

# Brake Specific Fuel Consumption

**Shasha Hu**

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.

Paper ,1990

Fuel Economy of the Gasoline Engine D.R. Blackmore,1977-06-17

**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.

**A Variable-displacement Spark-ignition Engine** H. N. Pouliot,C. W. Robinson,W. R. Delameter,1978

## **Matching Engine and Continuously-variable Speed Ratio Transmission Characteristics for Best Fuel Economy**

Brian C. Christensen,1974

Closed Loop Control of Internal Combustion Engine Efficiency and Exhaust Emissions Stanford University. Department of Aeronautics and Astronautics, Mont Hubbard, Phillip D. Dobson,1975

**Internal Combustion Engine Fundamentals** John B. Heywood,1988 This text, by a leading authority in the field, presents a fundamental and factual development of the science and engineering underlying the design of combustion engines and turbines. An extensive illustration program supports the concepts and theories discussed.

Auto Math Handbook John Lawlor,1991 Offers formulas and equations for calculating brake horsepower and torque, displacement, stroke, bore, compression ratio, and more

Internal Combustion Engine in Theory and Practice, second edition, revised, Volume 1 Charles Fayette Taylor,1985-03-19 This revised edition of Taylor's classic work on the internal-combustion engine incorporates changes and additions in engine design and control that have been brought on by the world petroleum crisis, the subsequent emphasis on fuel economy, and the legal restraints on air pollution. The fundamentals and the topical organization, however, remain the same. The analytic rather than merely descriptive treatment of actual engine cycles, the exhaustive studies of air capacity, heat flow, friction, and the effects of cylinder size, and the emphasis on application have been preserved. These are the basic qualities that have made Taylor's work indispensable to more than one generation of engineers and designers of internal-combustion engines, as well as to teachers and graduate students in the fields of power, internal-combustion engineering, and general machine design.

**Driving Climate Change** Daniel Sperling, James S. Cannon,2010-07-26 Climate change is one of the greatest challenges facing global society. The debate over what to do is confounded by the uncertain relationship between increasing greenhouse gas emissions and climate change, and the impact of those changes on nature and human civilization. Driving Climate Change will provide professionals and students alike with the latest information regarding greenhouse emissions while presenting the most up-to-date techniques for reducing these emissions. It will investigate three broad strategies for reducing greenhouse gas emissions: 1) reducing motorized travel, 2) shifting to less energy intensive modes, and 3) changing fuel and propulsion technologies. Findings will be presented by the leaders in the field with contributions from professors, researchers, consultants and engineers at the most prominent institutions - commercial, academic and federal - dealing with environmental research and policy. Includes a comprehensive evaluation of current industrial practice Provides technologically sound and manageable techniques for engineers, scientists and designers Incorporates guidelines for a sustainable future

JOURNAL OF SCIENCE AND ENGINEERING ,

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**Handbook of Plant-Based Biofuels** Ashok Pandey,2008-09-26 Explores Worldwide Trends Involving the Production and Use of Biofuels With the depletion of oil resources as well as the negative environmental impact of fossil fuels, there is much interest in alternative energy sources. Focusing on some of the most important alternate energy sources for the foreseeable future, the Handbook of Plant-

Modern Electric, Hybrid Electric, and Fuel Cell Vehicles Mehrdad Ehsani,Yimin Gao,Ali Emadi,2017-12-19 Air pollution, global warming, and the steady decrease in petroleum resources continue to stimulate interest in the development of safe, clean, and highly efficient transportation. Building on the foundation of the bestselling first edition, Modern Electric, Hybrid Electric, and Fuel Cell Vehicles: Fundamentals, Theory, and Design, Second Edition updates and expands its detailed coverage of the vehicle technologies that offer the most promising solutions to these issues affecting the automotive industry. Proven as a useful in-depth resource and comprehensive reference for modern automotive systems engineers, students, and researchers, this book speaks from the perspective of the overall drive train system and not just its individual components. New to the second edition: A case study appendix that breaks down the Toyota Prius hybrid system Corrections and updates of the material in the first edition Three new chapters on drive train design methodology and control principles A completely rewritten chapter on Fundamentals of Regenerative Braking Employing sufficient mathematical rigor, the authors comprehensively cover vehicle performance characteristics, EV and HEV configurations, control strategies, modeling, and simulations for modern vehicles. They also cover topics including: Drive train architecture analysis and design methodologies Internal Combustion Engine (ICE)-based drive trains Electric propulsion systems Energy storage systems Regenerative braking Fuel cell applications in vehicles Hybrid-electric drive train design The first edition of this book gave practicing engineers and students a systematic reference to fully understand the essentials of this new technology. This edition introduces newer topics and offers deeper treatments than those included in the first. Revised many times over many years, it will greatly aid engineers, students, researchers, and other professionals who are working in automotive-related industries, as well as those in government and academia.

Verification Report EnviroFuels Diesel Fuel Catalyzer Fuel Additive ,

**Motorcycle Fuel Injection Handbook** Adam Wade,2004

Potential of Spark Ignition Engine for Increased Fuel Efficiency Theodore Taylor,1980

**Engine Management** Greg Banish,2011-04-01 Tuning engines can be a mysterious art, all engines need a precise balance of fuel, air, and timing in order to reach their true performance potential. Engine Management: Advanced Tuning takes engine-tuning techniques to the next level, explaining how the EFI system determines engine operation and how the calibrator can change the controlling parameters to optimize actual engine performance. It is the most advanced book on the

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site to site vpns are extensions of the classic wans an organization can use site to site vpn to connect a branch office to the headquarters network for example in site to site vpns the traffic is routed through a vpn gateway such as a router pix firewall appliance or an adaptive security appliance asa

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vlan trunking protocol vtp is a cisco layer 2 messaging protocol that manages the addition deletion and renaming of vlans on a network wide basis virtual local area network vlan trunk protocol vtp reduces administration in a switched network when you configure a new vlan on one vtp server the vlan is distributed through all switches

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configure router on a stick inter vlan routing in this activity you will check for connectivity prior to implementing inter vlan routing you will then configure vlans and inter vlan routing finally you will enable trunking and verify connectivity between vlans packet tracer configuring router on a stick inter vlan routing instructions

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switching switches traditionally operate  
at layer 2 although many are capable of

layer 3 routing functions as well at  
layer 2 they primarily work with  
ethernet frames and mac addresses  
when frames are sent through the  
network they are rewritten by layer 3  
devices

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