

Access Free Essment Of Fuel Economy Technologies For Light Duty Vehicles

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Anyone who owns an electric car at the moment can be forgiven for a degree of smugness as they view the queues at petrol stations during the current fuel crisis. There are disadvantages to owning an ele ...

~~Hydrogen fuel technology is already making its appearance in the event industry but what are the safety implications?~~

Building a nationwide charging infrastructure for electric cars will take time. Until then, Toyota believes, hybrid cars are a better choice for India.

~~The right fuel: Need to focus on hybrids alongside EVs~~

Reportlinker.com announces the release of the report "GLOBAL TIRE REINFORCEMENT MATERIALS MARKET FORECAST 2021-2028" - ...

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A new report from Guidehouse Insights explores market trends and provides a global forecast of heat decarbonization solutions for commercial and residential buildings by segment and region, with ...

~~Guidehouse Insights Report Anticipates the Global Market for Decarbonized Heating Equipment to Reach \$156 Billion by 2030~~

Today, the U.S. Department of Energy (DOE) announced nearly \$8 million for nine cooperative projects that will complement existing H2@Scale efforts and support DOE ' s Hydrogen Shot goal to drive down ...

~~DOE Announces Nearly \$8 Million for National Laboratory H2@Scale Projects to Help Reach Hydrogen Shot Goals~~

A \$2.4-million study for Transport Canada found a new hull paint developed in Nova Scotia and used on fishing boats reduced fuel consumption by 20 per cent and lowered vessel noise by six to seven ...

~~Study finds Dartmouth startup's special paint cut fishing boat fuel costs by 20%~~

Over the past few years, the compressed air dryer system has a varied application and various industries use it as a cost-effective and energy-efficient solution from ... enclosed in the report: ...

~~Rapidly Increasing End-use Industry Is Projected To Fuel Sales Of Compressed Air Dryer Systems Market~~

A new report commissioned by the American Petroleum Institute (API) and undertaken by PricewaterhouseCoopers (PwC) has found the oil and natural gas industries directly or indirec ...

~~Research & Commentary: Study Highlights the Supreme Importance of Oil and Natural Gas to the Oklahoma Economy~~

Media Advisory -- (Nasdaq: NKLA), (Nikola), a global leader in zero-emissions transportation and energy infrastructure solutions, and TC Energy ...

~~Nikola and TC Energy Sign Joint Development Agreement for Co-Development of Large-Scale Clean Hydrogen Hubs~~

Offshore Pipeline Market Study Provides Latest Intelligence on Growth in 2021 and Beyond Enterprises working in the industrial good segment need to be fast in using the current smart data in a highly ...

~~Demand For Economical, Safe, And Reliable Connectivity Is Likely To Fuel The Demand For Offshore Pipeline Globally~~

Sep 27, 2021 (The Expresswire) -- "Final Report will add the analysis of the impact of COVID-19 on this industry" Global " Vehicle Fuel Tank Market " ...

~~Vehicle Fuel Tank Market Value, Size 2021 | Global Industry Analysis, Growth, Opportunities, Trends, Market Demand and Forecast 2025 | With 102 Pages~~

Remarks of Acting Assistant Secretary for FECM Dr. Jennifer Wilcox as prepared at Ground Water Protection Council on September 28, 2021. Good afternoon. It ' s good to be with you ...

~~Ground Water Protection Council~~

A new study conducted by Cornell University identifies optimal technologies for chemical recycling and provides a roadmap for the future of the industry ...

~~Plastic Waste Chemical Recycling Industry Could Open Gate To ' circular Economy ' : Study~~

Persistence Market Research (PMR) has released a new market study on the auto parts manufacturing market that includes the global industry analysis for 2014 – 2018 and forecast for 2019 – 2029. The

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report ...

~~The Auto Parts Manufacturing Market to thrive on electrification at a CAGR of 4% between 2019 and 2029~~

The multipurpose new research study on the Global Butane Fuel Canister Market 2021 by Manufacturers, Regions, Type and Application, Forecast to 2027 aims to promise a unique approach to industry ...

~~Global Butane Fuel Canister Market Report to Cover Size, Share, Trend Analysis and Forecast 2021 to 2027~~

A financial and technical assessment of the actual costs to Irish farming ' s competitiveness of a proposal to remove the Excise Duty differential between Green Diesel used in agriculture and White ...

~~Contractors say changes to Green Diesel tax rate would raise costs by €170m~~

A railcar mover refers to a dual-mode vehicle that is capable of moving easily on both railway tracks and conventional roads ways. The global railcar mover market is likely to witness considerable ...

~~Railcar Mover Market — Global Industry Analysis, Growth, Trends and Forecast 2029 — TMR~~

Brexit is a factor in the fuel crisis, transport secretary Grant Shapps said today, after previously denying a severe shortage of lorry drivers is linked to Britain's departure from the EU.

~~Brexit is a factor in fuel crisis says Transport Secretary~~

Sterling sinks under \$1.35 as stagflation fears grip markets Where did all our petrol stations go? FTSE 100 jumps 0.8pc with Astrazeneca top riser US stock futures point to rebound for Wall Street ...

~~Beijing pumps more cash as China property crisis deepens — live updates~~

Technologies and Global Markets" report has been added to ResearchAndMarkets.com's offering. Although traditional applications are reaching their saturation point, fluoropolymers continue to find new ...

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.

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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 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 as 35 percent in the same time frame.

From daily commutes to cross-country road trips, millions of light-duty vehicles are on the road every day. The transportation sector is one of the United States' largest sources of greenhouse gas emissions, and fuel is an important cost for drivers. The period from 2025-2035 could bring the most fundamental transformation in the 100-plus year history of the automobile. Battery electric vehicle costs are likely to fall and reach parity with internal combustion engine vehicles. New generations of fuel cell vehicles will be produced. Connected and automated vehicle technologies will become more common, including likely deployment of some fully automated vehicles. These new categories of vehicles will for the first time assume a major portion of new vehicle sales, while internal combustion engine vehicles with improved powertrain, design, and aerodynamics will continue to be an important part of new vehicle sales and fuel economy improvement. This study is a technical evaluation of the potential for internal combustion engine, hybrid, battery electric, fuel cell, nonpowertrain, and connected and automated

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vehicle technologies to contribute to efficiency in 2025-2035. In addition to making findings and recommendations related to technology cost and capabilities, Assessment of Technologies for Improving Light-Duty Vehicle Fuel Economy - 2025-2035 considers the impacts of changes in consumer behavior and regulatory regimes.

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.

Medium- and heavy-duty trucks, motor coaches, and transit buses - collectively, "medium- and heavy-duty vehicles", or MHDVs - are used in every sector of the economy. The fuel consumption and greenhouse gas emissions of MHDVs have become a focus of legislative and regulatory action in the past few years. This study is a follow-on to the National Research Council's 2010 report, Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles. That report provided a series of findings and recommendations on the development of regulations for reducing fuel consumption of MHDVs. On September 15, 2011, NHTSA and EPA finalized joint Phase I rules to establish a comprehensive Heavy-Duty National Program to reduce greenhouse gas emissions and fuel consumption for on-road medium- and heavy-duty vehicles. As NHTSA and EPA began working on a second round of standards, the National Academies issued another report, Reducing the Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two: First Report, providing recommendations for the Phase II standards. This third and final report focuses on a possible third phase of regulations to be promulgated by these agencies in the next decade.

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"In 2001, the NRC released Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards. High oil prices and recent legislation mandating a further increase in the CAFE standards

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have renewed interest in the current and expected technical potential for automobile fuel efficiency. Accordingly, the National Highway Traffic Safety Administration (NHTSA) requested the NRC to provide an objective and independent update of the 2001 study and add an assessment of technologies that have emerged since that time. This report presents an interim assessment of technologies to be analyzed in the study and of the computational models that will be used in that analysis. Estimated fuel-economy benefits presented in this report reflect those from existing literature and presentations to the study committee. A final report is scheduled for late spring 2008"--Publisher's website.

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