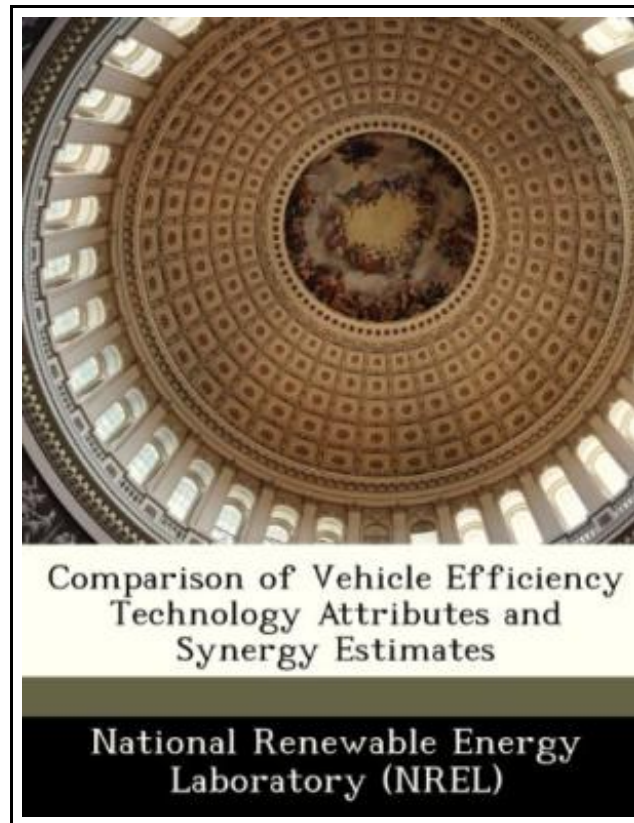


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Bibliogov, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.Analyzing the future fuel economy of light-duty vehicles (LDVs) requires detailed knowledge of the vehicle technologies available to improve LDV fuel economy. The National Highway Transportation Safety Administration (NHTSA) has been relying on technology data from a 2001 National Academy of Sciences (NAS) study (NAS 2001) on corporate average fuel economy (CAFE) standards, but the technology parameters were updated in the new proposed rulemaking (EPA and NHTSA 2009) to set CAFE and greenhouse gas standards for the 2011 to 2016 period. The update is based largely on an Environmental Protection Agency (EPA) analysis of technology attributes augmented by NHTSA data and contractor staff assessments. These technology cost and performance data were documented in the Draft Joint Technical Support Document (TSD) issued by EPA and NHTSA in September 2009 (EPA/NHTSA 2009). For these tasks, the Energy and Environmental Analysis (EEA) division of ICF International (ICF) examined each technology and technology package in the Draft TSD and assessed their costs and performance potential based on U.S. Department of Energy (DOE) program assessments. ICF also assessed the technologies' other relevant attributes based on data from actual production vehicles and from recently published technical articles in engineering journals. ICF examined technology synergy issues through an ICF in-house model that uses a discrete parameter approach.

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