

PCRA SEMINAR

F. E. STANDARDS TRANSPORT VEHICLES

PRESENTATION

BY

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07 DEC 2007

Fuel efficiency standards

- Fuel economy / GHG emission norms
 - Industry commenced ground work
 - Per capita consumption very low in India
 - Current levels of FE of Indian vehicles
 - FE major driving force especially CVs

Fuel efficiency standards

- Need for long term road map
- Experience of other countries
- Factor unique Indian conditions
- Holistic approach
 - Technical
 - economic

Fuel efficiency standards

- Fuel very high % of operating cost on CVs
- Track record of Indian vehicle mfrs.
 - Continuous improvement on engines
 - CNG programme in Delhi
 - Switch to Multi axle rigids
 - A revolution on fuel economy

Fuel efficiency standards

- Factor 'on – road' fuel consumption
 - Vehicle speed
 - Durability
 - Safety legislation
 - Loading practices (in India)

Fuel efficiency standards

- US
 - FE levels not changed in 25 years
 - In fact rolled back for a few years !!
 - No norms for HCV > 3.5 T
- EU
 - No norms for HCV > 3.5 T
- Japan
 - Norms on HCV – target 2015
 - Engine dyno – simulation method

Fuel efficiency standards

- Need for customer education on labelling
- Eg Test conditions

Fuel efficiency standards

- Multi pronged approach
 - Driving standards
 - Road congestions / check posts
 - Loading practices
 - Road surface
 - Old vehicles – I & M / Retrofit
 - Fuel quality

Fuel efficiency standards

- Classifications – not easy
 - Eg.,(Japan) CV norms stop at 20 ton plus
 - 25/31/42/49 ton vehicles at a disadvantage
 - Eg.ISO container carriers in above range
 - May result inefficiency in other segments
- Need for holistic and in-depth study
 - Not FE in ‘isolation’

Fuel efficiency standards

- Consider ‘macro – economics’
- One example
 - Commercial diesel is subsidised by Govt
 - Effects on GDP growth etc
 - FE norms also should factor such aspects
- May consider a mix of
 - voluntary (market driven) & regulatory approach