12 Epa Fuel Economy Guide

Factors Affecting Automotive Fuel Economy
Monthly Catalog of United States Government Publications
Gas Mileage Guide. 1990
Gas Mileage Guide. 1992
Code of Federal Regulations
Automotive Technology and Fuel Economy Standards
Transportation Energy Data Book
The Consumer Information Catalog
Automobile Fuel Economy
Fuel Economy Guide
Tires and Passenger Vehicle Fuel Economy
Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles
International Automotive Fuel Economy Research Conference. First. Proceedings
Gas Mileage Guide. 1989
Gas Mileage Guide
1976 Gas Mileage Guide for New Car Buyers
Gas Mileage Guide
Federal Register
Code of Federal Regulations, Title 40, Protection of Environment, PT. 425-699, Revised as of July 1, 2011
Energy Efficiency in the U.S. Government

ACEEE's Green Book
Code of Federal Regulations, Title 40, Protection of Environment, PT. 425-699, Revised as of July 1, 2010
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Fuel Economy Guide
Consumers Need More Reliable Automobile Fuel Economy Data
1981 Gas Mileage Guide
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Potential for Improved Automobile Fuel Economy Between 1985 and 1995
Energy Efficiency in the Federal Government
1992 Gas Mileage Guide
Passenger Car Fuel Economy, EPA and Road Cost-benefit Analysis
Popular Science
The Code of Federal Regulations of the United States of America
Mandatory Energy Conservation Amendments to President Carter's Energy Program
Automobile Fuel Economy
The Car Book, 1994
Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles

SUMMERS

Factors Affecting Automotive Fuel Economy HarperCollins Publishers
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.
Monthly Catalog of United States Government Publications
Transportation Research Board 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.

Gas Mileage Guide. 1990 National Academies Press

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. 1992 American Council for an Energy-Efficient Economy

Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

Code of Federal Regulations National Academies Press

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.

Automotive Technology and Fuel Economy Standards Government Printing Office

Transportation Energy Data Book Government Printing Office

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Energy Efficiency in the U.S. Government