

# Fuel Use

United States. Department of Energy. Economic Regulatory  
Administration

Powerplant and Industrial Fuel Use Act, Annual Report United States.  
Department of Energy. Economic Regulatory Administration, 1980

**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.

**Powerplant and Industrial Fuel Use Act, annual report** United States. Department of Energy. Office of Fuels Programs,1980

**Reducing Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two** National Academies of Sciences, Engineering, and Medicine,Transportation Research Board,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee on Assessment of Technologies and Approaches for Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles, Phase Two,2020-05-15 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.

**Reducing Gasoline Consumption** Terry Dinan, David Austin, 2003 Several Members of Congress and public interest groups have recently proposed policies that would reduce gasoline consumption in the United States. Such proposals stem primarily from a desire to enhance the nation's energy security and to decrease its emissions of carbon dioxide, a key greenhouse gas that affects the Earth's climate. This book compares three methods of reducing gasoline consumption: increasing the corporate average fuel economy (CAFE) standards that govern passenger vehicles, raising the federal tax on gasoline, and setting a limit on carbon emissions from gasoline combustion and requiring gasoline producers to hold allowances for those emissions (a policy known as a cap-and-trade program). Also, the book weighs the relative merits of those policies against several major criteria: whether they would minimise costs to

producers and consumers; how reliably they would achieve a given reduction in gasoline use; their implications for automobile safety; and their effects on such factors as traffic congestion, requirements for highway construction, and emissions of air pollutants other than carbon dioxide. In addition, the book examines two more policy implications that lawmakers may be concerned about: the impact on people at different income levels and in different regions, and the effects on federal revenue.

Technologies and Approaches to Reducing the Fuel Consumption of Medium- And Heavy-Duty Vehicles Committee to Assess Fuel Economy Technologies for Medium- And Heavy-Duty Vehicles, Board on Energy and Environmental Systems, Transportation Research Board, Division on Engineering and Physical Sciences, National Research Council, 2010-07-30 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

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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.

*Assessment of Costs and Benefits of Flexible and Alternative Fuel Use in the U.S. Transportation Sector* ,1988

*Coal Myths And Environmental Realities* Alvin L. Alm,2019-03-01 This book deals with two inconsistent myths that persistently surround industrial use of coal. The first myth is that the Clean Air Act precluded the use of coal; the second, that industrial use of coal will expand rapidly as a result of purely economic choices. Through analyzing fuel-use decisions actually made by industry, Mr. Alm concludes that environmental quality standards have

played a minor role in industrial choice of fuel. Historically, natural gas and oil have been both less costly and more convenient fuels for industry to use. Coal gained a substantial economic advantage over oil after the oil price increases of the last decade, yet it continues to maintain a lower market share than economics alone would suggest. Mr. Alm demonstrates that coal's share of the fuel market will continue to remain low because of the way U.S. businesses view fuel-use choices. For most U.S. firms, energy costs are a relatively small portion of total costs and a minor factor in a firm's ability to compete. Faced with alternative capital projects to expand production facilities or to make mandatory investments, companies do not generally give high priority to coal conversion projects. Moreover, most U.S. firms have little experience with burning coal, and that lack of expertise creates additional psychological and institutional barriers to coal's use. Finally, there is a tendency to prefer high-payoff, short-term investments over projects that promise cost savings many years in the future. These are all strong reasons for coal's lackluster performance in the industrial market—much more potent forces than environmental regulations.

**Fuel Economy** John C. Hilliard, George S. Springer, 2013-11-11 Concern about the reduced availability and the increased cost of petroleum fuels prompted great efforts in recent years to reduce the fuel consumption of auto mobiles. The ongoing efforts to reduce fuel consumption have addressed many relevant factors, including increased engine performance, reduced friction, use of

lightweight materials, and reduced aerodynamic drag. The results of the investigations assessing the various factors affecting fuel economy have been published in journals, conference proceedings, and in company and government reports. This proliferation of technical information makes it difficult for workers to keep abreast of all developments. The material presented in this book brings together in a single volume much of the relevant materials, summarizes many of the state-of-the-art theories and data, and provides extensive lists of references. Thus, it is hoped that this book will be a useful reference for specialists and practicing engineers interested in the fuel economy of automobiles. J. C. HILLIARD o. S. SPRINGER vii CONTENTS 1.

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**Fuel Use Act Amendments** United States. Congress. House. Committee on Energy and Commerce. Subcommittee on Energy Conservation and Power,1981

*Assessment of Costs and Benefits of Flexible and Alternative Fuel Use in the U.S. Transportation Sector: The international experience* ,1988

Alternate Fuel Use by the U.S. Postal Service United States. Congress. House. Committee on Government Operations. Government Information, Justice, and Agriculture Subcommittee,1991

**Fuel Use Act, Coal and Alternate Fuels Use Program** ,1979

Increased Fuel Economy in Transportation Systems by Use of Energy Management N. H. Beachley,A. A. Frank,1974 Computer simulation programs have been developed, based on experimental data as well as theory, to simulate the performance of current motor vehicles over all types of driving cycles.--  
Abstract.

**Fuel Use Act** United States. Congress. House. Committee on Energy and Commerce. Subcommittee on Energy and Power,1987

**Fuels of Opportunity: Characteristics and Uses In Combustion Systems** David Tillman,N. Stanley Harding,2004-01-20 As electricity generators and process industries are increasingly seeking less expensive fuels for the generation of electricity and process heat, there is an ever-increasing industry-led

emphasise on exploring the possibility of utilising opportunity fuels. Fuels of Opportunity: Characteristics and Uses In Combustion Systems considers a diverse range of opportunity fuels and their application by addressing the following fundamental issues: What are the specific fuel properties of these opportunity fuels? What are the combustion/conversion characteristics of these fuels fired alone or in combination with conventional fossil fuels? How are they best applied in energy settings? What are the technical and environmental consequences of their use? In considering these fuels the book presents detailed updated information on fuel characterization approaches and fuel utilization technologies. Explores environmental considerations associated with opportunity fuels, such as, how their utilisation of opportunity fuels can reduce airborne emissions Provides professionals in energy generation/energy use industries, a clear definition of fuels of opportunity, evaluates their composition, highlights the modern characteristics, and considers the technologies appropriate for their utilisation in energy applications Offers in-depth analysis of opportunity fuel usage, with a strong concentration on the relationship between the combustion processes and subsequent consequences to the structure, reactivity, and related properties of opportunity fuels

The Economical Use of Railroad Fuel ,1919

**Compressed Natural Gas Fuel Use Training Manual** ,1992

*Toxicological and Performance Aspects of Oxygenated Motor Vehicle Fuels*

Committee on Toxicological and Performance Aspects of Oxygenated Motor Vehicle Fuels, Commission on Life Sciences, Division on Earth and Life Studies, National Research Council, 1996-07-02 This book reviews a draft report from the federal government that assesses the effects of oxygenated gasoline on public health, air quality, fuel economy, engine performance, and water quality. In addition to evaluating the scientific basis of the report, the book identifies research needed to better understand the impacts of oxygenated fuels. Methyl tertiary-butyl ether (MTBE), which is intended to reduce carbon monoxide pollution during winter, is the most commonly used additive in the federal oxygenated fuels program. MTBE has been implicated in complaints by the public of headaches, coughs, and nausea. Other questions have been raised about reduced fuel economy and engine performance and pollution of ground water due to the use of MTBE in gasoline. The book provides conclusions and recommendations about each major topic addressed in the government's report.

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