Vehicle Operating Cost Toolkit User Manual



The Center for Transportation Research at the University of Texas at Austin

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TABLE OF CONTENTS

Getting Started Guide	1
System Requirements	1
Installation	2
Advanced Option for Vehicle Fuel Economy Models	
Default Data vs. User Data	5
Tool Strip Shortcuts	7
Getting Help	
Shared Modules	9
Scenario Module	9
Vehicle Utilization Module	
Vehicle Maintenance Module	
Pavement Roughness Module	
Performing Analysis	
Single Vehicle Analysis	
Output Screen	
Multi-Vehicle Analysis	
Fleet Analysis	
Growth Rate and Market Penetration Analysis	
Route Cost Analysis	
Light Duty Vehicle Drive Cycle Analysis	
Heavy Duty Vehicle Drive Cycle Analysis	
Advanced Options	
Creating Custom Vehicles	
Updating Fleet Vehicles	

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GETTING STARTED GUIDE

The Center for Transportation Research (CTR) / Texas Department of Transportation (TXDOT) Vehicle Operating Cost Toolkit (CT-Vcost) is user-friendly and robust software that provides operating cost estimates for specific representative vehicles or vehicle fleets. The toolkit default data is based on verified secondary vehicle cost data and certified vehicle databases such as the Environmental Protection Agency's (EPA) Fuel Economy database and Annual Certification Test Results database. The toolkit also allows users to change key variable parameters so that cost calculations are specific to any particular situation, and can be updated as the economic or technological landscape changes. Sample cost categories included in the CT-Vcost toolkit include depreciation, financing, insurance, maintenance costs, fuel cost, driver costs, road use fees (e.g. tolls) and other fixed costs such as vehicle registration. It also comes packaged with sophisticated fuel economy prediction models for heavy duty, light duty and hybrid vehicles. The fuel prediction models, developed using both experimental and survey data, have the ability to measure fuel consumption for default or custom drive cycles specified by users. Output from the fuel prediction models can be used in with the toolkit to perform different types of analyses as described later in this manual. In summary, the CT-Vcost toolkit was designed to be intuitive and flexible enough for simulating different scenarios and situations.

System Requirements

CT-Vcost was developed using Visual C# .NET Studio and is compatible with all Microsoft Windows versions which have Microsoft[®] .NET Framework 4.0 installed. The minimum system requirements for CT-Vcost are:

- 1) 1 GHZ Pentium 3 (or equivalent) and 512 MB RAM
- 2) 1 GB Free Hard Drive Space
- 3) Microsoft® .NET framework 4¹

¹ Microsoft .NET Framework 4 is packaged with the CT-Vcost setup and will be installed automatically if the framework is not already installed on the system. It is also available for download at Microsoft.com

Installation

Run the *VcostSetup.exe* file, as shown in Figure 2, and follow the instructions on the screen.



Figure 1a: Running *VcostSetup.exe*

After installing CT-Vcost, run the CT-Vcost executable (*Vcost.exe*) either from the Windows[®] *Start Menu* or the CT-Vcost folder. Figure 1b is a screen shot of CT-Vcost start screen.

CTR/TXDOT Vehicle Operating Cost Toolkit (C-Vcost)		
🔇 者 - 🔚 🔰 🕗 📬 📀		Select Analysis Type
		Advanced Options
Single Vehicle Analysis	Single and Multi Vehicle Analyses Select vehicle(s), and alter MSRP, annual miles driven, insurance cost, maintenance/repair cost, and other fixed costs. View annual cost, fuel consumption, fuel tax etc. Use Multi Vehicle Analysis to compare output for multiple vehicles.	Multi Vehicle Analysis
		Fleet Analysis
Fleet Analysis	Examine the average operational cost, fuel consumed and vehicl fleet of vehicles. Options include specifying fuel price; building a heavy duty vehicles; specifying the number of vehicles for each Fleet Growth and Market Penetration Analysis can also be perfor models influence items such as fuel consumption and fuel tax.	e miles travelled (VMT), for a user-specified fleet from a wide selection of light duty and vehicle class. med to determine how vehicle counts or
		Route Cost & Drive Cycle Analyses
Route Cost Analysis	Select a fleet of vehicles and specify the routes, average speeds, pavement roughness along that route. Examine the vehicle operatitems of interests.	, road use charges, congestion levels, and ational costs, fuel consumed and other
	LDV and HDV Drive Cycles	
Light Duty Vehicle Drive Cycles	Choose any drive cycle of interest, select a desired vehicle, and simulate that vehicle over the drive cycle. Compare multiple configurations simultaneously and examine fuel economy.	Heavy Duty Vehicle Drive Cycles

Figure 1b: CT-Vcost Start Screen

Advanced Option for Vehicle Fuel Economy Models

In order to be able to build and run the fuel economy prediction models using the *Vehi-cle Fuel Economy Models*², users must install the MATLAB® Compiler Runtime (MCR) libraries, a standalone set of shared libraries that enable the execution of MATLAB® files on computers without an installed version of MATLAB®. The *VcostSetup.exe* comes packaged with MCR and users have the option of installing the MCR package during setup. The MCR libraries can be installed at a later time when users choose to use the Vehicle Fuel Economy Models. Figure 2 shows the installer for the Matlab MCR libraries (MCRInstaller.ex) which can be found in the *VehicleFuelEconomyModel* folder.

² The model names are as follows: **UTFEM_HDV.exe** for heavy duty vehicles, **UT FEM_LDV.exe** for light duty vehicles. Further details on these models can be found in the Final Report of this study.



Figure 2: MATLAB® Compiler Runtime (MCR) Installer

Default Data vs. User Data

Default CT-Vcost data is stored in the *DefaultData* folder and user generated data is stored in the *UserData* folder. The two separate folders enable users to easily distinguish between default data prepackaged with CT-Vcost and data generated by others.

Default data is stored in four Extensible Markup Language (XML) files:

I. *DefaultVehicles.xml* : This database file stores specific default vehicle data such as vehicle make, model, class, city miles per gallon (mpg), highway mpg, manufacturer's suggested retail price (MSRP), axle ratio, Each vehicle is assigned a unique ID starting with the prefix *veh*. For example the first vehicle is referenced by the unique ID *veh001*. CT-Vcost uses this ID for data storage, cost calculations and user interactions via the Graphical User Interface (GUI). The unique ID property also enables vehicles to retain their unique identities and data values when dealing with multiple vehicles, vehicle classes, and vehicle fleets. If the vehicle is missing a certain data requirement, e.g. MSRP, the data value is represented as -1 in the database, and the vehicle class average value is used in the calculations.

II. *DefaultParameters.xml*: This file stores default parameter values for various vehicle classes. Default parameter values stored by vehicle class include average annual miles traveled, annual insurance cost, annual percentage rate³ (APR), finance term (in years), average first year depreciation, subsequent year depreciation, and other fixed costs such as vehicle registration. Further details on how the default values are obtained can be found in the Final Report of this study.

III. *DefaultValues.xml:* This file stores miscellaneous default data used in various aspects of the toolkit. Examples of information stored in this file include:

³ Annual percentage rate (APR) describe the interest rate for a whole year (annualized) as applied on a vehicle loan.

- Default scenario values such as 2011 Texas average fuel price and fuel tax values, analysis period, combined fuel economy weights, fuel price and tax projections, and the time value of money.
- Default light duty and heavy duty utilization ratios
- Default fleet size value of a 100 vehicles.
- Default speed constraint values for congested, moderate and highway conditions.

For further notes on the different modules that use the above listed data, please refer to their specific sections: **Scenario Module**, **Vehicle Utilization Module**, **Fleet Vehicle Composition**, and the **Route Builder** modules. The Final Report of this study also provides information on how these default values were obtained.

IV. *DefaultMaintenance.xml:* This file stores default maintenance cost data by vehicle class and by individual vehicles when available. The database stores the following parameters: vehicle name/class, vehicle make, vehicle model, begin year and end year⁴, maintenance item description, frequency of work performed, and cost associated with the item

Cost data for light duty vehicles was collected from RepairPal.com[®] and TXDOT's Fleet Maintenance Database. For additional information on vehicle maintenance data and calculations, please refer to **Vehicle Maintenance Module** section of this manual and the Final Report of this study.

⁴ This parameter is used for maintenance schemes that are similar for vehicle models of different years.

Tool Strip Shortcuts

The icons shown in Figure 3 are located at the top left hand corner of the CT-Vcost toolkit. These icons serve as shortcuts to various functions of the model.



Figure 3: CT-Vcost Tool Strip Shortcuts

The *Previous* icon (S), as the name signifies, returns the user to the most recently visited page.

The *Home* icon **(I)** provides shortcut links to all the different analysis types available in CT-Vcost as illustrated in Figure 3.

The *Save File* icon **c** enables users to save the entire application at its current state. Simply click the Save File icon and this will open a new window. Select the folder in which to save the analysis and designate the file's name for future reference. Click the save button to save. CT-Vcost then saves every user input into the file format *.vcost*.

The *Open File* icon *be* enables users to open and load an already saved CT-Vcost document. Click on the icon above and this will open a window with a list files having the *.vcost* extension. To open a file, select on the file name and click the Open button. A dialog box showing the modules updated will be displayed (see Figure 4)



Figure 4: Example of a loaded CT-Vcost Document

The *Restart* icon restarts the application and the *Start New* icon enables users to create another instance of the application.

Getting Help

Click on the *Help* button **O** to view this user manual. Also look for the "*Quick Refer*ence Guide" boxes which provide simple explanations on what users can do on a certain page. See the example shown in Figure 5.



Figure 5: Output Page Quick Reference Guide

SHARED MODULES

Shared modules are modules utilized by more than one analysis type. They are accessible to users when performing certain types of analysis. The shared modules in CT-Vcost are the Scenario Module, the Vehicle Utilization Module, and the Vehicle Maintenance Module.

Scenario Module

The Scenario Module enables users to input general parameters which influence vehicle operating costs but are not specific to any given vehicle (see Figure 6). All the parameters have default values however users can modify these values based on their specific needs. Parameters that can be altered include:

		Input Scenario		2000		
Base Year :	2011					
Analysis Period :	10	years		<u> </u>	TTE (TTE	
Gasoline Price :	\$3.59	per gallon				
Diesel Price :	\$3.92	per gallon		F		
Gasoline Tax :	\$0.18	per gallon				
Diesel Tax :	\$0.24	per gallon	(
Percent City Mileage :	55.00 %	45% Highway	```			
					12 (11) (11)	
Account for Annual Changes in G Specify Annual Percent Increase :	6as Prices	Plot Graph	Account f	or Time Value of N Interest Rate :	Money	1.20 %
 Account for Annual Changes in G Specify Annual Percent Increase : Account for Annual Changes in D 	5.75 % Diesel Prices	Plot Graph	Account f Specify The time amount	or Time Value of M Interest Rate : value of money is the	Money value of money figuring in a	1.20 %
 Account for Annual Changes in G Specify Annual Percent Increase : Account for Annual Changes in D Specify Annual Percent Increase : 	Gas Prices 5.75 % Diesel Prices 5.75 %	Plot Graph Plot Graph	Account f Specify The time amount the press \$100 on	or Time Value of M Interest Rate : value of money is the of interest earned over ent value formula is us e year from now at 5%	Money value of money figuring in a r a given amount of time. In sed. For example, the preser interest rate is \$95.24.	1.20 % a given this mode nt value of
 Account for Annual Changes in G Specify Annual Percent Increase : Account for Annual Changes in D Specify Annual Percent Increase : Index Gas Tax (i.e. to the Consumer Pr 	Gas Prices 5.75 % Diesel Prices 5.75 % ice Index or to	Plot Graph Plot Graph the Rate of Inflation)	 Account f Specify The time amount the press \$100 on Account for 	or Time Value of M Interest Rate : value of money is the of interest earned over ent value formula is us e year from now at 5% or Annual Changes	Voney value of money figuring in a r a given amount of time. In sed. For example, the preser interest rate is \$95.24. s in Pavement Roughr	1.20 % a given this model nt value of
 Account for Annual Changes in G Specify Annual Percent Increase : Account for Annual Changes in D Specify Annual Percent Increase : Index Gas Tax (i.e. to the Consumer Pr Specify Annual Percent Increase : 	Gas Prices 5.75 % Diesel Prices 5.75 % ice Index or to 3.50 %	Plot Graph Plot Graph the Rate of Inflation) Plot Graph	 Account f Specify The time amount the press \$100 on Account for 	or Time Value of M Interest Rate : value of money is the of interest earned over ent value formula is us e year from now at 5% or Annual Change: Specify Annu	Money value of money figuring in a r a given amount of time. In sed. For example, the preser interest rate is \$95.24. s in Pavement Roughnes	1.20 % a given this model tt value of ness
 Account for Annual Changes in G Specify Annual Percent Increase : Account for Annual Changes in D Specify Annual Percent Increase : Index Gas Tax (i.e. to the Consumer Pr Specify Annual Percent Increase : Index Diesel Tax (i.e. to the Consumer 	Sas Prices 5.75 % Diesel Prices 5.75 % ice Index or to 3.50 %	Plot Graph Plot Graph the Rate of Inflation) Plot Graph r to the Rate of Inflation)	 Account f Specify The time amount the press \$100 on Account for 	or Time Value of M Interest Rate : value of money is the of interest earned over ent value formula is us e year from now at 5% or Annual Change: Specify Annu	Money value of money figuring in a r a given amount of time. In sed. For example, the preser interest rate is \$95.24. s in Pavement Roughn al Pavement Roughnes	1.20 % a given this model ht value of hess

Figure 6: Scenario Module

Base Year: This sets the year from which analyses are to be performed. This value is mainly used by the Fleet Analysis module when accounting for different vehicle ages.

Analysis Period: This value sets the number of years involved in a particular analysis. Projections and calculations are made using this value.

Gasoline Price: The user specifies the base gasoline fuel price. Using the **Ac-count for Annual Changes in Gas Prices** option, users can specify the a percent change in gasoline prices over the analysis period.

Diesel Price: Similar to the Gasoline Price input, users can specify the base diesel fuel price, and using the **Account for Annual Changes in Diesel Prices** option, users can input the percent change in diesel prices over the analysis period.

Gasoline Tax and Diesel Tax: Users can specify the current tax rate on a gallon of gasoline or diesel fuel. The **Index Gas Tax** and **Index Diesel Tax** options are used for projections based on a user specified annual percentage increase.

Percent City Mileage: This is used in calculating the combined fuel economy of vehicles. Combined fuel economy is used in determining fuel consumption when performing Single, Multi-Vehicle and Fleet Analyses.

Account for Time Value of Money: This option enables users to capture any changes in the value of money over the analysis period. It uses the Present Value formula

$$FV = PV \times (1+i)^n$$

where Present Value (PV) is the value at time 0, Future Value (FV) is the value at time n, *i* is the interest rate at which the amount will be compounded each period, and *n* is the number of years. For further details on how Future Value calculations are incorporated in CT-Vcost, see Final Report of this study.

Account for Annual Changes in Pavement Roughness: This option utilizes fuel consumption percentage increases due to the effect of pavement roughness as reported by Zaabar and Chatti (2010), using the calibrated Highway Development and Management Software (HDM-4)⁵. When this option is selected, the *Specify Annual Pavement Roughness* button is displayed and users can click on it to access the Pavement Roughness Module (see section on the Pavement Roughness Module for further details).

⁵ Imen Zaabar and Karim Chatti, 2010, Calibration of HDM-4 models for Estimating the Effect of Pavement Roughness on Fuel Consumptions for US Conditions, *Transportation Research Record: Journal of the Transportation Research Board. No. 2155,* Washington D.C., 2010, pp. 105-116.

Vehicle Utilization Module

As vehicle's age, they tend to be driven less than newer vehicles. The Vehicle Utilization Module was developed to capture this change in vehicle use over time. Default data correlating vehicle utilization with age is taken from the Transportation Energy Data Book (U.S. DOE, 2009). The Final Report of this study contains detailed information on the data used.

Users however have the option of changing the utilization curve. To alter a vehicle utilization curve, click on either the Utilization Curve button or link (available when performing an analysis) and the **Utilization Curve Generator** will pop up (see Figure 7). Utilization is represented as a ratio of the specified *Base Annual Mileage*. The ratios can be edited in the *Utilization Factor* column. To view how changes compare with default utilization values, click on the *Plot Graph* button.

rear	Utilization Factor	Plot Graph
Year 1	1.00	Account for Changes in Annual
ear 2	1.11	Vehicle Miles Travelled
/ear 3	1.05	Vehicle Utilization Curve
ear 4	0.96	Values specified here are multiplied
ear 5	0.95	by the average annual vehicle miles
/ear 6	0.96	driven each year.
'ear 7	0.91	e.g. for Year 2, vehicle miles driven
/ear 8	0.90	is equal to 1.1 * 15,000 miles.
/ear 9	0.87	to 0.8 * 15,000 miles and so forth.
/ear 10	0.86	

Figure 7: Utilization Curve Generator

If users decide not to account for changes in utilization with vehicle age, the *Account for Changes in Annual Vehicle Miles Traveled* check box should be unchecked.

Users can also load default data after any edits by clicking on the *Load Data* button.

Vehicle Maintenance Module

The Vehicle Maintenance Module seeks to simulate the actual maintenance activities of a vehicle. Vehicle data from RepairPal.com and TXDOT's fleet database are used as default values. The module can be accessed via the *Edit Maintenance* button or link. Once accessed, the module displays the *Annual Maintenance Cost* of the vehicle through each year of the analysis period (see Figure 8). The *Average Annual Maintenance Cost* and *Average Per Mile Maintenance Cost* are also calculated and displayed. Annual repair cost can be graphed by clicking on the *Plot Graph* button.

Year	Annual Maintenance Cost	veh1996
Year 1	\$170.45	
Year 2	\$546.50	
Year 3	\$940.90	Plot Graph
Year 4	\$752.10	Average Appual
Year 5	\$345.90	Maintenance Cost:
Year 6	\$1,475.90	\$696.83
Year 7	\$1,016.95	\$050.05
Year 8	\$300.00	
Year 9	\$1,043.55	Average Per Mile
Year 10	\$376.05	Maintenance Cost:
		\$0.049
	Change Maintenance S	cheme

Figure 8: Vehicle Maintenance Module – Annual Maintenance Cost Display

If a user chooses to alter the maintenance scheme of the vehicle, the *Change Maintenance Scheme* button is clicked, and this opens up the vehicle's maintenance scheme page (see Figure 9). Users have a variety of options to specify a maintenance activity of a vehicle. Using the *Item Name* column, a maintenance activity can be described and set to either *Exact* or *Range* (in the *Schedule Interval* column) to determine if the activity occurs at a

fixed mileage or within a certain mile range. Example, oil change usually occurs between 3,750 miles but tire replacement varies between 40,000 to 80,000 miles depending on the type being purchased.

Item Name		Schedule Interval					COST	Recurre	int	
Oil Change	•	Exact	•	0 miles			\$0.00	Yes	•	
Tire Replacement	•	Range	•	40,000	to	60,000 miles	\$600.00	Yes	•	
Hybrid Battery Replacement	•	Exact	•	0 miles			\$0.00	No	•	
Scheduled Service 1	•	Exact	•	15,000 miles			\$170.45	No	•	
Scheduled Service 2	•	Exact	•	30,000 miles			\$376.05	No	•	
Scheduled Service 3	•	Exact	•	45,000 miles			\$170.45	No	•	
Scheduled Service 4	•	Exact	•	60,000 miles			\$376.05	No	•	
Scheduled Service 5	•	Exact	•	75,000 miles			\$175.45	No	•	
Scheduled Service 6	•	Exact	•	90,000 miles			\$1,475.90	No	•	
Scheduled Service 7	•	Exact	•	120,000 miles			\$497.05	No	•	
Scheduled Service 8	•	Exact	•	150,000 miles			\$1,476.95	No	•	
1st Major Repair Service	•	Range	•	30,000	to	60,000 miles	\$0.00	No	•	
2nd Major Repair Service	•	Range	•	60,000	to	100,000 miles	\$0.00	No	•	
3rd Major Repair Service	•	Range	•	100,000	to	150,000 miles	\$0.00	No	•	
4th Major Repair Service	•	Range	•	150,000	to	250,000 miles	\$0.00	No	•	
5th Major Repair Service	•	Range	•	250,000	to	300,000 miles	\$0.00	No	•	
		Sav	e a	and Calcul <u>ate</u>						

Figure 9: Vehicle Maintenance Module – Maintenance Scheme

The difference between the two calculations is that with *Exact* interval, the repair cost is included in the cost calculation at the exact time the vehicle reaches the specified mileage. However, with the *Range* interval, repair cost is distributed between the start and end mileage range. For example, if the tires needs to be replaced somewhere between 40,000 and 60,000 miles as shown in Figure 10, once the accumulated mileage falls within that range, the tire replacement cost is included in the vehicle's repair cost for that year.

If the repair occurs over multiple years within that range, the repair cost is divided by the number of occurrences and evenly distributed over the years of occurrence (see Figure 11).

NOTE: Ranges should be used only if the range is greater than the **base annual mileage** (e.g. 15,000 miles).

In addition, a repair may be set to be recurrent (select *Yes*) which means that at the specified schedule interval, the repair item will occur again. Using the tire replacement repair as an example, tire repair cost will be calculated again when the vehicle mileage reaches between 80,000 to 120,000 mile range (see Figure 10).

•									
Item Name	Schedule Interval					Repair Cost		Recurre	nt
Oil Change	Exact	•	0 miles			\$0.00		Yes	•
Tire Replacement	Range	•	40,000	to	60,000 miles	\$600.00		Yes	•
Hybrid Battery Replacement	Exact	•	0 miles			\$0.00		No	•
Scheduled Service 1	Exact	•	15,000 miles			\$0.00		No	•
Scheduled Service 2	Exact	•	30,000 miles			\$0.00		No	•
Scheduled Service 3	Exact	•	45,000 miles			\$0.00		No	•
Scheduled Service 4	Exact	•	60,000 miles		Year		Annua	al Mainte	nan
Scheduled Service 5	Exact	•	75,000 miles		Year 1		\$0.00		
Scheduled Service 6	Exact	•	90,000 miles		Year 2		\$0.00		
Scheduled Service 7	Exact	•	120,000 miles		Year 3		\$600.0	00	
Scheduled Service 8	Exact	•	150,000 miles		Year 4		\$0.00		
1st Major Repair Service	Exact	•	30,000 miles		Year 5		\$0.00		
2nd Major Repair Service	Exact	•	60,000 miles		Year 6		\$0.00	10	
3rd Major Repair Service	Exact	•	100,000 miles		Year 8		\$0.00		
4th Major Repair Service	Exact	•	150,000 miles		Year 9		\$0.00		
5th Major Repair Service	Exact	•	250,000 miles		Year 10		\$0.00		

Figure 10: Tire Replacement between 40,000 and 60,000 miles *Recurrent* turned On and corresponding Annual Maintenance Cost

•									
Item Name	Schedule Interval					Repair Cost		Recurre	nt
Oil Change	Exact	•	0 miles			\$0.00		Yes	•
Tire Replacement	Range	•	30,000	to	60,000 miles	\$600.00		No	•
Hybrid Battery Replacement	Exact	•	0 miles			\$0.00		No	•
Scheduled Service 1	Exact	•	15,000 miles			\$0.00		No	•
Scheduled Service 2	Exact	•	30,000 miles			\$0.00		No	•
Scheduled Service 3	Exact	•	45,000 miles			ćo oo		NI	
Scheduled Service 4	Exact	•	60,000 miles		Year		Annua	al Mainte	nan
Scheduled Service 5	Exact	•	75,000 miles		Year 1		\$0.00		
Scheduled Service 6	Exact	•	90,000 miles		Year 2		\$300.0	00	
Scheduled Service 7	Exact	•	120,000 miles		Year 3		\$300.0	00	
Scheduled Service 8	Exact	•	150,000 miles		Vear 5		\$0.00		
1st Major Repair Service	Exact	•	30,000 miles		Year 6		\$0.00		
2nd Major Repair Service	Exact	•	60,000 miles		Year 7		\$0.00		
3rd Major Repair Service	Exact	•	100,000 miles		Year 8		\$0.00		
4th Major Repair Service	Exact	•	150,000 miles		Year 9		\$0.00		
5th Major Repair Service	Exact	•	250,000 miles		Year 10		\$0.00		

Figure 11: Tire Replacement between 30,000 and 60,000 miles with *Recurrent* turned Off and corresponding Annual Maintenance Cost

Pavement Roughness Module

Studies have shown that pavement conditions have an effect on a vehicle's fuel consumption. In 2010, Zaabar and Chatti published a paper on the fuel consumption of five different vehicle classes under different operating, weather, and pavement conditions using a calibrated version of the HDM-4 model. The vehicle classes utilized in the study include a medium sized passenger car, a SUV, a van, a light truck and an articulated truck. CT-Vcost integrates the results of the HDM-4 calibration study into the toolkit by enabling users to specify an annual pavement condition rating for each year of the analysis period (see Figure 12).

Year	Roughness		Quick Reference Guide					
Year 1	Very Smooth	•	Change in Fuel Con	sumption (%)) - HDM 4	1 (Zaaba	& Chatti	i, 2010
Year 2	Smooth	•	Vehicle Class	Very	Smooth	Mediun Rough	Rough	Very
Tear 5	Devel	-	CargoVan	0.00 %	0.80 %	1.60 %	2.40 %	3.20
rear 4	Rougn	•	Class8Truck	0.00 %	0.70 %	1.40 %	2.10 %	2.80
Year 5	Very Rough	•	CompactCar	0.00 %	1.10 %	2.10 %	3.10 %	4.15
Year 6	Very Rough	•	LargeCar	0.00 %	1.10 %	2.10 %	3.10 %	4.15
Year 7	Very Rough	-	MidsizeCar	0.00 %	1.10 %	2.10 %	3.10 %	4.15
/ear 8	Very Rough	-	Minivan	0.00 %	0.80 %	1.60 %	2.40 %	3.20
/ear 9	Very Smooth	-	SmallPickup	0.00 %	0.25 %	0.60 %	0.90 %	1.20
Vear 10	Very Smooth		SpecialPurpose	0.00 %	0.80 %	1.60 %	2.40 %	3.20
ical 10	Smooth		StandardPickup	0.00 %	0.25 %	0.60 %	0.90 %	1.20
	Medium Rough	- 8	StationWagon	0.00 %	1.10 %	2.10 %	3.10 %	4.15
	Rough	- 8	SUV	0.00 %	0.50 %	1.00 %	1.50 %	2.05
	Very Rough		TwoSeater	0.00 %	1.10 %	2.10 %	3.10 %	4.15

Figure 12: Pavement Roughness Module

The five available pavement roughness options available to users are listed in Table 1. Depending on the option selected by the user, CT-Vcost multiplies the percentage change in fuel consumption (by vehicle class) by the vehicle's fuel consumption in that year (see Figure 12). This results in slightly higher fuel consumption values for smooth to very rough pavement conditions.

Description	Corresponding IRI (inches per mile)
Very Smooth	1-59
Smooth	60-95
Medium Rough	96-130
Rough	131-169
Very Rough	170-950

Table 1: Pavement Roughness Descriptions and their Corresponding International Roughness Index (IRI) Score

PERFORMING ANALYSIS

CT-Vcost integrates all the models (or modules developed in the CTR/TXDOT Vehicle Operation Cost study. The toolkit enables users to perform various types of analysis as summarized below:

Single Vehicle Analysis module: This module enables users to select a single vehicle, and alter parameters such as vehicle value, annual mileage driven, insurance rates, maintenance cost and schedules and other fixed costs.

Multi-Vehicle Analysis module: This module is similar to the single vehicle analysis module in that users can alter vehicle parameters similar to that of the Single Vehicle Analysis module. In addition, users are allowed to select two or more vehicles to make cost comparisons. Output such as total operating cost, fuel consumption and others can be analyzed for multiple vehicle simultaneously.

Fleet Analysis module: This module builds on the single vehicle and multivehicle analysis by enabling users to perform analysis involving a fleet of vehicles. Users can build fleets from a wide selection of light duty and heavy duty vehicles and specify their compositions and parameters.

Growth Rate and Market Penetration module: This module which forms part of the Fleet Analysis module enables planners to examine how various vehicle types (such as hybrids and pure electric vehicles) and fleet growth rates may influence fuel tax revenues, fuel consumption and carbon emissions over a projected time period.

Route Cost Analysis module: This module enables users to simulate the cost of moving a vehicle or a fleet of vehicles via a certain routes. Multiple route length and characteristics such as speed, congestion level, driver costs etc. can be defined by the user and the vehicle operating cost via each route is calculated and presented for comparison.

Light Duty Vehicle Drive Cycles module: This module integrates the Light Duty Fuel Economy model (developed as part of this study) into CT-Vcost. The module enables users to choose a drive cycle of interest, select a desired vehicle, and simulate that vehicle over the drive cycle. In addition, users are able to compare multiple vehicles and drive cycle configurations simultaneously and examine the vehicle's fuel economy over a selected section or range of the entire drive cycle.

Heavy Duty Vehicle Drive Cycles module: Similar to its light duty counterpart, the Heavy Duty Vehicle (HDV) Drive Cycles module integrates the Heavy Duty Fuel Economy model (also developed as part of this study) into CT-Vcost. The module comes with fifty four default drive cycles involving three engine types, three roadway conditions, three vehicle weights and two drivers. In addition, users can build custom HDV drive cycles by varying the vehicle weights. Multiple drive cycles can be compared simultaneously and a vehicle's fuel economy for a selected drive cycle range can also be examined by the section or range of the entire drive cycle.

Depending on the analysis type selected by the user, CT-Vcost generates outputs in various formats such as bar graphs, line graphs and pie charts. Output data can also be exported as a comma-separated value file (CSV) which can be utilized for other analysis types using spreadsheet software like Microsoft Excel. The following sections detail each of the analysis types described above with sample output screens.

Single Vehicle Analysis

The Single Vehicle Analysis module is the simplest of the CT-Vcost applications. It enables users to select a particular vehicle and alter parameters such as vehicle price (MSRP), average annual mileage driven, insurance premium, interest rate (APR), down payment, finance term, first year depreciation, subsequent years depreciation, fixed annual costs, and maintenance costs (see Figure 13). Additional vehicle information is displayed on the right hand corner of the screen (see Figure 13). This information is used in other aspects of CT-Vcost such as the Light Duty Drive Cycle analysis.

Select Vehicle		Specify Vehicle Parameters	
Available Vehicles : 5377	Scenario :	Change Scenario	Additional Vehicle Information Class: CompactCar Transmission: A
Filter Search	New Vehicle Price :	\$16,090.00	Fuel Type: -1 ETW: 4,110
Filter by Class :	Average Annual Miles Driven :	15,000 miles/year	Axle Ratio: -1 Target Coeffecient A: 3.5714
Filter by Make :	Insurance Premium :	850 \$/year	Target Coeffecient B: 37.0448 Target Coeffecient C: 0.3401
	Interest Rate (APR) :	4.55 %	Quick Reference Guide
2000 Pontiac FIREDIRD/TRAINS AND 2000 Pontiac Grand AM 2000 Pontiac Grand Prix	Down Payment :	\$1,500.00	1) Select a vehicle using either the Filter option or the Search option.
2000 Pontiac Montana FWD 2000 Pontiac Sunfire	Finance Term :	60 months	2) The selected vehicle's default values are automatically shown in the Specify
 2000 Porsche 911 Carrera 2000 Porsche Boxster 	First Year Depreciation :	20 %	3) Make the desired changes to the
 2000 Porsche Boxster S 2000 Qvale Detomaso Mangusta 	Subsequent Years Depreciation :	15 %	Utilization Curve* and the Maintenance Scheme.
 2000 R-R Mtr Cars Ltd. RR Corniche 2000 Saab 93 	(e.g. registration, inspection fees)	\$75.00	4) Hit the Run button and that's it.
Custom Vehicles 👔 Select This Vehicle	Use Default Maintenance Cost		* Utilization Curve allows users to specify the average mileage driven by the vehicle each year using the
2000	Average Annual Maintenance Cost :	\$697.70	Average Annual Miles Driven as the base value, and specifying appropriate factors relative to the
Pontiac Grand AM	Average Fer Mile cost \$0.040	Cart Delabit	Average Annual Miles Driven.
@ 22/30 mpg city/hwy	Load Default	Return To Utput Page	

Figure 13: Single Vehicle Analysis Example

Selecting a Vehicle

The CT-Vcost database enables users to select from more than 5000 default vehicles. Vehicles can be selected either by using the **Filter** or **Search** options.

1. **Filter**: This option allows users to navigate to a specific vehicle using characteristics such as vehicle class, vehicle make, and vehicle model.

- a. Begin by clicking the arrow to the right of the **Filter by Class** drop down. Select a vehicle class from the drop down menu. Once a class is selected from the drop down menu, the large window with the vehicle list will immediately display only the vehicles in the selected class will be shown (see Figure 14).
- b. Use **Filter by Make** and **Filter by Model** drop downs to decrease the number of available options in the check list box.



Figure 14: Filter Option Showing Available Vehicle Classes

 Search: It may be quicker to select a vehicle using the Search option. Simply select the search tab and enter a vehicle make, model, or year into the *search* bar, as shown in Figure 15 (Pontiac 2000). Once a search description is entered into the text box, CT-Vcost will generate all vehicle names in the window below the *search* bar that match the search description.

Search
Search
ANS AM
)

Figure 15: Search Option Showing Available Vehicle Models

- 3. When the desired vehicle is found in the list, click on the check box to the left of the vehicle name to *check* it.
- 4. A quick view of the selected vehicle's information can be accessed by clicking the *icon.*
- 5. Once the desired vehicle is checked, click on the Select This Vehicle button to generate all of its default information. Custom vehicles can also be created if desired by clicking on the **Custom Vehicles** link (see the Creating Custom Vehicle section for more information).

Specifying Vehicle Parameters

Vehicle parameters that can be altered by users include:

<u>New Vehicle Price</u>: The default new vehicle price is based on the selected vehicles MSRP or an average of the vehicle's class if the MSRP is not available.

<u>Average Annual Miles Driven</u>: This value will vary based on the driver. The 15,000 miles/year default value is used as an average for Texan drivers, while the national average may be closer to 12,000 miles/year. Click on the *Utilization Curve*

Utilization Curve button to access the Vehicle Utilization Module and define the vehicle's annual utilization as the vehicle ages.

Insurance: This is a variable cost depending on the vehicle type, age, and insurance company. However a default value of \$877⁶ per year is used.

<u>Interest Rate (APR)</u>: (Annual Percentage Rate) According to HSH[®] Associates, the average auto loan interest rates for Dallas and Houston in March 2011 were 5.42% and 5.27% respectively⁷. CT-Vcost uses the Dallas value as a default for passenger vehicles and light trucks.

<u>*Down Payment*</u>: The average 10% given is an estimate of the down payment most consumers pay when purchasing a vehicle.

⁶ Estimate is taken from the 2007 National Association of Insurance Commissioners report and adjusted for annual inflation over this time period of 2.09%. <u>http://www.compuquotes.com/average-costs-of-insurance.html</u> ⁷ HSH® Associates, Financial Publishers, <u>http://www.hsh.com/autosample.html</u> retrieved July 24, 2011.

<u>Finance term</u>: Deals with the period of time agreed upon to complete payment of loan. A 60 month loan agreement is used as the default value.

<u>First Year Depreciation</u>: Represents the immediate decline in value of a vehicle once it is labeled as "used". A default value of 20% is provided for the first year of a new LDV, and 15% for an HDV.

Subsequent Years Depreciation: Represents an annual decline in the vehicle's resale value. A default value of 15% is provided and users can alter this value.

<u>Other Fixed Annual Cost</u>: These costs include annual registration and inspection fees. CT-Vcost is calibrated for Texas conditions by default; therefore, fixed cost is the sum of the annual registration fee of \$64.25⁸ and the annual vehicle inspection fee is \$28.759 for passenger vehicles and light trucks. For heavy trucks a default value of \$2,300 is used.

Maintenance Cost: A detailed default maintenance schedule is given for each vehicle. If you wish to alter the maintenance cost, uncheck the box next to Use Default Maintenance Cost and click the Edit Default button (see the Vehicle Maintenance Module to view instructions on editing maintenance cost).

Running the Single Vehicle Analysis

Once the selected vehicle's specifications are complete click the **Run** button on the bottom of the scree which takes you to the **Output Screen**.

RUN

⁸ Travis County Passenger Vehicles and Light Trucks (\$50.75 registration + \$13.50 local fees) beginning August 2011, http://www.traviscountytax.org/goVehiclesRegistration.do

⁹ Travis and Williamson County Emission Fees (OOBDII/TSI) http://www.txdps.state.tx.us/vi/misc/fag/insp_fag.htm

Output Screen

Navigating the output screen is very important. All cost values will be represented as annual costs, and this can be altered by checking the **Show Annual Per Mile Cost** box. This feature changes the cost values from annual totals, to cost per mile values based on the total miles predicted annually.

Users can view the output values in the form of graphs and charts (see Figure 16). The easiest way to become familiar with the legends above each graph is to look over the *Quick Reference Guide*.

Clicking the button returns the user to the most recently visited analysis page and the Modify Scenario button MODIFY SCENARIO takes the user to the Scenario Module. The Re-Run button RE-RUN, as the name implies, reruns the analysis after changes have been made in the Scenario Module.



Figure 16: Single Vehicle Analysis Output Screen

Bar Chart

Single Vehicle Analysis: The bar chart shows a breakdown of total annual cost of selected vehicle for the specified analysis period. This cost is broken into the following categories: Fuel Cost, Maintenance, Insurance, Finance, Depreciation, and Other Fixed Costs. When a bar is clicked, the data is represented as a pie chart as illustrated in Figure 17.



Figure 17: Pie Chart Showing Percent Distribution of Cost Categories

Multi-Vehicle Analysis: The Multi Vehicle outputs are similar to the Single Vehicle outputs, except that more than one vehicle is analyzed and multiple vehicle outputs can be compared simultaneously. Also, bar chart values are not broken down by item (e.g. depreciation, fuel, etc) but rather summed up as the total for each year in the analysis period. Navigation is based mostly on the icons described in the Quick Reference Guide.

Fleet Analysis: Bars representing the total annual cost for all of the vehicles in the selected fleet are shown, by category. When a bar is clicked, the data is represented as a pie chart as illustrated in Figure 17.

Line Chart

Single Vehicle Analysis: Operating cost are separated into annual Fuel Tax, Annual Miles, Fuel Consumed, and Annual Operating Cost (see Figure 18).



Figure 18: Line Charts showing Fuel Tax, Annual Miles Driven, Fuel Consumed and Annual Operating Cost (with their respective units)

Multi-Vehicle Analysis: Line charts in multi-vehicle analysis include Fuel Tax, Annual Miles Driven, Fuel Consumed, and Annual Operating Cost.

Fleet Analysis: Line charts represent the operating costs for the vehicle fleet and are similar to that of the Single Vehicle Analysis line chart.

Cumulative Chart

Single Vehicle Analysis: The cumulative charts show Cumulative Fuel Tax, Cumulative Annual Miles Driven, Cumulative Fuel Consumed and Cumulative Operating Cost (see Figure 19).



Figure 19: Cumulative Chart showing Cumulative Fuel Tax, Cumulative Annual Miles Driven, Cumulative Fuel Consumed and Cumulative Operating Cost

Multi-Vehicle Analysis: Cumulative costs for each selected vehicle are shown similar to that of the Single Vehicle Analysis output.

Fleet Analysis: Cumulative costs for fleet vehicles are shown and is similar to that of the Single Vehicle Analysis Cumulative Chart.

Quick Reference Guide

<u>Show/Hide Series</u> As illustrated in Figure 20, the *Show/Hide Series* property allows users to either turn on or off a data series for a particular graph. Clicking on the button shows the box *Show Series On/Off* box and users can check or uncheck the series that needs to be turned on or off.

[+] Show Series On/Off
×
Depreciation
🔽 Finance
✓ Insurance
Maintenance
Other Fixed Cost
V Fuel Cost

Figure 20: Show Series On/Off Box

<u>Display Settings</u> As illustrated in Figure 21, the Display Settings property allows users to change the charts features such as legend location, chart types, label locations, marker styles, axis characteristics, and 3D charts. Using the *Show MaxMinAvg* option, users can view the maximum, minimum and average values of each series on the chart.

s
×
Тор 🝷
StackedColumn -
None 🔻
Circle •
Show MaxMinAvg : 🔲
Show X Axis Margin : 🔲
100% Stacked : 🔲
Show Chart as 3D :
Auto Rotate 3D : 🔲
User Rotate 3D : 📃

Figure 21: Chart Settings Box

<u>View Data</u> As illustrated in Figure 22, the View Data property displays the chart data in the form of a table, rather than a graph. The data can be exported to a CSV file when the user clicks the save button.

Year	Depreciation	Finance	Insurance	Maintenance	Other Fixed Cost	Fuel Cost
2000	\$3,218.00	\$3,268.00	\$850.00	\$178.24	\$75.00	\$2,103.52
2001	\$1,907.91	\$3,229.25	\$839.92	\$532.09	\$74.11	\$2,417.90
2002	\$1,602.49	\$3,190.96	\$829.96	\$592.32	\$73.23	\$2,756.30
2003	\$1,345.96	\$3,153.12	\$820.12	\$875.53	\$72.36	\$2,640.21
2004	\$1,130.50	\$3,115.73	\$810.40	\$355.12	\$71.51	\$2,508.10
2005	\$949.53	\$0.00	\$800.79	\$2,075.09	\$70.66	\$2,620.87
2006	\$797.53	\$0.00	\$791.29	\$693.85	\$69.82	\$2,464.83
2007	\$669.86	\$0.00	\$781.91	\$282.06	\$68.99	\$2,289.47
2008	\$562.63	\$0.00	\$772.64	\$703.73	\$68.17	\$2,392.41
2009	\$472.57	\$0.00	\$763.47	\$309.88	\$67.37	\$2,187.47

Figure 22: Chart Data Table

Save Chart **:** The *Save Chart* enables users to save the graph in any specified folder in a PNG format which can then be used in documents or presentations.

<u>Maximize/Minimize Chart</u> This property enables users to expand the view of the chart. Clicking it again brings the chart back to the default minimized version.

Multi-Vehicle Analysis

Multi-Vehicle Analysis enables users to select up to five or more vehicles, alter their characteristics much like Single Vehicle Analysis, and compare their operating cost outputs.

Selecting a Vehicle

1. Vehicles are selected using the **Filter** and **Search** functions similar to that of the Single Vehicle Analysis.

2. Parameters are edited in a similar fashion as the Single Vehicle Analysis, except for the **Edit Curve** and the **Average Annual Maintenance Cost** inputs. Users can edit a vehicle's utilization curve and average annual maintenance cost values by click on their respective links (see Figure 23).

Available Vehicles : 1578 Filter Search Filter by Class : SUV Filter by Make : City MPG Filter by Model : City MPG 2005 Suzuki Grand Vitara Search 2005 Toyota 4RUNNER XWD City MPG 2005 Toyota 4RUNNER XWD Edit Curve 2005 Toyota 4RUNNER XWD City MPG 2005 Toyota 4RUNNER XWD Edit Curve 2005 Toyota 4RUNNER XWD Subsequent Si, 500 2005 Toyota 4RUNNER XWD Subsequent Si, 500 2005 Toyota 4RUNNER XWD Subsequent Si, 500 2005 Toyota ARV4 WD Subsequent Si 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % 15 % 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % 15 % 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % 15 % 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % 15 % 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % 15 % 2005 Toyota Sequela 2WD Subsequent Year Payment 15 % <t< th=""><th>Select Vehic</th><th>icle</th><th></th><th></th><th>Input Estimated Pa</th></t<>	Select Vehic	icle			Input Estimated Pa
Filter Search Filter by Class: SUV Filter by Made: RAM 1500 Status Grand Vitara Status Grand Vitara 2005 Suzuki Grand Vitara Status Grand Vitara 2005 Toyota 4RUNNER 4WD Edit Curve 2005 Toyota Highlander 2WD Bayment 2005 Toyota Land Cruiser Status Cost 2005 Toyota RAV4 2WD Status Cost 2005 Toyota Sequoia 4WD Status C	Available Vehicles : 1578				
Filter by Class : UV • Filter by Make : • Filter by Make : • Filter by Make : • 2005 Suzuki Grand Vitara • 2005 Suzuki Grand Vitara • 2005 Toyota 4RUNNER 2WD • 2005 Toyota Highlander 2WD • 2005 Toyota Highlander 2WD • 2005 Toyota ARUNNER 2WD • 2005 Toyota Highlander 2WD • 2005 Toyota ARUNNER 2WD • 2005 Toyota ARWA 2WD • 2005 Toyota ARWA 2WD • 2005 Toyota Sequoia 2WD •	Filter Search	Parameters	2004 Dodge RAM 1500	2006 Toyota Avalon	2005 Toyota Highlander 2WD
Filter by Make : Image Image <td>Filter by Class : SUV -</td> <td>City MPG 1</td> <td>15 mpg</td> <td>22 mpg</td> <td>22 mpg</td>	Filter by Class : SUV -	City MPG 1	15 mpg	22 mpg	22 mpg
Filter by Made : Image: Start St		Highway MPG	1 mpg	31 mpg	27 mpg
Filter by Model : 15,000 miles/year 15,000 miles/year 2005 Suzuki Grand Vitara 15,000 miles/year 15,000 miles/year 2005 Toyota 4RUNNER 2WD 850 \$/year 850 \$/year 2005 Toyota Highlander 2WD 15,000 miles/year 850 \$/year 2005 Toyota Highlander 4WD 15,000 miles/year 850 \$/year 2005 Toyota ARV4 2WD 000 miles/year 850 \$/year 2005 Toyota ARV4 2WD 000 miles/year 850 \$/year 2005 Toyota ARV4 2WD 000 miles/year 15,000 miles/year 2005 Toyota RAV4 4WD 20 \$ 20 \$ 20 \$ 2005 Toyota RAV4 4WD 20 \$ 20 \$ 575.00 \$75.00 2005 Toyota RAV4 4WD 20 \$ 15 \$% 15 \$% 2005 Toyota RAV4 4WD 20 \$ 522.50 \$22.50 2005 Toyota Sequoia 2WD 205 Stoyota RAV4 4WD \$20 \$ \$20 \$ \$22.50 2005 Toyota RAV4 4WD \$20 \$ \$22.50 \$22.50 \$22.50 2005 Toyota Sequoia 4WD \$20 \$ \$20 \$ \$22.50 \$22.50 2005 Toyota Sequoia 4WD \$20 \$ \$20 \$ \$22.50 \$22.50 \$22.50	Filter by Make :	New Vehicle Price	19.855.00	\$26,775.00	\$24,280.00
Filter by Model : Image: Construction of the second se		Annual Utilization	5.000 miles/vear	15.000 miles/vear	15.000 miles/vear
2005 Suzuki Grand Vitara Insurance 850 \$/year 850 \$/year 850 \$/year 2005 Toyota 4RUNNER 2WD Down Payment \$1,500 \$1,500 \$1,500 2005 Toyota Highlander 2WD Down Payment 20 % 20 % 20 % 2005 Toyota Highlander 2WD Down Payment 20 % 20 % 20 % 2005 Toyota Highlander 2WD Down Payment 15 % 15 % 20 % 2005 Toyota RAV4 2WD Subsequent Year Payment 20 % 20 % 20 % 2005 Toyota Sequoia 2WD Subsequent Year Payment 15 % 15 % 350 \$/200 2005 Toyota Sequoia 4WD Oor Toyota Sequoia 4WD Select This Vehicle Select This Vehicle Select This Vehicle	Filter by Model :	Utilization Curve	dit Curve	Edit Curve	Edit Curve
2005 Suzuki Grand Vitara APR 4,55 % 4,55 % 4,55 % 2005 Toyota 4RUNNER 4WD Down Payment \$1,500 \$1,500 \$1,500 2005 Toyota Highlander 2WD Down Payment 20 % 20 % 20 % 2005 Toyota Highlander 2WD Down Payment 20 % 20 % 20 % 2005 Toyota Highlander 2WD Down Payment 15 % 15 % 4,55 % 2005 Toyota RAV4 2WD Down Payment 15 % 15 % 15 % 2005 Toyota RAV4 4WD Down Payment 15 % 15 % 15 % 2005 Toyota Sequoia 2WD Average Annual Maintenance Cost \$744.00 \$622.50 \$622.50 2005 Volkswagen Touareg This Vehicles Delette Delette Delette wstom Vehicles Select This Vehicle Return To Return To		Insurance 8	350 Ś/vear	850 Ś/vear	850 \$/vear
2005 Toyota 4RUNNER 2WD Down Payment \$1,500 \$1,500 \$1,500 2005 Toyota Highlander 2WD Einance Term 60 months 60 months 60 months 2005 Toyota Land Cruiser Subsequent Year Payment 15 % 15 % 15 % 2005 Toyota RAV4 2WD Subsequent Year Payment 15 % 15 % 15 % 2005 Toyota RAV4 4WD Annual Other Fixed Cost \$75.00 \$75.00 \$200 2005 Toyota Sequoia 2WD Annual Maintenance Cost \$744.00 \$622.50 \$622.50 2005 Toyota Sequoia 4WD Eitert DELETE DELETE DELETE ustom Vehicles Select This Vehicle Return To Eiter To Eitert	2005 Suzuki Grand Vitara	APR 4	1.55 %	4.55 %	4.55 %
2005 Toyota 4RUNNER 4WD Finance Term 60 months 60 months 60 months 2005 Toyota Highlander 4WD Subsequent Year Payment 20 % 20 % 20 % 2005 Toyota RAV4 2WD Subsequent Year Payment 15 % 15 % 15 % 2005 Toyota RAV4 2WD Annual Other Fixed Cost \$75.00 \$75.00 2005 Toyota Sequoia 2WD Subsequent Year Payment 15 % 15 % 2005 Toyota Sequoia 4WD DELETE DELETE DELETE 2005 Volkswagen Touareg Image: Cost Structure Sequent Average Annual Maintenance Cost Structure Sequent Average Annual Maintenance Cost Structure Sequent Average Annual Maintenance Cost Structure Sequent Sequent Average Annual Maintenance Cost Sequent Sequ	2005 Toyota 4RUNNER 2WD	Down Payment S	1.500	\$1.500	\$1,500
2 2005 Toyota Highlander 2WD 2005 Toyota Land Cruiser 2005 Toyota RAV4 2WD 2005 Toyota RAV4 2WD 2005 Toyota RAV4 4WD 2005 Toyota Sequoia 2WD 2005 Toyota Sequoia 4WD 2005 Volkswagen Touareg ustom Vehicles Celet This Vehicle	2005 Toyota 4RUNNER 4WD	Finance Term 6	0 months	60 months	60 months
2005 Toyota Highlander 4WD Subsequent Year Payment 15 % 15 % 15 % 2005 Toyota RAV4 2WD Subsequent Year Payment 15 % 15 % 15 % 2005 Toyota RAV4 4WD Annual Other Fixed Cost \$75.00 \$75.00 \$75.00 2005 Toyota Sequoia 2WD 2005 Toyota Sequoia 4WD \$622.50 \$622.50 \$622.50 2005 Volkswagen Touareg • DELETE DELETE DELETE DELETE	2005 Toyota Highlander 2WD	First Year Payment	20 %	20 %	20 %
2005 Toyota Land Cruiser Annual Other Fixed Cost \$75.00 \$75.00 2005 Toyota RAV4 WWD Annual Other Fixed Cost \$744.00 \$622.50 \$622.50 2005 Toyota Sequoia 2WD 2005 Toyota Sequoia 4WD DELETE DELETE DELETE DELETE 2005 Volkswagen Touareg	2005 Toyota Highlander 4WD	Subsequent Year Payment	15 %	15 %	15 %
2005 Toyota RAV4 2WD Average Annual Maintenance Cost \$744.00 \$622.50 \$522.50 2005 Toyota Sequoia 2WD 2005 Toyota Sequoia 4WD DELETE DELETE DELETE 2005 Volkswagen Touareg - - Return To Return To	2005 Toyota Land Cruiser	Annual Other Fixed Cost	575.00	\$75.00	\$75.00
2005 Toyota RAV4 4WD DELETE DELETE 2005 Toyota Sequoia 2WD DELETE DELETE 2005 Volkswagen Touareg	2005 Toyota RAV4 2WD	Average Annual Maintenance Cost	744.00	\$622.50	\$622.50
2005 Toyota Sequoia 2WD 2005 Toyota Sequoia 4WD 2005 Volkswagen Touareg custom Vehicles isstem Vehicles	2005 Toyota RAV4 4WD		DELETE	DELETE	DELETE
2005 loyota Sequoia 4WD 2005 Volkswagen Touareg • 2ustom Vehicles i Select This Vehicle Return To	2005 Toyota Sequoia 2WD				,
2005 Volkswagen Touareg Custom Vehicles Image: Constraint of the second seco	2005 Toyota Sequoia 4WD				
Custom Vehicles 🕡 Select This Vehicle	2005 Volkswagen Touareg	•			
Return To	Custom Vahielas				
Return To	Select this vehicles				
Return To					
Return To					
Return To					
Return To					
					Return To
Output Page					Output Page
Figure 23: Multi-Vehicle Analysis		Figure 23: Multi-Vehicle	Analysis		

3. To delete a selected vehicle, simply click the red **Delete** link.

4. Once vehicles have been selected, click the RUN button to enter the Output Screen.

Multi-Vehicle Analysis Output Screen

The Multi-Vehicle outputs are similar to the Single Vehicle outputs, except that more than one vehicle is analyzed and multiple vehicle outputs can be compared simultaneously. Also, bar chart values are not broken down by item (e.g. depreciation, fuel, etc) but rather summed up as the total for each year in the analysis period (see Figure 24). Navigation is based mostly on the icons described in the Quick Reference Guide.



Figure 24: Multi-Vehicle Analysis Output Screen

Fleet Analysis

The Fleet Analysis module enables users to examine the average operating cost for a fleet of vehicles. Users can build a fleet of vehicles from a wide selection of light and heavy duty vehicles, specify the number of vehicles for each class (or model), and modify vehicle parameters similar to that of Single Vehicle and Multi-Vehicle Analysis. The Fleet Analysis window has five main sub-modules which can be accessed via their respective buttons, and a data summary sheet which summaries information from each sub-module (see Figure 25).





Define Scenario

The Define Scenario button takes the user to the Scenario Module. See the Scenario Module section for further instructions on this module.

Select Fleet Vehicles

1. Click the **Select Fleet Vehicle** button to begin selecting vehicles for the fleet.

2. Select vehicles using either the **Filter** or **Search** options described in the Single Vehicle Analysis. It is possible to check multiple vehicles as well (see Figure 20)

3. Once the desired vehicles are checked, click the **Add Vehicles** button to select them for analysis.

4. It is also possible to navigate between **Light** and **Heavy Duty Vehicles** by clicking on their respective tabs (see Figure 26).

5. Once all the vehicles have been selected, click the **Save** button and move on to the **Specify Fleet Composition** sub-module.

Light	Duty Vehicles		Heavy Duty Vehicles				
Vehicle Finder			Selected Vehicles				
Available Vehicles : 45	8		Selected Vehicles : 5	Remove Selecter			
Filter	Sear	ch	2002 Marradas Banz 5420 AMATH	C @ 16/22 mpg city/busy			
Filter by Class : Filter by Make :	LargeCar	•	 2007 Audi A8 L @ 18/25 mpg city, 2006 Mercedes-Benz Maybach 62 2006 Jaguar XJR @ 17/24 mpg city 2006 Infiniti M35X @ 17/24 mpg city 	/hwy @ 12/17 mpg city/hwy y/hwy city/hwy			
Filter by Model :		-					
 2006 Mercedes-Benz 2006 Mercedes-Benz 2006 Toyota Avalon 2006 United-States Av 2006 Volkswagen Pha 2007 Alpina BMW Alp 2007 Audi A8 L 2007 On the state Avalop 	S600 S65 AMG rg. Passenger Car Fuel eton ina LWB	Eff.					

Figure 26: Select Fleet Vehicles

Specifying Fleet Composition

The Fleet Composition module allows users to specify the total number of vehicles in a fleet and the number of vehicle models in each class (see Figure 27).

1. Vehicle composition can be determined either by vehicle class or vehicle model when the user toggles the **Advanced Options** check box.

2. 100 vehicles is the default value for the total number of fleet vehicles, but this be altered by clicking on the text box and entering a different number.

3. Users can alter the percent composition of the fleet by editing the text boxes for each class or vehicle, making sure that all percent values have a sum of 100%.

4. Click "Save" to move on to the next step.

		Specify Total	Number of Vehicles :		100		Total Pe	rcent Che	ck
Page 1									
ass8Truck	16	16 %	Minivan	16	16 %	SUV	16	16 9	%
vehicle models	Edit %	Count _	1 vehicle models	Edit %	Count	1 vehicle models	Edit %	Count	
010 HEB Truck Estimate	33 %	5 _	2005 Toyota Sienna 2WD	100 %	16	2005 Toyota Sequoia 2	100 %	16	
95 Cummins M11 45	33 %	5							7
)10 Cummins M11 45	33 %	5 -							
ompactCar		16.04	CargoVan		16.04	SmallPickup		16.0	0/2
mpuereur	16	16 %	cargovan	16	16 %	omanniekap	16	16 9	%
vehicle models	Edit %	Count	3 vehicle models	Edit %	Count	4 vehicle models	Edit %	Count	
05 Toyota Scion XA	100 %	16	2011 Chevrolet G1500	33 %	5	2009 GMC Canyon 2WD	25 %	4	
			2011 Chevrolet G3500	33 %	5	2008 GMC Canyon CAB	25 %	4	
			2011 Ford E150 VAN	33 %	5 -	2008 GMC Canyon 4WD	25 %	4	

Figure 27: Fleet Composition

Specifying Fleet Parameters

Vehicle parameters can be edited much like in **Single** and **Multi Vehicle Analysis**. This can be done either by **Vehicle Class** or by **Individual Vehicles**. To navigate between the two, click on the radio button to the left of the option desired.

Vehicle Class: Users are able to adjust parameters of all the vehicles in a class by clicking on the text box for the parameter they wish to alter (see Figure 28).



Figure 28: Vehicle Parameters by Vehicle Class

Individual Vehicles: Select vehicles by clicking the drop down arrow below **Filter by Vehicle Class**. This will generate a list of the different classes of selected vehicles. Click the class of the desired vehicle and all vehicles in this class will appear in the list below. Check the vehicles to be edited and click the **Edit** button (see Figure 29). Parameters can be edited in the same fashion as the **Vehicle Class** option.

		Parameter	Value		
ndividual Vehicles	All Vehicles	New Vehicle Price	(\$1.00)		
	Select Vehicle (s)	Utilization	15,000 miles/year		
	Select All	Edit	850 \$/year		
	2010 HEB Truck Estimate	APR	4.55 %		
	 2005 Toyota Sienna 2WD 2005 Toyota Seguoia 2WD 	Down Payment	1500		
	2005 Toyota Scion XA	Finance Term	60 months		
	2011 Ford E150 VAN	First Year Payment	20 %		
	2011 Chevrolet G3500 Express 2011 Chevrolet G1500 Express	Subsequent Year Payment	15 %		
	2009 GMC Canyon 2WD	Other Fixed Cost (annually)	\$75.00		
	2008 GMC Canyon CAB				
	2008 GMC Canyon 4WD		Edit Utilization Curve:		
	2003 GMC Sonoma 2WD				
	2010 Cummins M11 45K - Longhorn	Edit N	laintenance Scheme :		
	1995 Cummins M11 45K - Bevo				

Figure 29: Fleet Parameters by Individual Vehicles

Fleet Analysis Output

Once vehicles are selected, compositions defined and parameters are specified, the user can click on the Run button **RUN** on the **Fleet Analysis** page.

The output page for **Fleet Analysis** is much like the output pages for Single and Multi Vehicle Analysis. Fleet Analysis, however, has an additional feature that is unavailable to the other applications. This feature allows you to account for different vehicle ages.

1. Check the box to the left of the Account for different vehicle ages option.

2. Users can specify maximum life for all the vehicles in the fleet as long as the age does not exceed the length of the analysis period.

3. Once users have specified the *Maximum Vehicle Life* the red RE-RUN button can be clicked to generate new output data (see Figure 30).



Figure 30: Fleet Analysis Output with Account for Different Vehicle Ages Turned On

Growth Rate and Market Penetration Analysis

The **Growth Rate and Market Penetration** module is an extension of **Fleet Analysis** module. It enables planners to examine how various vehicle models (such as hybrids and pure electric vehicles) and fleet growth rates may influence fuel tax revenues, fuel consumption and carbon emissions over a projected time period. The module can be accessed on the Fleet Analysis page by selecting the **Projected Fleet Option** and clicking on the **Specify Growth Rate and/or Market Penetration Button** (see Figure 31).



Figure 31: Access the Growth Rate and Market Penetration Module

Growth Rate

1. On the **Growth Rate/Market Penetration** page users can input expected vehicle growth rate (in percentages) into the *Growth Rate* column and the number of years that growth rate will occur in the *No. of Years* column. The *Initial Count* is equal to the specified *Total Number of Vehicles* in the **Fleet Composition** module and the default number of years is equal to the length of the analysis period (see Figure 32)

2. To add additional growth rates, click the Add Growth Rate Add Growth Rate button, which displays additional *Growth Rate* and *No. of Years* columns. **Note:** The total number of years specified (or the sum of the number of years specified) should not exceed the analysis period. A maximum of six growth rates can be specified by the user.

3. Clicking the *Remove Growth Rate* Betton removes the last *Growth Rate* and *No. of Years* columns.

4. To view a graph of the specified projections, click on the *Plot Graph* Plot Graph button.

Add Growth Rate	Remove G	rowth Rate	Plot	Graph
Initial Count	<u>Growth</u> <u>Rate</u>	<u>No. of</u> <u>Years</u>	<u>Growth</u> <u>Rate</u>	<u>No. of</u> <u>Years</u>
100	5.00%	5	2.00%	5

Figure 32: Growth Rate of Fleet Vehicles

Market Penetration

1. Begin by selecting a vehicle model from the *Select Vehicle* drop down column. The initial vehicle count is retrieved from the **Fleet Composition** module and displayed in the *Initial Count* column.

2. Using percentages, specify the Annual Market Penetration (MP) of the vehicle model, and the number of years that percentage change will occur.

3. Add vehicles to the market penetration table by using the *Add Vehicle* Add Vehicle
button and remove vehicles from the list using the Remove Vehicle
Remove Vehicle
button (see Figure 33).

4. Account for changes in market penetration using the Add Market Penetration Add Market Penetration and Remove Market Penetration Remove Market Penetration buttons. Note: Total number of years (or the sum of the number of years) specified for each vehicle model cannot exceed the analysis period.

					Specify Annual Market Penet	ration (MP) of a Fleet Vehicle
Add Vehicle	Remove Vehicle	Clear All	Vehicles	Add Market Penetration	Remove Market Penetration	Plot All
Select Vehicle	Initial Count	Annual No. MP Yea	<u>of</u> <u>Annual</u> ars <u>MP</u>	<u>No. of</u> <u>Plot</u> <u>Years</u> <u>Graph</u>		
2010 Nissan Altima Coupe	• 5	2.00% 2	2 5.00%	0 Plot		
2010 Nissan Altima Coupe	- 5	0.00% 0	0.00%	0 Plot		
2011 Nissan Altima Hybrid 2011 Nissan Altima 2010 Nissan Altima Coupe 2009 Nissan Altima Coupe 2009 GMC Canyon Crew 2009 GMC Canyon 4WD 2009 Ford Ranger 2WD 2002 Nissan Sentra 2001 Nissan Altima 2001 GMC Sonoma 2WD 2000 Nissan Altima 2000 Chevrolet 510 Pickup 2000 Chevrolet 510 Pickup 2010 Chervolet 510 Pickup 2010 Chervolet 510 Pickup 2010 Cummins M11 80K - Bev 2010 Cummins M11 45K - Lon	ro ghorn					

Figure 33: Annual Market Penetration of a Fleet Vehicle Model

Click the *Save* **SAVE** button to return to the

button to return to the **Fleet Analysis** screen.

Route Cost Analysis

The **Route Cost Analysis** is accessible via the **Route Cost and Drive Cycle Analyses** page (see Figure 34).



Figure 34: Route Cost and Drive Cycle Analyses

This enables users to determine the cost of driving a vehicle (or fleet of vehicles) on a particular route or multiple routes. It enables users to:

- Select a fleet of vehicles and specify the routes, average speeds, road use charges and congestion levels along the routes.
- Examine vehicle operational costs, fuel consumption, and other items of interest along the routes

Many of the steps in **Route Cost Analysis** module are similar to the **Fleet Analysis** module except that the users must define the different routes using the **Build Route** sub-module (see Figure 35).

Figure 35: Route Cost Analysis

The steps to be followed with running the Route Cost Analysis module are

- 1. Define Scenario using the **Scenario Module**
- 2. Select fleet vehicles (see **Fleet Vehicles** section)
- 3. Specify vehicle compositions (see **Fleet Composition** section)
- 4. Specify vehicle parameters (see **Fleet Parameters** section)
- 5. Build Route (see Figure 36)

ID Route Name Edit Total Miles I H:130 to 71 W Edit 45 IH:-35 to 71 W Edit 45 IH:-35 to 71 W Edit 45 III: III: III: III: III: III: III: III	Build Routes	;						Account for Driver and Delay Cost	
SH-130 to 71 W Edit 45 IH-35 to 71 W Edit 45 Remove Route Specify Per Mile Driver Cost : \$0.404 Estimate MPG based on Optimal Speed Specify Speed for Optimal Fuel Economy : 55 mph Ouick Reference Guide Specify Remove Route	ID Ro	oute Name		Edit	Total Miles	Ado	l Route	Specify Hourly Delay Cost : \$0.00	
IH-35 to 71 W Edit 45 Remove Route III-35 to 71 W Estimate MPG based on Optimal Speed Specify Speed for Optimal Fuel Economy : 55 mph Quick Reference Guide	SH	l-130 to 71 W		Edit	45			Specify Per Mile Driver Cost : \$0.404	
Image: Specify	IH-	-35 to 71 W		Edit	45	Remo	ve Route	20,404	
Specify Speed for Optimal Fuel Economy : 55 mpl Cuick Reference Guide Edit Route Information II-35 to 71 W Add Condition Briels D Specify Specify Travel Speed Travel Speed Travel Speed Roughness I 45 FreeFlow • 60 0.75 0 0,75 0 Rough •								Setimate MPG based on Optimal Speed	
Cuick Reference Guide Edit Route Information In-35 to 71 W Add Condition A5 miles D Distance Condition 1 45 FreeFlow 60 0,75 0 Roughness 1 45 FreeFlow 60 0,75 0 Rough To Rough <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Specify Speed for Optimal Fuel Economy : 55 m</td> <td>ph</td>								Specify Speed for Optimal Fuel Economy : 55 m	ph
Edit Route Information H-35 to 71 W Add Condition 5 miles 1 5 1 45 FreeFlow 60 0.75 0 Roughness 1 45 FreeFlow 60 0.75 0 Roughness								Quick Reference Guide	
Edit Route Information IH-35 to 71 W Add Condition Add Condition Remove Condition O Specify Specify Travel Speed Travel Speed Roughness 1 45 FreeFlow 60 0.75 0 Rough •									1 All
H-35 to 71 W Remove Condition 45 miles b Specify Specify Travel Speed Travel Nead Pavement 1 45 FreeFlow 60 0.75 0 Rough •	- Edit Route In	nformation							
45 miles D Specify Specify Travel Speed Travel Road Pavement D Distance Condition (mph) Time (hrs.) Use Fee Roughness 1 45 FreeFlow 60 0.75 0 Rough •	IH-35 to 7	71 W			Add	d Condition	Remove Co	ndition	
ID Specify Distance Specify Condition Travel Speed (mph) Travel Time (hrs.) Use Fee Use Fee Pavement Roughness 1 45 FreeFlow 60 0.75 0 Rough •	45 miles								
■ 1 45 FreeFlow • 60 0.75 0 Rough •	ID	Specify Distance	Specify Condition	Trave (m	Speed	Travel Time (hrs.)	Road Use Fee	Pavement Roughness	
Save	1	45	FreeFlow -	i i	60	0.75	0	Rough -	
								Save	۵\/F

Figure 36: Route Builder Module

Building Routes

a. Begin building routes by clicking the **Add Route** button (see Figure 37)

b. Click on the text box underneath the *Route Name* column and specify the route name (e.g. T11)

c. Click the **Edit** button next to the *Route Name* to specify the route characteristics. This will generate a new window labeled "**Edit Route Information**"

Bu	ild I	Rou	tes			
		ID	Route Name	Edit	Total Miles	Add Route
	1	1	T11	Edit	43	
		2	I-95	Edit	0	Remove Route

Figure 37: Building Routes

d. Edit the route characteristics by first clicking the **Add Condition** button.

e. Edit characteristics of the route such as *Distance* and *Speed* by clicking on the text boxes and entering the information.

f. Select a Traffic condition from the *Specify Condition* drop down list. Available conditions include Congested, Free-flow, and Moderate (see Figure 38).

g. Click on the **Add Condition** button again to add another route characteristic. Use the **Remove Condition** button to remove a route characteristic.

h. When done specifying all route characteristics, click the **Save** button.

0				Ado	l Condition	Remove Condition
	ID	Specify Distance	Specify Condition	Travel Speed (mph)	Travel Time (hrs.)	Road Use Fee
	SectionID 1		•	n/a		0
			FreeFlow Moderate			

Figure 38: Specifying Route Characteristics

i. Add multiple routes by following steps a through h.

j. The Route Builder also provides users with an additional option of specifying vehicle delay cost on an hourly or per mile basis (see Figure 39). Check the appropriate box and specify an hourly or per mile cost value in their corresponding text boxes.

Account for Driver and Delay Cost	
Specify Hourly Delay Cost :	\$0.00
Specify Per Mile Driver Cost :	\$0.404

Figure 39: Accounting for Driver and Delay Cost

k. Check on the Estimate MPG based on Optimal Speed checkbox to account for a slightly more accurate depiction of vehicle MPG based on the travel speed. CT-Vcost is packaged with two different algorithms to calculate fuel consumption as a function of vehicle speed: 1) the slope-based approach and 2) the lookup table approach.

Slope-Based Approach: Fuel consumption is calculated as a function of speed using at least two known points: city miles per gallon (mpg_{city}) and highway mpg (mpg_{hwy}). This approach assumes that city mpg and highway mpg are achieved at average cycle speeds of 21.2 mph (\bar{v}_{city}) and 48.3 mph (\bar{v}_{hwy}) respectively, according to EPA tests results¹⁰. The user then specifies an optimum mpg speed (v_o) and using Equation 1 and 2, the possible mpg estimates are derived. As illustrated in Figure 40, the slope-based approach, though simple and replicable for most vehicles, is not entirely accurate as optimum mpg varies between 25 to 55 mph when using actual fuel economy data¹¹.

¹⁰ U.S. Environmental Protection Agency, Detailed Test Information. Available at <u>http://www.fueleconomy.gov/feg/fe_test_schedules.shtml</u>. Accessed July 2011

¹¹ B.H. West, R.N. McGill, J.W. Hodgson, S.S. Sluder, D.E. Smith, Development and Verification of Light-Duty Modal Emissions and Fuel Consumption Values for Traffic Models, Washington, DC, April 1997, and additional project data, April 1998. (Additional resources: <u>www.fhwa-tsis.com</u>)

$$f(v) = \begin{cases} (v * m) + mpg_{city} & if \ v \le v_o \\ f(v_o) - m * (v - v_o) & if \ v > v_o \end{cases}$$
(1)

where the slope (m) is defined as

$$m = \frac{mpg_{hwy} - mpg_{city}}{\bar{v}_{hwy} - \bar{v}_{city}}$$
(2)



Figure 40: Comparison of slope-based approach with actual fuel economy data.

TABLE 1 Sample Lookup Table

Speed (<i>v_i</i>) (mph)	1994 Chevy Pickup (25)	1994 Jeep Grand Cherokee (25)	1997 Toyota Celica ⁽²⁵⁾	Dual Tire Tractor/ Dual Tire Trailer (21)	Dual Tire Tractor/ Single (Wide) Tire Trailer (21)	Single (Wide) Tire Tractor/ Dual Tire Trailer (21)	Single (Wide) Tire Tractor/ Trailer (21)
5	7.9	8.2	19.1	2.8	2.9	3.0	3.0
10	16	11.2	34.1	3.4	3.6	3.3	3.4
15	16.3	17.5	41.7	3.8	4.0	3.9	4.0
20	19.9	24.7	46	3.7	4.0	4.0	4.0
25	22.7	21.8	52.6	4.1	4.3	4.6	4.6
30	26.3	21.6	50.8	4.4	4.6	5.0	4.9
35	24.3	25	47.6	4.4	4.9	5.2	5.0
40	26.7	25.5	36.2	4.8	5.2	5.3	5.1
45	27.3	25.4	44.1	5.1	5.4	5.6	5.3
50	26.3	24.8	44.8	5.4	5.8	6.2	6.0
55	25.1	24	42.5	5.8	6.1	6.2	6.2
60	22.6	23.2	48.4	6.3	6.8	6.9	7.0
65	21.8	21.3	43.5	6.6	7.2	7.1	7.3
70	20.1	20	39.2	7.0	7.7	7.0	7.0
75	18.1	19.1	36.8	7.5	7.9	7.9	8.1

Lookup Table Approach: The lookup table approach provides a much better estimate of mpg as function of speed by utilizing actual mpg values (see Table 1). This approach, though more accurate, is dependent on the availability of accurate data. For each speed (v) on the specified route profile, CT-Vcost iterates through each row of the column matching the vehicle model, and returns the vehicle's mpg, f(v). When the vehicle speed (v) falls within the range of two successive speeds ((v_i) and (v_{i+1})), the mpgs of the successive speeds ($f(v_i)$ and $f(v_{i+1})$) are used in determining the vehicles mpg f(v) as illustrated in Equation 3.

$$f(v) = \left[\left(\frac{f(v_{i+1}) - f(v_i)}{v_{i+1} - v_i} \right) \times (v - v_i) \right] + f(v_i)$$
(3)

1. Upon completion, click the *Save* **SAVE** button to return to the **Route Cost Analysis** home page.

m. Click the **Run** button to proceed with performing the analysis.



Route Cost Analysis Output

The data generated in the **Route Cost Analysis** output slightly differs from the output of the other applications. It is still possible to Modify Scenario from this output page, but the "*Show Annual Per Mile Cost*" and "*Account for different vehicle ages*" options are disabled (see Figure 37).



Figure 37: Route Cost Analysis Output

The *Bar Chart* group box shows total route cost of each specified route, and broken down into their various categories (Fuel Cost, Road Use Cost, Driver Cost, etc.). Clicking on each bar returns a pie distribution chart similar to the other applications.

Distinct from the other applications, the *Line Chart* group box shows bar chart data of per mile fuel cost, fuel consumption, carbon footprint, and total travel time for each specified route.

The *Cummulative Chart* group box also shows output for total route cost, total fuel tax, total fuel consumption and total carbon footprint for each specified route.

Light Duty Vehicle Drive Cycle Analysis

The Light Duty Vehicle (LDV) Drive Cycle analysis module is an integration of UT's LDV Fuel Economy Model (UT_LDV) into CT-Vcost. Users are provided the option of building vehicle input data which feeds into the UT_LDVFEM model (see Figure 38).

	Select Vehicle			Specify Vehic	le Parameters	
Available Vehicles : 5377		Weight (lbs) :	4250			Number of
Filter	Search	Payload (lbs) :	0			Selected
		Rated Engine Power :	140	[HP] 550	00 [RPM]	
Filter by Class :	-	Engine Displacement (liters) :	2.4			Drive Cycles
Filter by Make :	~	Tire Size :	195	60	15	
Filter by Model :		Coastdown Coefficients (A, B & C) :	41.92	0.3966	0.017745	0
		Transmission Type :	Automat	ic-Default	-	U
2004 Isuzu Rodeo 4WD	^	Drive Layout :	FWD	-		
2004 Jaguar Stype 3.0 2004 Jaguar Stype 4.2		Transmission Coor Potion	2.81	1 49	1.00	- Quick Reference Guide
2004 Jaguar Stype R		Transmission Gear Ratios :				1) Select vehicle
📃 2004 Jaguar VDP			0.73	0	0	 Specify venicle Parameters Select Drive Cycle
2004 Jaguar XJ8		Differential Gear Ratio :	3.34			 Add Drive Cycle to list of cyles to be analysed
2004 Jaguar XJR		(axle/final gear ratio)				5) Repeat steps 1 to 4 to include
✓ 2004 Jaguar XK8	ible	DTE: Default values may not necessarily be accura	te for each v	ehicle in the flee	et. Please make	6) Click Next to continue
2004 Jaguar XKR	su su	ire to use as much accurate information as possib	le to get the l	best results.		Note: Default Values
				<u>Speci</u>	fy Drive Cycle	
Show only drive cycle rea	dy vehicles	Select Driving Cycle :	Texas LD	V	•	
Custom Vehicles	j Select This Vehicle	Select Congestion Level :	Congest	ed	•	
2004		Select Driver :	Duncan	•		
Jaguar XK8		Cycle Name :	EnterDriv	/eCycleName		
@ 18/26 mpg city/	/hwv	·		· .		
C	,			Ado	d Drive Cycle	NEXT

Figure 38: Light Duty Vehicle Drive Cycles Analysis

1. Similar to the **Single Analysis** module, users select a vehicle from the list of available vehicle models and advanced vehicle data from these models are transferred to the *Specify Vehicle and Drive Cycle Parameters* text boxes. Data transferred include vehicle weight (in pounds) and the coast down (target) coefficients A, B and C retrieved from the EPA database.

Note:

By default, the **Show only drive cycle ready vehicles** option is checked. This option enables users to select vehicles for which the EPA data is available.

Default values in the *Specify Vehicle and Drive Cycle Parameters* text boxes include engine Max Power (hp), Max Power RPM, Tire Specifications (uses the Section Width/Sidewall Aspect Ratio/Tire and Wheel Diameter convention), Transmission Gear Ratios, and Differential Gear Ratio. Users can change these values but need to ensure that inputs represent a realistic vehicle.

2. Users must select a drive cycle from the **Select Drive Cycle** drop down list located in the *Specify Drive Cycle* group box (see Figure 38).

Note: If the Texas LDV drive cycle is selected, users have the additional option of selecting a Congestion Level (Congested, Moderate, and Freeflow) and a Driver (Duncan, Wayne and Sandra)

3. After specifying vehicle parameters and selecting a drive cycle, click on the *Add Drive Cycle* button. This will update the *Number of Selected Drive Cycles* count.

4. New vehicle parameters and drive cycles can be added to the selected drive cycle list by repeating steps 1 to 4.

5. Click on the *Next* button to continue to next page - LDV Drive Cycle Analysis Screen

Adding Custom Drive Cycles

Custom drive cycles can also be loaded by users by clicking on the *Upload Custom Drive Cycle* button and selecting the appropriate drive cycle which must be in a .TXT file. It **MUST** also meet the following standards as shown in Figure 39:

1. Contain the following headers: Time [s], Vehicle Speed [mph] and Altitude [ft]

2. Columns must be tab delimited

Note: For LDV drive cycles, Altitude[ft] columns may contain zero values as Altitude is not considered as a variable in the UT_LDV model.

🔲 Cu	istom	Drive	Cycle	e.txt -	Notepad		-	-	-
File	Edit	For	mat	View	Help				
Time	[s]			V	ehicle	Speed	[mph]	Altitude	[ft]
0		34.	324	032	~ <u>,</u>	0			
1		24.	079	707	29	8			
3		33	691	355	82	õ			
4		33.	297	193	73	ŏ			
5		32.	094	145	43	ō			
6		30.	. 385	873	81	0			
7		29.	587	309	42	0			
8		29.	169	146	49	0			
10		27.	724	640	80 70	0			
11		20.	364	727	10	0			
12		26	005	870	6	ŏ			
13		25.	647	903	95	ō			
14		24.	680	004	82	0			
15		22.	357	681	31	0			
16		20.	358	523	13	0			
1/		20.	676	985	31	0			
10		10	334	053	67	No.			
20		18	992	434	21	õ			
21		18.	657	475	2	ŏ			
22		18.	337	961	8	Ō			
23		18.	029	212	53	0			
24		17.	731	745	41	0			
25		17.	443	940	6	0			
20		16	200	103	21 01	0			
27		17	873	077	60	0			
29		19	174	581	<u>5</u> 2	ŏ			
30		20.	522	345	42	ŏ			
31		21.	804	180	2	0			
32		22.	125	760	81	0			
33		22.	378	996	31	0			

Figure 39: Custom LDV Drive Cycle Example

LDV Drive Cycle Analysis Screen

The LDV Drive Cycle Analysis Screen provides users with two types of analysis, Compare Drive Cycles and Examine Drive Cycle MPG

Compare Drive Cycles

Using the Compare Drive Cycles option, users can select from a list of twelve (12) variables to compare the different drive cycles (see Figure 40).

Compare Drive Cycles	Examine Drive Cycle MPG
Desired Output	
Select Desired Output :	Remove Selected
Speed Error [mph]	Desired Speed [mph]
Gear #	Engine Torque [Nm]
Desired Speed [mph]	Instantaneous mpg
Engine Speed [rpm]	Speed Error [mph]
Engine Torque [Nm]	
Fuel Flow Rate [g/s]	
Instantaneous mpg	
Instantaneous Max Torque [Nm]	and the state of t
Speed Error [mph]	the patient as the process may be slow
Throttle Position	of variables you can compare is 4.
Vehicle Drag [N]	RUN
Vehicle Speed [mph]	
Vehicle Travel [m]	

Figure 40: Compare Drive Cycles

- 1. Select the desired variables from the *Select Desired Output* drop down menu. The list of available variables and their respective units are:
 - Gear #
 - Desired Speed [mph]
 - Engine Speed [rpm]
 - Engine Torque [Nm]
 - Fuel Flow Rate [g/s]
 - Instantaneous mpg
 - Instantaneous Max Torque [Nm]
 - Speed Error [mph]
 - Throttle Position
 - Vehicle Drag [N]
 - Vehicle Speed [mph]
 - Vehicle Travel [m]
- 2. Click on the *Select Output* button to add a variable to the list of comparable variables
- 3. Set a Cycle Time Interval between 0.4 and 10 seconds

Note: The smaller the time interval, the more points are displayed, and the slower the output

4. Click on the *Run* button when done to compare the various drive cycle output as illustrated in Figure 41.



Figure 41: Compare LDV Drive Cycles

Examine Drive Cycle MPG

The Examine Drive Cycle MPG option enables users to examine a drive cycle's vehicle fuel economy, view MPG vs. Speed Curve graphs, and add MPG vs. Speed Curve data to the MPGSpeedCurves.csv which can be utilized by the **Route Cost Analysis** module.

Examining Drive Cycle

This feature enables users to examine the MPG of a vehicle over a selected section of the drive cycle rather than the entire drive cycle. This is useful for determining a vehicle's behavior over certain conditions e.g. congested versus free-flow. To proceed:

- 1. Select a drive cycle of interest from the Select Desired Drive Cycle drop down menu
- 2. Click on the **Examine Drive Cycle** button to generate a vehicle speed versus time plot of that drive cycle.

3. Using the range selector control **were and the drive cycle**'s vehicle MPG is dynamically calculated and displayed (see Figure 42).



Figure 42: Examine Drive Cycle MPG

Viewing and Saving MPG vs. Drive Cycle

1. Click on the **View MPG vs. Speed Curve** button vs. Speed Curve . A graph showing the MPG @ Vehicle Speed and MPG @ Desired speed is shown (see Figure 43). This data can be utilized in the Route Cost Analysis module. Click on the **View Data**

View MPG

button 💷 to further examine the raw data.





Figure 43: Sample MPG vs. Speed Curves and data for the "TestingSpeedCycles" scenario

2. To save the data for later use in the Route Cost Analysis module, click on the Add

Data to MPGSpeedCurves.csv button MPGSpeedCurves.csv, and a dialog box asking the user to restart the application pops-up (see Figure 44). The user is required to restart the application in order to utilize the data in the Route Cost Analysis module.

Add Data to

Restart App	plication?						
?	MPGSpeedCurves.csv update complete. To use the new data for the Route Cost Analysis via Lookup Table option, you need to restart the application.						
	Restart Application Now?						
	Yes No						

Figure 44: Restart Application Dialog Box

Heavy Duty Vehicle Drive Cycle Analysis

The HDV Drive Cycle analysis is very similar to the LDV Drive Cycle analysis except for the selection of the drive cycle and inclusion of a custom vehicle option. There are four vehicle classes built into CT-Vcost – Class 7, Class 8, Long Combination Vehicles and Heavy Duty Hybrids (see Figure 45).

	HDV Drive Cycl	e Information		Selected Drive Cyc				
Cycle Name :	EnterDriveCycleName		EnterDriveCy					
Select Vehicle Class :	Class 8	•	Class 8 ^ Custom ; Flat-bed					
Select Data Type :	Custom	•	2004_45K_930 ≡					
	Specify D	Drive Cycle	30,000 lbs					
Select Vehicle :	2004 Sterling M	BE4000 👻	295 / 80 / 22.5 Caterpillar C-12 430 hp 🚽					
Select Weight :	Empty	•	RUN MODEL					
Select Traffic : Moderate -		•	Show Real-time Simulation of Fue	l Economy Model (slower but looks better)				
Select Driver :	Longhorn (Aggre	essive) 🔻	Compare Drive Cycles	Examine Drive Cycle MPG				
Specify Tire Size :	295 80) 22.5						
Trailer Type :	Flat-bed	-	Select Desired Output	Remove Selected				
A	dd Selection		Select Desired Output .	•				
	Cu	stom Data						
Specify Weight :	3	0,000 lbs	Select Output					
Select Engine :	Caterpillar C-12	430 hp 👻	Set Cuele Time Interval (in seconds) 1.					
Specify Transmission	Gear Ratios :		Set Cycle fille interval (in seconds) . 1.0					
:	12.65 8.38 6.22 4.5	7 3.4	Notes: 1) The more drive cycles you add the less the number of the number of the less the number of the number of the less the number of	imber of variables you can compare at the time				
	2.46 1.83 1.3	4 1	 If running a drive cycle for the first time, pleas Because of the chart size the maximum number 	se be patient as the process may be slow.				
Select Differential :	Tag Axle	•	of because of the charcisize, the maximum numb	RUN				
Specify Differential Ge	ar Ratio :	3.11						

Figure 45: HDV Drive Cycle Analysis

- 1. Start by specifying a **Cycle Name**. This is used in identifying the drive cycle options selected by the user.
- 2. Select one of the four vehicle class Class 7, Class 8, Long Combination Vehicles and Heavy Duty Hybrids.

Note:

Long Combination Vehicle and Heavy Duty Hybrids modules were not included in the November 2011 release of the model.

- 3. Select a **Data Type** i.e. Default or Custom.
 - a. If *Default* is selected, the user is limited to the default 54 drive cycles for 3 vehicles and the options are as follows:
 - i. Vehicle: 2004 Sterling MBE4000, 2001 Caterpillar C12, and 1995 Cummins M11 (see Table 2)
 - ii. Weight: Empty (45,000 lbs.), Cubed Out (65,000 lbs.), and Weighed Out (80,000 lbs.)
 - *iii.* Congestion Level: Congested, Freeflow, and Moderate
 - iv. Driver: (Bevo, Longhorn (Aggressive))
 - v. **Tire Size:** Any reasonable tire size value can be specified here.
 - *vi.* **Class 8 Trucks Only:** Trailer Type can be selected. Options include *Flat-bed* and *Box*.
 - b. If *Custom* is selected, the user is allowed to specify additional parameters such as:
 - i. Weight: Any custom weight value can be inputted here
 - ii. **Engine**: Select between the two types of engines *Cummins M11 330 hp* and *Caterpillar C-12 430 hp*.
 - iii. Transmission Gear Ratios: Up to 9 ratios
 - iv. **Differential**: Select one of the following Tandem, Tag Axle, Dual Tandem, Dual Tag Axle
 - v. Differential Gear Ratio

4. Click on the Add Selection button

Add Selection

to include the vehicle

specifications in the Selected Drive Cycles box (See Figure 45).

- 5. Repeat the above steps to add other cycles to the list
- 6. For each Custom Drive Cycle, click on the Run Model RUN MODEL button to run the drive cycle through the UT Fuel Economy Model (UTFEM_HDV.exe). When the run is completed, the Run Model button will be replaced by the drive cycle's average MPG.

Note: The custom drive cycle run may take up to ten (10) or more minutes to complete.

7. Proceed with the Compare Drive Cycles and Examine Drive Cycle MPG options as desired (see the section on LDV Drive Cycle Analysis screen for further instructions).

For more information on how data is sent to UTFEM_HDV.exe, please refer to the Final Report of this study.

The following table shows some of the specifications of the vehicle types which are all Class 8 trucks.

	Cummins	Sterling (MB)	Freightliner
Engine Model	Cummins M11	MBE4000	Caterpillar C12
Engine Dis-	11	19.0	11 0
placement (L)	11	12.0	11.0
Engine Year	1995	2004	2001
# of Cylinders	6	6	6
HP	330 HP @ 1800 rpm	370 HP @ 2000 rpm	410 HP @ 2100
Torque (lb-ft)	1250 @ 1200 rpm	1450 @ 1100 rpm	1450
Transmission	Eullon DT14600 A	Eaton Fuller RTLO-	Eaton Fuller FRO-
Model	Fuller K114009A	14913A	14210B
# of Gears	9	13	10
		Meritor (Rockwell)	Meritor (Rockwell)
Differential Axle	Eaton DC402	Hypoid Single Reduc-	Hypoid Single Reduc-
Model	Eaton D5402	tion RT-40-145 Tan-	tion RT-40-145 Tan-
		dem Drive Axle	dem Drive Axle

Table 2: HDV Vehicle Types Specifications

For more information on how data is sent to UTFEM_HDV.exe, please refer to the Final Report of this study.

ADVANCED OPTIONS

Creating Custom Vehicles

If a vehicle cannot be found in the database, use the Custom Vehicle option to add that vehicle.

- 1. Fill in the text boxes on the Builder page with vehicle information, beginning with the vehicle class.
- 2. Once you have included all available information, click **Add Vehicle** then **Save**.
- 3. The custom vehicle will now be available in the Filter or Search tabs.

											[Select Fa
Builder									Quick Re	ference	
Sele	ct Vehicl	e Class	Specify Make	Specify Model	Spe	cify Year	City MPG	Hwy MPG			
		•									
Fuel	l Type		New Price (\$) ETV	V (lbs)	Axle Ratio	Rated HP	Displa	cement			
	•		UseDefault UseD	efault U	seDefault	UseDefault	UseDe	fault			
Transm	ission		Target Coefficient A	Target Coeffic	ient B Tar	get Coefficient	с				
	•		UseDefault	UseDefault		JseDefault	Add	l Vehicle			
ustom	Built Ve	hiclos									
class	year	make	model	citympg	hwympg	newprice	fueltype	transmission	etw	axleratio	ratedHP
argeCar	1980	United-States	Avg. Passenger Car Fuel	Eff. 16	16	19790	gasoline	М	-1	-1	-1
rgeCar	1985	United-States	Avg. Passenger Car Fuel	Eff. 17.5	17.5	23687	gasoline	м	-1	-1	-1
rgeCar	1990	United-States	Avg. Passenger Car Fuel	Eff. 20.3	20.3	24779	gasoline	А	-1	-1	-1
rgeCar	1991	United-States	Avg. Passenger Car Fuel	Eff. 21.2	21.2	24463	gasoline	А	-1	-1	-1
rgeCar	1992	United-States	Avg. Passenger Car Fuel	Eff. 21	21	25069	gasoline	А	-1	-1	-1
rgeCar	1993	United-States	Avg. Passenger Car Fuel	Eff. 20.6	20.6	25138	gasoline	А	-1	-1	-1
rgeCar	1994	United-States	Avg. Passenger Car Fuel	Eff. 20.8	20.8	26009	gasoline	А	-1	-1	-1
rgeCar	1995	United-States	Avg. Passenger Car Fuel	Eff. 21.1	21.1	25372	gasoline	A	-1	-1	-1
rgeCar	1996	United-States	Avg. Passenger Car Fuel	Eff. 21.2	21.2	25766	gasoline	A	-1	-1	-1
rgeCar	1997	United-States	Avg. Passenger Car Fuel	Eff. 21.5	21.5	26200	gasoline	Α	-1	-1	-1
rgeCar	1998	United-States	Avg. Passenger Car Fuel	Eff. 21.6	21.6	26898	gasoline	А	-1	-1	-1
	1999	United-States	Avg. Passenger Car Fuel	Eff. 21.4	21.4	26339	gasoline	Α	-1	-1	-1
rgeCar	2000	United-States	Avg. Passenger Car Fuel	Eff. 21.9	21.9	25756	gasoline	А	-1	-1	-1
rgeCar rgeCar	2000										

Figure 46: Custom Vehicle Builder

Updating Fleet Vehicles

Please consult the research team concerning vehicle updates. Because of the need for data integrity this feature is not publicly accessible.

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