and sustainable economy.

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.