BEST FUEL-EFFICIENT CARS



Fuel Efficient Car Technology

European Conference of Ministers of Transport

Fuel Efficient Car Technology:

Fuel Efficient Car Technology Mark L. Poulton, 1997 Presents measures designed to reduce fuel consumption in Improving Automobile Fuel Economy ,1991 **Increased Automobile Fuel Efficiency and** passenger cars Synthetic Fuels United States. Congress. Office of Technology Assessment, 1982 **Automotive Technologies for Fuel Economy** United States. Congress. House. Committee on Science, Space, and Technology. Subcommittee on Making Cars More Fuel Efficient European Conference of Ministers of Transport, 2005 Studies show Environment, 1992 that cars use significantly more fuel per km than suggested by official certification test ratings and some argue that this gap is growing as a percentage of the tested value This has raised concerns that national fuel efficiency and carbon dioxide emissions reduction goals will not be met and that consumers will lose faith in reported fuel economy figures This publication analyses the fuel efficiency gap and examines technologies available that could reduce that gap and improve fuel economy as well as considering policy options for encouraging uptake of these technologies by vehicle manufacturers and in some cases by consumers themselves Automotive Technology and Fuel Economy Standards United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Science, Technology, and Space, 1980

Increased Automobile Fuel Efficiency and Synthetic Fuels ,1982 **Developments in Automotive Fuel Economy Technology** United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on the Consumer, 1992 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

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles, 2010-08-30 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 **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 ITF

Round Tables Stimulating Low-Carbon Vehicle Technologies International Transport Forum,2010-12-16 This report reviews the rationale and measures for government intervention to improve fuel economy and reduce CO2 emissions from new vehicles Improving Automobile Fuel Economy United States. Congress. Office of Technology Assessment,1991

Sustainable Automotive Technologies 2012 Aleksandar Subic, Jörg Wellnitz, Martin Leary, Lucien Koopmans, 2012-03-02 The book on Sustainable Automotive Technologies aims to draw special attention to the research and practice focused on new technologies and approaches capable of meeting the challenges to sustainable mobility In particular the book features incremental and radical technical advancements that are able to meet social economic and environmental targets in both local and global contexts These include original solutions to the problems of pollution and congestion vehicle and public safety sustainable vehicle design and manufacture new structures and materials new power train technologies and vehicle concepts In addition to vehicle technologies the book is also concerned with the broader systemic issues such as sustainable supply chain systems integrated logistics and telematics and end of life vehicle management It captures selected peer reviewed papers accepted for presentation at the 4th International Conference on Sustainable Automotive Technologies ICSAT2012 held at the RMIT Melbourne Australia Greenhouse Gas Control Technologies B. Eliasson, P. Riemer, A.

Wokaun, 1999-05-20 These proceedings contain 270 papers outlining ideas and contributions to the new scientific technical and political discipline of Greenhouse Gas GHG Control The contributions were presented at the 4th International Conference on Greenhouse Gas Control Technologies GHGT 4 It was the largest gathering of experts active in this new and fast developing field GHGT 4 was different from its predecessors in that it included all greenhouse gases not only CO2 and all issues which could contribute to the mitigation of the greenhouse problem technical economic and political The main focus was on practical solutions and real demonstrations of mitigation technology being planned and implemented today It also addressed ways to increase the efficiency of power production and utilisation and looked at proposals to encourage the development of renewable energy sources During the Opening Session 10 keynote addresses were heard from prominent personalities in government industry and academia To tackle this very inter disciplinary problem and to achieve acceptable solutions it is essential for industry and government to initiate intense dialogue and cooperation Conferences like this can provide the opportunity for a meeting of minds between engineers and politicians in the face of global challenge The primary attributes of this global challenge are manifold the problem is global and international it is inter disciplinary both in substance and approach it covers technical political and economic issues and involves government science industry and academia it is complex and non linear and it will take the efforts of all parties involved to solve the problem These proceedings contain ideas for starting demonstration projects and for making better use of the power and flexibility of market measures They also show it is a problem we can influence and that there is a wealth of ideas The challenge now is to find the right partners to put these ideas into action Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on the Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards, 2002-01-29 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

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