



Cairo University

# **IMPACT OF SPEED AND ACCELERATION ON INSTANTANEOUS FUEL CONSUMPTION RATES USING MATLAB**

**By**

**Eng. Peter Ramzy Zaki Bakhit**

**A Thesis Submitted to the  
Faculty of Engineering at Cairo University  
In Partial Fulfillment of The  
Requirements for the Degree of  
MASTER OF SCIENCE  
In  
CIVIL ENGINEERING - PUBLIC WORKS**

**FACULTY OF ENGINEERING, CAIRO UNIVERSITY  
GIZA, EGYPT  
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**Title of Thesis:**

Impact of Speed and Acceleration on Instantaneous Fuel Consumption Rates Using Matlab.

**Key Words:**

Fuel Consumption; Speed; Acceleration; VT-CPFMs; Driving Behaviour.

**Summary:**

The main goal of this research is to introduce and validate microscopic fuel consumption models named Virginia Tech Comprehensive Power based Fuel Consumption Models (VT\_CPFMs). These models estimate the rate of fuel consumption for light duty vehicles on different roads. The VT-CPFMs are established to be easily calibrated using publically available data without necessity to collect in-field instantaneous data. The study additionally determines the relationship between different speeds and rates of fuel consumption. Furthermore, a model was generated to calculate the fuel consumption as a function of speed to get the most economic speed range. Driving with such speeds achieves a high rate of fuel savings and thus reduces the operating cost. Moreover, the study indicated the influence of different acceleration types (mild, normal and aggressive) on fuel consumption using MATLAB® model. Finally, it was found that the results of fuel consumption obtained from the VT\_CPFMs can be applied on Egyptian roads. It was also proved that optimal speeds range from 60 to 80 km/h. The study demonstrated that as the level of aggressiveness for acceleration maneuvers increases, the fuel-consumption per maneuver decreases because the vehicle spends less time accelerating.

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## **DEDICATION**

*I dedicate this thesis to my parents. I hope that this achievement will complete the dream that you had for me all those many years ago when you chose to give me the best education you could.*

*Peter Ramzy*

# TABLE OF CONTENTS

<b>ACKNOWLEDGMENTS .....</b>	<b>V</b>
<b>DEDICATION.....</b>	<b>VI</b>
<b>TABLE OF CONTENTS .....</b>	<b>VII</b>
<b>LIST OF TABLES .....</b>	<b>IX</b>
<b>LIST OF FIGURES .....</b>	<b>X</b>
<b>ABSTRACT.....</b>	<b>XIII</b>
<b>CHAPTER 1 : INTRODUCTION.....</b>	<b>1</b>
1.1    PROBLEM DEFINITION.....	1
1.2    STUDY OBJECTIVES .....	2
1.3    ORGANIZATION OF THESIS.....	3
<b>CHAPTER 2 : LITERATURE REVIEW.....</b>	<b>4</b>
2.1    INTRODUCTION .....	4
2.2    FUEL EFFICIENCY .....	4
2.3    FUEL CONSUMPTION.....	4
2.4    TRANSPORTATION AND ENERGY CONSUMPTION.....	5
2.4.1    Travel-Related Factors .....	5
2.4.2    Highway-Related Factors.....	6
2.4.3    Vehicle-Related and Other Factors .....	7
2.4.4    Vehicle Dynamics and Fuel Consumption.....	8
2.5    FACTORS AFFECTING FUEL CONSUMPTION.....	9
2.5.1    Vehicle Weight.....	9
2.5.2    Tires.....	10
2.5.3    Aerodynamic Drag .....	13
2.5.4    Driving Practices and Techniques.....	13
2.6    CHANGING AND IMPACT OF DRIVING BEHAVIOUR.....	14
2.7    FUEL CONSUMPTION MODELS .....	16
2.7.1    Average Speed Model.....	16
2.7.2    Drive Mode Elemental Model.....	17
2.7.3    Instantaneous Models.....	18
2.7.4    Summary .....	19
2.8    PREVIOUS INSTANTANEOUS FUEL CONSUMPTION MODELS .....	19
2.8.1    (ARRB) FUEL CONSUMPTION MODEL .....	19
2.8.2    VT-MICROSCOPIC FUEL CONSUMPTION AND EMISSION MODEL. ....	23
2.9    TRAFFIC SIMULATION MODELS WITH FUEL CONSUMPTION PROCEDURES.....	25
2.10    VEHICLE OPERATING COST .....	26

2.11	SUMMARY.....	27
<b>CHAPTER 3 : RESEARCH METHODOLOGY .....</b>		<b>28</b>
3.1	ROUTE SELECTION.....	32
3.1.1	Road Section (1).....	32
3.1.2	Road Section (2).....	33
3.1.3	Road Section (3).....	34
3.2	VEHICLE SELECTION.....	35
3.3	GPS RECEIVER .....	35
3.4	FUEL – CONSUMPTION MEASUREMENT EQUIPMENT.....	36
<b>CHAPTER 4 : FUEL CONSUMPTION MODELING.....</b>		<b>39</b>
4.1	INTRODUCTION .....	39
4.2	VT-CPFM MODELS .....	41
4.3	PROPOSED COMPREHENSIVE FUEL CONSUMPTION MODELING FRAMEWORK .....	42
4.4	VT-CPFM-1 MODEL.....	45
4.5	VT-CPFM-2 MODEL.....	49
<b>CHAPTER 5 : RESULTS AND ANALYSIS.....</b>		<b>51</b>
5.1	FIELD AND EXPERIMENTAL WORK.....	51
5.2	CONSTANT SPEED EXPERIMENTS RESULT .....	51
5.2.1	Calibration of Car Tank.....	51
5.2.2	Results and Influence of Vehicle Speed on Fuel Consumption in Field.....	53
5.2.3	Sensitivity Analysis of Vehicle Weight .....	63
5.3	VEHICLE ACCELERATIONS EXPERIMENTS RESULTS .....	65
5.3.1	Mild Acceleration Level Analysis.....	67
5.3.2	Normal Acceleration Level Analysis .....	69
5.3.3	Aggressive Acceleration Level Analysis.....	72
5.3.4	Results and Influence of Acceleration on Vehicle Fuel Consumption.....	74
5.4	DRIVING CYCLES AND FUEL CONSUMPTION.....	76
5.4.1	Rural Cycle Analysis.....	77
5.4.2	Urban Cycle Analysis.....	79
5.4.3	Urban Peak Hour Cycle Analysis.....	82
5.5	SUMMARY .....	85
<b>CHAPTER 6 : CONCLUSION AND RECOMMENDATION .....</b>		<b>86</b>
6.1	CONCLUSIONS .....	86
6.1.1	Conclusions Related to Field Results.....	87
6.1.2	Conclusions Related to Model Results.....	87
6.2	RECOMMENDATIONS .....	89
<b>REFERENCES.....</b>		<b>90</b>
<b>APPENDIX.....</b>		<b>96</b>

## List of Tables

<b>Table 2.1:</b> Coefficient of Determination ( $R^2$ ) for VT-Model.....	24
<b>Table 3.1:</b> Acceleration Degree Description.....	31
<b>Table 4.1:</b> List of Model Calibration Parameters.....	48
<b>Table 5.1 :</b> Vehicle Tank Calibration.....	52
<b>Table 5.2 :</b> Field Experiment Data.....	53
<b>Table 5.3:</b> (Speed-FC) Field Experiment Analysis.....	54
<b>Table 5.4:</b> Vehicle Input Parameters.....	55
<b>Table 5.5.</b> Results of CPFM Models under different Cases of loading. ....	63
<b>Table 5.6:</b> Results Data in Accelerations versus FC.....	75
<b>Table 5.7:</b> Fuel Consumed for Different Road Types at Different Times.....	84
<b>Table 6.1:</b> Comparison Results of Case Study and Model outputs.....	88

## List of Figures

<b>Figure 2.1:</b> Typical Fuel Consumption Rate per Unit of Power for an Internal Combustion Engine Expressed as a Function of Engine load $p$ ( <i>fraction on engine power</i> ), (Lipenik, 1976). .....	8
<b>Figure 2.2:</b> Typical Fuel Consumption Rate per Unit of Power for an Internal Combustion Engine Expressed as a Function of Engine Speed $\omega$ for Various Loads $p$ ( <i>fraction on engine power</i> ). (Lipenik, 1976). .....	9
<b>Figure 2.3:</b> Wheel Rolling Resistance (Goodyear, 2008). .....	11
<b>Figure 2.4:</b> Fuel Consumption as a Function of Speed, (Akceilk, 1985). .....	17
<b>Figure 3.1:</b> Research Methodology. ....	29
<b>Figure 3.2:</b> Rural Freeway Section (1). .....	32
<b>Figure 3.3:</b> Urban Highway Section (2). .....	33
<b>Figure 3.4:</b> Urban Section (3). .....	34
<b>Figure 3.5:</b> Test Vehicle. ....	35
<b>Figure 3.6:</b> GPS Receiver. ....	36
<b>Figure 3.7:</b> Multimeter Device. ....	37
<b>Figure 4.1:</b> GM's Technical Measures for Reducing Fuel Consumption (Suzuki, 1997). .....	40
<b>Figure 4.2 :</b> Typical Power versus Fuel Consumption Functional Form (Saerens, 2010). .....	41
<b>Figure 4.3 :</b> Illustration of VT-CPFM Calibration Tool. ....	46
<b>Figure 4.4:</b> GUI Design Window of CPFMs. ....	50
<b>Figure 5.1:</b> The Field Estimated Curve to Determine the Fuel Volume inside the Tank Using Multimeter. ....	52
<b>Figure 5.2:</b> Instantaneous Field Fuel-Consumption at Different Vehicle Speeds. ....	56
<b>Figure 5.3:</b> Instantaneous CPFM-2 Fuel-Consumption at Different Vehicle Speeds. ....	57
<b>Figure 5.4:</b> Instantaneous CPFM-1 Fuel-Consumption at Different Vehicle Speeds. ....	57

<b>Figure 5.5:</b> Speed and FC Field Test Performance for Test Vehicle. ....	58
<b>Figure 5.6:</b> Speed and FC Model Prediction Performance for Test Vehicle. ....	59
<b>Figure 5.7:</b> Comparison between Field and Models Predictions for the Test Vehicle. ...	59
<b>Figure 5.8:</b> Variation in Accumulated Field Fuel-Consumption as Function of Distance Travelled at Different Vehicle Speeds. ....	61
<b>Figure 5.9:</b> Variation in Accumulated CPFM-1 Fuel-Consumption as Function of Distance Travelled at Different Vehicle Speeds. ....	62
<b>Figure 5.10:</b> Variation in Accumulated CPFM-2 Fuel-Consumption as Function of Distance Travelled at Different Vehicle Speeds. ....	62
<b>Figure 5.11.</b> CPFM-1 Rates under Loaded and Unloaded Vehicle .....	64
<b>Figure 5.12.</b> CPFM-2 Rates under Loaded and Unloaded Vehicle. ....	64
<b>Figure 5.13:</b> Instantaneous Speed Profiles of Different Acceleration Levels.....	65
<b>Figure 5.14:</b> Acceleration Speed Profiles with Distance Travelled. ....	66
<b>Figure 5.15:</b> Loading Driving Cycles Interface. ....	67
<b>Figure 5.16:</b> Mild Speed Profile. ....	67
<b>Figure 5.17:</b> Mild Acceleration Profile.....	68
<b>Figure 5.18:</b> (CPFM-1) Mild Fuel Consumption Rates. ....	69
<b>Figure 5.19:</b> (CPFM-2) Mild Fuel Consumption Rates. ....	69
<b>Figure 5.20:</b> Normal Speed Profiles. ....	70
<b>Figure 5.21:</b> Normal Acceleration Profile. ....	70
<b>Figure 5.22:</b> (CPFM-1) Normal Fuel Consumption Rates. ....	71
<b>Figure 5.23:</b> (CPFM-2) Normal Fuel Consumption Rates. ....	71
<b>Figure 5.24:</b> Aggressive Speed Profile. ....	72
<b>Figure 5.25:</b> Aggressive Acceleration Profile.....	73
<b>Figure 5.26:</b> (CPFM-1) Aggressive Fuel Consumption Rates.....	74
<b>Figure 5.27:</b> (CPFM-2) Aggressive Fuel Consumption Rates.....	74
<b>Figure 5.28:</b> Fuel Consumed for Various Types of Accelerations. ....	75

<b>Figure 5.29:</b> Rural Cycle Speed Profile. ....	77
<b>Figure 5.30:</b> Rural Acceleration Profile.....	78
<b>Figure 5.31:</b> Rural CPFM-1 Fuel Consumption Rates. ....	78
<b>Figure 5.32:</b> Rural CPFM-2 Fuel Consumption Rates. ....	79
<b>Figure 5.33:</b> Urban Speed Profile. ....	80
<b>Figure 5.34:</b> Urban Acceleration Profile.....	80
<b>Figure 5.35:</b> Urban CPFM-1 Fuel Consumption Rates. ....	81
<b>Figure 5.36:</b> Urban CPFM-1 Fuel Consumption Rates. ....	81
<b>Figure 5.37:</b> Urban Peak Hour Speed Profile. ....	82
<b>Figure 5.38:</b> Urban Peak Hour Acceleration Profile.....	83
<b>Figure 5.39:</b> Urban Peak Hour CPFM-1 Rates. ....	83
<b>Figure 5.40:</b> Urban Peak Hour CPFM-1 Rates. ....	84

# ABSTRACT

Changes in vehicle fuel-consumption and emission rates are associated with changes in vehicle speeds and acceleration. Higher levels of speed are believed to be one of the most prevalent factors contributing to fuel consumption. As a result, the relationship between fuel consumption and driving speed behaviour has been the subject of investigation by many researchers. The main goal of this research is to introduce and validate microscopic fuel consumption models named Virginia Tech Comprehensive Power based Fuel Consumption Models (VT-CPFMs). These models estimate the rate of fuel consumption for light duty vehicles on different roads. The VT-CPFMs are established to be easily calibrated using publically available data without necessity to collect in-field instantaneous data. The study additionally determines the relationship between different speeds and rates of fuel consumption. Furthermore, a model was generated to calculate the fuel consumption as a function of speed to get the most economic speed range. Driving with such speeds achieves a high rate of fuel savings and thus reduces the operating cost. Moreover, the study indicated the influence of different acceleration types (mild, normal and aggressive) on fuel consumption using MATLAB<sup>®</sup> model.

Finally, it was found that the results of fuel consumption obtained from the VT\_CPFMs can be applied on Egyptian roads. It was also proved that optimal speeds range from 60 to 80 km/h. The study demonstrated that as the level of aggressiveness for acceleration maneuvers increases, the fuel-consumption per maneuver decreases because the vehicle spends less time accelerating.

# Chapter 1: INTRODUCTION

## 1.1 Problem Definition

Vehicular fuel consumption and emissions are two significant factors of sustainable transportation systems. Transportation in Egypt accounts for the largest consumption of energy and generation of air pollution (JICA, 1993). According to the Central Agency for Public Mobilization and Statistics, Egypt (Fuel Statistics Report, 2014), there were 7.51 million registered vehicles in Egypt in 2014. Gasoline, which is the main product from crude oil refining, is one of the major fuels consumed by vehicles in Egypt. The average nationwide consumption level reaches 10 liters per day in 2013. This total consumption is about half of the total gasoline consumption for any purpose in Egypt (Statistics report, 2014, November, 13). As such, the transportation sector is also the largest emitter of CO<sub>2</sub> among all energy-use sectors such as industrial, residential, and commercial sectors. Among three common fossil fuels – petroleum, natural gas, and coal – 90% of the 2009 Egypt primary transportation energy consumption depends on petroleum or crude oil (Ministry of Petroleum 2008). This trend continues despite the oil price increase which peaked at over \$140 a barrel in June 2008 (Organization of Petroleum Exporting Countries (OPEC) organization).

In motor vehicles, CO<sub>2</sub> is the by-product of the combustion process and is emitted to the atmosphere as a tailpipe emission. It is one of the greenhouse gases contributing to global warming. Between 1990 and 2007, the carbon dioxide emissions of the transportation sector became the most. A 26.8% increase through the 10-year period (1990 -2000) and a 1.4% raise from 2006 to 2007 alone (U.S. Department of Energy, 2008). Consequently, improving the energy efficiency of the transportation sector including improving vehicle shape, weight, engine size, speed limit, driving behaviour and wheel quality plays an important role in decreasing fuel consumption and exhaust gas emissions. Pavement surface type and surface properties for example skid resistance, roughness, and longitudinal slope also have an effect on vehicular fuel consumption.

## 1.2 Study Objectives

This study aims to examine vehicular fuel consumption differences under two different travel related factors, speed and acceleration. These factors were tested when operating a vehicle under urban driving speeds, rural driving speeds, constant speeds and under different levels of acceleration. The proposed methodology follows a new experimental design to identify the fuel consumption. This method was used to determine the rates at which the test vehicle consumes fuel reserved in the tank. The primary objective of this thesis is to introduce and validate mathematical models used in prediction of vehicle fuel consumption under various traffic conditions. Existing state-of-the-art models estimate fuel consumption rates based on standard driving cycles. A standard driving cycle is a series of data points representing the speed of a vehicle versus time. Driving cycles are produced by different countries and organizations to assess the performance of vehicles in various ways, as for example fuel consumption and polluting emissions. Federal Test Procedure (FTP-75) in United States and Extra Urban Driving Cycle (EUDC) in Europe are two famous driving cycles used in modeling process. Many of these models provide simplified mathematical expressions to calculate fuel based on average link speeds without much consideration to the transient effects on speed and acceleration. Furthermore, most models use an aggregate modeling technique where a 'characteristic' vehicle is used to represent different vehicle populations. Macroscopic models use average aggregate network parameters to estimate emission and fuel consumption inventories for large regional areas according to the relationships between speed, flow, and density of a stream. While this technique has been approved by transportation planners and Federal Organizations to calculate road impacts on the environment, it could be argued that modeling individual vehicle fuel consumption with the modeling of vehicle kinematics on a highway network could lead to more reliable estimations of fuel consumption.

This thesis addressed this problem, presenting and validating two mathematical models CPFM-1 and CPFM-2 to predict fuel consumption. The CPFMs were demonstrated to be easily calibrated using publically accessible data without the need to collect in-field instantaneous data. The study also attempted to find if the results obtained from the proposed models could be taken as a guide to determine the rate of fuel consumption on Egyptian