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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

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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

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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

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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

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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

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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

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consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

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growing role in motor vehicle
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In July 2010, the National Research Council (NRC) appointed the Committee to Review the 21st Century Truck Partnership, Phase 2, to conduct an independent review of the

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21st Century Truck Partnership (21CTP). The 21CTP is a cooperative research and development (R&D) partnership including four federal agencies- the U.S. Department of Energy (DOE), U.S. Department of Transportation (DOT), U.S.

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Department of Defense (DOD), and the U.S. Environmental Protection Agency (EPA)-and 15 industrial partners. The purpose of this Partnership is to reduce fuel consumption and emissions, increase heavy-duty vehicle safety, and support research,

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development, and demonstration to initiate commercially viable products and systems. This is the NRC's second report on the topic and it includes the committee's review of the Partnership as a whole, its major areas of focus, 21CTP's management and priority

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setting, efficient operations, and the new SuperTruck program.

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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

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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

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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

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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,

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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

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regulations to be promulgated by these agencies in the next decade.

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