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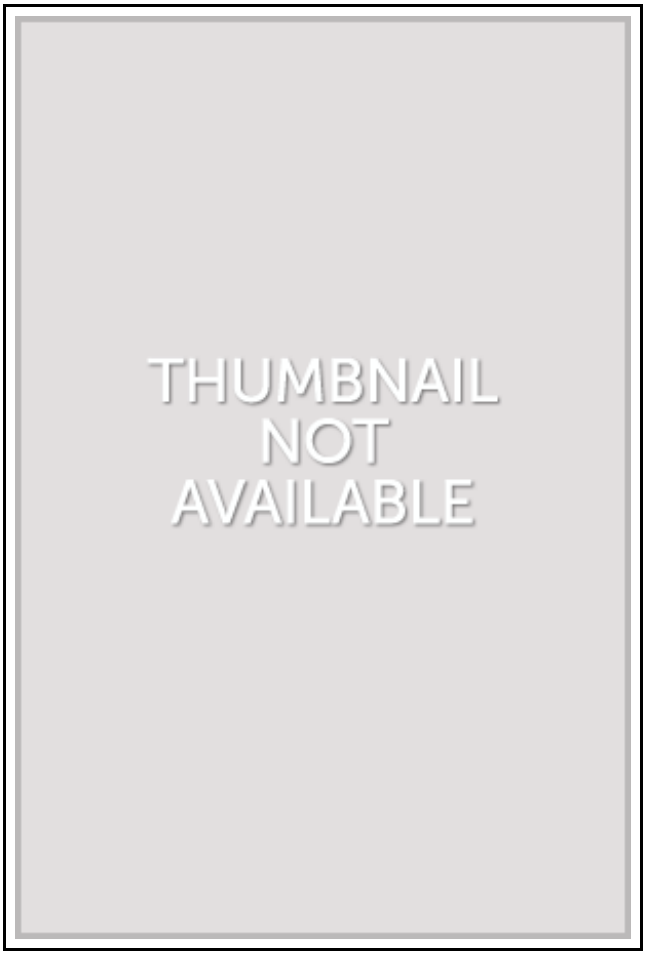

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 50 pages. Original publisher: Washington, D. C. : U. S. Environmental Protection Agency, Air and Radiation, 1998 OCLC Number: (OCoLC)654374425 Subject: Marine diesel motors -- Technological innovations -- Estimates. Excerpt: . . . million depending on the degree of redesign and the size of the engine. Higher costs are expected for larger engines due to the additional expense of fabricating prototype parts and conducting engine tests. These development costs per model line are amortized over 5 years at seven percent interest per annum. Fixed costs per engine are found by taking the amortized development costs per model line, dividing by the engine sales per year, and multiplying by the model lines in the power range. Some manufacturers have indicated that there will be fewer model lines for engines meeting new emission standards. While a reduction in model lines has not been included in the fixed cost estimates of this report, streamlined production offerings would result in reduced fixed costs per engine. IMPROVEMENTS IN BRAKE SPECIFIC FUEL CONSUMPTION As described earlier, turbocharging and aftercooling an engine improve the engines BSFC. Lifetime fuel cost savings for each one percent improvement in BSFC are detailed in Table A-6 and summarized in Table 2. Baseline BSFC numbers were obtained from marketing information available from Cummins, EMD and DDC for engines in the test case engine horsepower ranges. Load factors, annual hours of operation, and engine lifetime were obtained from Power Systems Research and are expected to be representative for the test case engines. The average cost per gallon of API 35 fuel was based on EPA estimates of nationwide fuel prices at 0. 65 per gallon. If fuel prices increase over time, the value of the BSFC improvement will increase correspondingly. Table...

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