

FORD F450 FUEL ECONOMY

FORD F450 FUEL ECONOMY IS A CRITICAL CONSIDERATION FOR BUYERS AND CURRENT OWNERS OF THIS HEAVY-DUTY TRUCK. KNOWN FOR ITS EXCEPTIONAL TOWING CAPACITY AND ROBUST PERFORMANCE, THE FORD F450 IS A POPULAR CHOICE FOR COMMERCIAL AND PERSONAL USE WHERE STRENGTH AND DURABILITY ARE PARAMOUNT. HOWEVER, WITH GREAT POWER OFTEN COMES HIGHER FUEL CONSUMPTION, MAKING FUEL ECONOMY AN IMPORTANT FACTOR TO EVALUATE. THIS ARTICLE PROVIDES AN IN-DEPTH ANALYSIS OF THE FORD F450'S FUEL EFFICIENCY, INCLUDING FACTORS THAT INFLUENCE CONSUMPTION, COMPARISONS WITH SIMILAR TRUCKS, AND TIPS TO OPTIMIZE FUEL USAGE. ADDITIONALLY, IT COVERS ENGINE OPTIONS, DRIVING CONDITIONS, AND MAINTENANCE PRACTICES THAT AFFECT THE OVERALL MILEAGE OF THE F450. UNDERSTANDING THESE ELEMENTS CAN HELP OWNERS MAXIMIZE THEIR INVESTMENT WHILE MANAGING OPERATING COSTS EFFECTIVELY.

- FORD F450 FUEL ECONOMY OVERVIEW
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- ENGINE OPTIONS AND THEIR IMPACT ON FUEL EFFICIENCY
- COMPARING FORD F450 FUEL ECONOMY WITH COMPETITORS
- TIPS FOR IMPROVING FORD F450 FUEL ECONOMY
- REAL-WORLD FUEL ECONOMY EXPERIENCES

FORD F450 FUEL ECONOMY OVERVIEW

THE FORD F450 IS A HEAVY-DUTY PICKUP TRUCK PRIMARILY DESIGNED FOR TOWING AND HAULING HEAVY LOADS. ITS FUEL ECONOMY IS UNDERSTANDABLY LOWER THAN SMALLER TRUCKS OR PASSENGER VEHICLES DUE TO ITS SIZE, WEIGHT, AND ENGINE POWER. OFFICIAL EPA FUEL ECONOMY RATINGS FOR THE FORD F450 VARY DEPENDING ON THE ENGINE AND DRIVETRAIN CONFIGURATION, BUT GENERALLY, THE TRUCK ACHIEVES BETWEEN 10 TO 15 MILES PER GALLON (MPG) IN COMBINED DRIVING CONDITIONS. THESE FIGURES REFLECT THE TRUCK'S PURPOSE-DRIVEN DESIGN RATHER THAN PRIORITIZING FUEL EFFICIENCY.

THE FORD F450'S FUEL ECONOMY IS INFLUENCED BY MULTIPLE VARIABLES, INCLUDING ENGINE CHOICE, LOAD WEIGHT, TERRAIN, AND DRIVING HABITS. WHILE IT MAY NOT COMPETE WITH LIGHTER TRUCKS IN TERMS OF MILES PER GALLON, ITS FUEL CONSUMPTION IS COMPETITIVE WITHIN THE HEAVY-DUTY TRUCK SEGMENT. BUYERS SHOULD CONSIDER FUEL ECONOMY ALONGSIDE OTHER PERFORMANCE METRICS SUCH AS TOWING CAPACITY, PAYLOAD, AND DURABILITY.

FACTORS AFFECTING FORD F450 FUEL ECONOMY

FUEL ECONOMY FOR THE FORD F450 IS AFFECTED BY A VARIETY OF FACTORS BEYOND JUST THE ENGINE SPECIFICATIONS. UNDERSTANDING THESE CAN HELP USERS ANTICIPATE AND POTENTIALLY IMPROVE THEIR TRUCK'S EFFICIENCY.

LOAD AND TOWING WEIGHT

THE HEAVIER THE LOAD OR TRAILER THE F450 PULLS, THE MORE FUEL IT CONSUMES. INCREASED LOAD REQUIRES THE ENGINE TO WORK HARDER, REDUCING MILES PER GALLON. TOWING NEAR THE TRUCK'S MAXIMUM CAPACITY WILL SIGNIFICANTLY IMPACT FUEL ECONOMY.

DRIVING CONDITIONS AND TERRAIN

HILLY OR MOUNTAINOUS TERRAIN REQUIRES MORE ENGINE POWER AND BRAKING, WHICH DECREASES FUEL EFFICIENCY. STOP-AND-GO CITY DRIVING ALSO LOWERS FUEL ECONOMY COMPARED TO STEADY HIGHWAY SPEEDS.

DRIVING HABITS

AGGRESSIVE ACCELERATION, EXCESSIVE IDLING, AND HIGH SPEEDS CONTRIBUTE TO INCREASED FUEL CONSUMPTION. MAINTAINING STEADY SPEEDS AND AVOIDING RAPID THROTTLE CHANGES CAN HELP IMPROVE FUEL ECONOMY.

MAINTENANCE AND TIRE CONDITION

REGULAR MAINTENANCE SUCH AS TIMELY OIL CHANGES, AIR FILTER REPLACEMENTS, AND TIRE PRESSURE CHECKS ENSURE THE ENGINE RUNS EFFICIENTLY. UNDERINFLATED OR WORN TIRES INCREASE ROLLING RESISTANCE AND DECREASE FUEL ECONOMY.

WEATHER AND AERODYNAMICS

COLD WEATHER CAN REDUCE FUEL EFFICIENCY BY CAUSING THE ENGINE TO OPERATE LESS EFFICIENTLY. ADDITIONALLY, ROOF RACKS OR ACCESSORIES THAT AFFECT THE TRUCK'S AERODYNAMICS INCREASE DRAG AND FUEL CONSUMPTION.

ENGINE OPTIONS AND THEIR IMPACT ON FUEL EFFICIENCY

THE FORD F450 OFFERS DIFFERENT ENGINE CONFIGURATIONS, EACH WITH DISTINCT FUEL ECONOMY CHARACTERISTICS. THE TWO MAIN ENGINE TYPES ARE GASOLINE AND DIESEL, EACH SUITED FOR DIFFERENT APPLICATIONS AND EFFICIENCY PROFILES.

GASOLINE ENGINES

THE GASOLINE-POWERED FORD F450 TYPICALLY FEATURES A POWERFUL V8 ENGINE THAT DELIVERS STRONG HORSEPOWER AND TORQUE. WHILE GASOLINE ENGINES PROVIDE EXCELLENT PERFORMANCE FOR HEAVY-DUTY TASKS, THEIR FUEL ECONOMY TENDS TO BE LOWER COMPARED TO DIESEL COUNTERPARTS. GASOLINE ENGINES IN THE F450 GENERALLY ACHIEVE AROUND 10-12 MPG COMBINED.

DIESEL ENGINES

THE AVAILABLE POWER STROKE® V8 TURBO DIESEL ENGINE IS RENOWNED FOR ITS TORQUE OUTPUT AND FUEL EFFICIENCY RELATIVE TO GASOLINE ENGINES. DIESEL VARIANTS OF THE FORD F450 CAN ACHIEVE SLIGHTLY BETTER FUEL ECONOMY, OFTEN RANGING FROM 12 TO 15 MPG COMBINED, DEPENDING ON LOAD AND DRIVING CONDITIONS. THIS DIESEL ENGINE IS PREFERRED FOR HEAVY TOWING AND LONG-DISTANCE DRIVING DUE TO ITS IMPROVED FUEL EFFICIENCY AND DURABILITY.

ENGINE TECHNOLOGY AND FUEL ECONOMY ENHANCEMENTS

FORD INCORPORATES TECHNOLOGIES SUCH AS TURBOCHARGING, DIRECT INJECTION, AND ADVANCED TRANSMISSION SYSTEMS TO OPTIMIZE FUEL CONSUMPTION WITHOUT SACRIFICING POWER. THE 10-SPEED AUTOMATIC TRANSMISSION AVAILABLE ON NEWER F450 MODELS HELPS MAINTAIN OPTIMAL ENGINE RPM FOR BETTER FUEL EFFICIENCY DURING VARIOUS DRIVING SCENARIOS.

COMPARING FORD F450 FUEL ECONOMY WITH COMPETITORS

IN THE HEAVY-DUTY TRUCK SEGMENT, FUEL ECONOMY COMPARISONS PROVIDE INSIGHT INTO HOW THE FORD F450 STACKS UP AGAINST RIVAL MODELS SUCH AS THE CHEVROLET SILVERADO 4500HD, RAM 4500, AND GMC SIERRA 4500HD.

CHEVROLET SILVERADO 4500HD

THE SILVERADO 4500HD OFFERS SIMILAR ENGINE OPTIONS, INCLUDING DIESEL VARIANTS, WITH FUEL ECONOMY FIGURES GENERALLY COMPARABLE TO THE FORD F450. BOTH TRUCKS TYPICALLY ACHIEVE AROUND 10-15 MPG COMBINED DEPENDING ON CONFIGURATION AND USAGE.

RAM 4500

RAM'S 4500 MODEL ALSO COMPETES CLOSELY IN FUEL ECONOMY, WITH DIESEL ENGINES OFFERING SLIGHTLY BETTER MILEAGE IN SOME CASES. HOWEVER, DIFFERENCES ARE OFTEN MARGINAL AND DEPENDENT ON THE SPECIFIC POWERTRAIN AND LOAD CONDITIONS.

GMC SIERRA 4500HD

THE GMC SIERRA 4500HD SHARES MANY MECHANICAL SIMILARITIES WITH THE CHEVROLET SILVERADO, SO FUEL ECONOMY PERFORMANCE IS ALSO SIMILAR. BUYERS OFTEN FOCUS MORE ON BRAND PREFERENCE AND FEATURES RATHER THAN SIGNIFICANT DIFFERENCES IN FUEL CONSUMPTION.

- FORD F450: APPROXIMATELY 10-15 MPG COMBINED
- CHEVROLET SILVERADO 4500HD: APPROXIMATELY 10-15 MPG COMBINED
- RAM 4500: APPROXIMATELY 11-16 MPG COMBINED
- GMC SIERRA 4500HD: APPROXIMATELY 10-15 MPG COMBINED

TIPS FOR IMPROVING FORD F450 FUEL ECONOMY

OPTIMIZING FUEL ECONOMY IN A HEAVY-DUTY TRUCK LIKE THE FORD F450 REQUIRES A COMBINATION OF GOOD DRIVING PRACTICES, PROPER MAINTENANCE, AND EFFICIENT LOAD MANAGEMENT.

1. **MAINTAIN STEADY SPEEDS:** USE CRUISE CONTROL ON HIGHWAYS TO AVOID UNNECESSARY ACCELERATION AND DECELERATION.
2. **LIMIT IDLING:** TURN OFF THE ENGINE DURING EXTENDED STOPS TO SAVE FUEL.
3. **REDUCE EXCESS WEIGHT:** REMOVE UNNECESSARY CARGO AND EQUIPMENT TO DECREASE LOAD.
4. **CHECK TIRE PRESSURE REGULARLY:** PROPERLY INFLATED TIRES REDUCE ROLLING RESISTANCE.
5. **SCHEDULE REGULAR MAINTENANCE:** KEEP THE ENGINE, FILTERS, AND FLUIDS IN OPTIMAL CONDITION.
6. **USE THE CORRECT ENGINE OIL:** FOLLOW MANUFACTURER RECOMMENDATIONS FOR OIL TYPE AND GRADE.

7. **AVOID AGGRESSIVE DRIVING:** SMOOTH ACCELERATION AND BRAKING IMPROVE FUEL EFFICIENCY.

8. **MINIMIZE AERODYNAMIC DRAG:** REMOVE ROOF RACKS OR ACCESSORIES WHEN NOT NEEDED.

REAL-WORLD FUEL ECONOMY EXPERIENCES

OWNERS OF THE FORD F450 REPORT VARYING FUEL ECONOMY RESULTS BASED ON USAGE PATTERNS, ENGINE CHOICE, AND LOAD CONDITIONS. MANY NOTE THAT DIESEL-POWERED F450S PROVIDE NOTICEABLE IMPROVEMENTS IN MILEAGE DURING LONG-DISTANCE TOWING COMPARED TO GASOLINE MODELS. REAL-WORLD COMBINED FUEL ECONOMY OFTEN RANGES FROM 10 TO 14 MPG, ALIGNING CLOSELY WITH OFFICIAL ESTIMATES.

FLEET OPERATORS EMPHASIZE THE IMPORTANCE OF DRIVER TRAINING AND MAINTENANCE PROGRAMS TO MAXIMIZE FUEL EFFICIENCY AND REDUCE OPERATING COSTS. WHILE THE FORD F450'S FUEL ECONOMY MAY NOT MATCH LIGHTER TRUCKS, ITS CAPABILITY AND DURABILITY REMAIN KEY SELLING POINTS FOR HEAVY-DUTY USERS PRIORITIZING POWER AND RELIABILITY.

FREQUENTLY ASKED QUESTIONS

WHAT IS THE AVERAGE FUEL ECONOMY OF A FORD F450?

THE FORD F450 TYPICALLY GETS AROUND 10-12 MILES PER GALLON (MPG) DEPENDING ON THE ENGINE CONFIGURATION AND DRIVING CONDITIONS.

HOW DOES THE FUEL ECONOMY OF THE FORD F450 COMPARE TO OTHER HEAVY-DUTY TRUCKS?

THE FORD F450'S FUEL ECONOMY IS COMPARABLE TO OTHER HEAVY-DUTY TRUCKS IN ITS CLASS, SUCH AS THE RAM 3500 AND CHEVY SILVERADO 3500, WHICH GENERALLY AVERAGE BETWEEN 10-15 MPG.

WHAT FACTORS AFFECT THE FUEL ECONOMY OF A FORD F450?

FUEL ECONOMY IN A FORD F450 CAN BE AFFECTED BY LOAD WEIGHT, DRIVING HABITS, TERRAIN, ENGINE TYPE, AND MAINTENANCE. HEAVIER LOADS AND AGGRESSIVE DRIVING TYPICALLY REDUCE MPG.

ARE THERE ANY TIPS TO IMPROVE THE FUEL ECONOMY OF A FORD F450?

TO IMPROVE FUEL ECONOMY, ENSURE REGULAR MAINTENANCE, AVOID EXCESSIVE IDLING, REDUCE WEIGHT WHEN POSSIBLE, MAINTAIN PROPER TIRE PRESSURE, AND DRIVE AT MODERATE SPEEDS.

DOES THE DIESEL ENGINE OPTION IN THE FORD F450 OFFER BETTER FUEL ECONOMY?

YES, THE DIESEL ENGINE OPTION IN THE FORD F450 GENERALLY OFFERS BETTER FUEL ECONOMY AND TORQUE COMPARED TO THE GASOLINE ENGINE, MAKING IT MORE EFFICIENT FOR HEAVY TOWING.

HOW DOES TOWING IMPACT THE FUEL ECONOMY OF A FORD F450?

TOWING SIGNIFICANTLY DECREASES THE FUEL ECONOMY OF A FORD F450, SOMETIMES REDUCING MILEAGE BY UP TO 30-40% DEPENDING ON THE TRAILER WEIGHT AND DRIVING CONDITIONS.

ADDITIONAL RESOURCES

1. *MAXIMIZING FUEL EFFICIENCY IN FORD F450 TRUCKS*

THIS BOOK OFFERS A COMPREHENSIVE GUIDE TO IMPROVING FUEL ECONOMY SPECIFICALLY FOR THE FORD F450. IT COVERS PRACTICAL DRIVING TECHNIQUES, MAINTENANCE TIPS, AND AFTERMARKET MODIFICATIONS THAT CAN REDUCE FUEL CONSUMPTION. THE AUTHOR ALSO EXPLORES HOW PAYLOAD AND TOWING AFFECT FUEL EFFICIENCY, PROVIDING REAL-WORLD EXAMPLES AND DATA.

2. *THE FORD F450 OWNER'S GUIDE TO BETTER FUEL ECONOMY*

DESIGNED FOR BOTH NEW AND EXPERIENCED FORD F450 OWNERS, THIS GUIDE BREAKS DOWN THE ESSENTIALS OF FUEL-SAVING STRATEGIES. READERS WILL LEARN ABOUT THE BEST FUEL TYPES, TIRE CHOICES, AND ENGINE TUNING OPTIONS TO ENHANCE MPG. THE BOOK ALSO INCLUDES TROUBLESHOOTING ADVICE FOR COMMON FUEL-RELATED ISSUES.

3. *ADVANCED ENGINE TUNING FOR FORD F450: BOOSTING MILEAGE AND PERFORMANCE*

FOCUSING ON ENGINE OPTIMIZATION, THIS BOOK DELVES INTO TUNING TECHNIQUES THAT IMPROVE FUEL ECONOMY WITHOUT SACRIFICING POWER. IT EXPLAINS ECU REMAPPING, TURBOCHARGING, AND FUEL INJECTION ADJUSTMENTS TAILORED FOR THE F450'S DIESEL AND GASOLINE ENGINES. DETAILED CASE STUDIES DEMONSTRATE THE POTENTIAL GAINS FOR DIFFERENT DRIVING CONDITIONS.

4. *ECO-FRIENDLY DRIVING PRACTICES FOR FORD F450 OWNERS*

THIS BOOK PROMOTES SUSTAINABLE DRIVING HABITS THAT HELP REDUCE FUEL USE AND EMISSIONS FROM HEAVY-DUTY TRUCKS LIKE THE FORD F450. IT DISCUSSES ROUTE PLANNING, SPEED MANAGEMENT, AND THE BENEFITS OF REDUCING IDLE TIME. ADDITIONALLY, IT OFFERS ADVICE ON SELECTING ECO-FRIENDLY ACCESSORIES AND UPGRADES.

5. *UNDERSTANDING FORD F450 FUEL SYSTEMS AND THEIR IMPACT ON ECONOMY*

A TECHNICAL EXPLORATION OF THE FUEL DELIVERY SYSTEMS IN THE FORD F450, THIS BOOK EXPLAINS HOW VARIOUS COMPONENTS INFLUENCE FUEL EFFICIENCY. TOPICS INCLUDE FUEL INJECTORS, PUMPS, FILTERS, AND SENSORS, WITH MAINTENANCE TIPS TO KEEP THE SYSTEM RUNNING OPTIMALLY. THE BOOK IS IDEAL FOR MECHANICS AND ENTHUSIASTS INTERESTED IN THE MECHANICAL SIDE OF FUEL ECONOMY.

6. *LIGHTENING THE LOAD: HOW TO IMPROVE FORD F450 FUEL ECONOMY BY MANAGING WEIGHT*

THIS BOOK EXAMINES THE CORRELATION BETWEEN VEHICLE WEIGHT AND FUEL CONSUMPTION IN THE FORD F450. IT OFFERS STRATEGIES FOR REDUCING PAYLOAD, CHOOSING LIGHTWEIGHT MATERIALS, AND OPTIMIZING CARGO DISTRIBUTION. READERS WILL FIND PRACTICAL ADVICE ON BALANCING PERFORMANCE NEEDS WITH FUEL SAVINGS.

7. *FORD F450 DIESEL VS. GASOLINE: FUEL ECONOMY COMPARISON AND INSIGHTS*

A DETAILED COMPARISON OF FUEL EFFICIENCY BETWEEN DIESEL AND GASOLINE FORD F450 MODELS, THIS BOOK PROVIDES DATA-DRIVEN INSIGHTS TO HELP BUYERS MAKE INFORMED DECISIONS. IT COVERS ENGINE CHARACTERISTICS, FUEL COSTS, AND ENVIRONMENTAL IMPACTS. THE BOOK ALSO DISCUSSES MAINTENANCE CONSIDERATIONS THAT AFFECT LONG-TERM ECONOMY.

8. *FUEL ECONOMY MYTHS AND FACTS ABOUT THE FORD F450*

THIS MYTH-BUSTING BOOK ADDRESSES COMMON MISCONCEPTIONS ABOUT THE FORD F450'S FUEL CONSUMPTION. IT CLARIFIES MISUNDERSTANDINGS ABOUT TOWING, AFTERMARKET MODIFICATIONS, AND DRIVING HABITS. BY SEPARATING FACT FROM FICTION, THE AUTHOR HELPS READERS ADOPT EFFECTIVE FUEL-SAVING MEASURES.

9. *PREPARING YOUR FORD F450 FOR LONG HAULS: FUEL ECONOMY STRATEGIES*

FOCUSED ON LONG-DISTANCE DRIVING, THIS BOOK PROVIDES TIPS AND TECHNIQUES TO MAXIMIZE FUEL EFFICIENCY DURING EXTENDED TRIPS. TOPICS INCLUDE PROPER VEHICLE PREPARATION, AERODYNAMIC IMPROVEMENTS, AND SMART REFUELING PRACTICES. THE BOOK IS AN ESSENTIAL RESOURCE FOR COMMERCIAL DRIVERS AND FLEET MANAGERS AIMING TO REDUCE OPERATIONAL COSTS.

Ford F450 Fuel Economy

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ford f450 fuel economy: Pavement, Roadway, and Bridge Life Cycle Assessment 2020

John Harvey, Imad L. Al-Qadi, Hasan Ozer, Gerardo Flintsch, 2020-07-02 An increasing number of agencies, academic institutes, and governmental and industrial bodies are embracing the principles of sustainability in managing their activities. Life Cycle Assessment (LCA) is an approach developed to provide decision support regarding the environmental impact of industrial processes and products. LCA is a field with ongoing research, development and improvement and is being implemented world-wide, particularly in the areas of pavement, roadways and bridges. Pavement, Roadway, and Bridge Life Cycle Assessment 2020 contains the contributions to the International Symposium on Pavement, Roadway, and Bridge Life Cycle Assessment 2020 (Davis, CA, USA, June 3-6, 2020) covering research and practical issues related to pavement, roadway and bridge LCA, including data and tools, asset management, environmental product declarations, procurement, planning, vehicle interaction, and impact of materials, structure, and construction. Pavement, Roadway, and Bridge Life Cycle Assessment 2020 will be of interest to researchers, professionals, and policymakers in academia, industry, and government who are interested in the sustainability of pavements, roadways and bridges.

ford f450 fuel economy: Meyer Distributing 2008 ,

ford f450 fuel economy: Product Safety & Liability Reporter , 2001

ford f450 fuel economy: Hydrogen Technology Aline Léon, 2008-07-18 Aline Leon' In the last years, public attention was increasingly shifted by the media and world governments to the concepts of saving energy, reducing pollution, protecting the environment, and developing long-term energy supply solutions. In parallel, research funding relating to alternative fuels and energy carriers is increasing on both national and international levels. Why has future energy supply become such a matter of concern? The reasons are the problems created by the world's current energy supply system which is mainly based on fossil fuels. In fact, the energy stored in hydrocarbon-based solid, liquid, and gaseous fuels was, is, and will be widely consumed for internal combustion engine-based transportation, for electricity and heat generation in residential and industrial sectors, and for the production of fertilizers in agriculture, as it is convenient, abundant, and cheap. However, such a widespread use of fossil fuels by a constantly growing world population (from 2.3 billion in 1939 to 6.5 billion in 2006) gives rise to the two problems of oil supply and environmental degradation. The problem related to oil supply is caused by the fact that fossil fuels are not renewable primary energy sources: This means that since the first barrel of petroleum has been pumped out from the ground, we have been exhausting a heritage given by nature.

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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, 2010-07-30 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 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.

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