



Alternative Fuel Vehicle Data

Definitions, Sources, and Explanatory Notes

Definitions

<i>Key Terms</i>	<i>Definitions</i>
Aftermarket Vehicle Converter	An entity (company or organization) that converts vehicles from operating on a traditional fuel (gasoline or petroleum-based diesel) to operate on an alternative fuel or from one alternative fuel to another alternative fuel. The converted vehicle may operate exclusively on the fuel or power source to which it was converted or the conversion may retain the original fuel source and add a new fuel source. Aftermarket conversions are generally performed after the vehicle has been delivered to an end user. Aftermarket vehicle converters may be private companies, government agencies, research institutions, etc.
AFV Supplier	An entity (company or organization) that makes available alternative fueled vehicles. Includes vehicle original equipment manufacturers and aftermarket vehicle converters. The term “made available” means the vehicle either was delivered for the first time to a dealer, leasing company, or end user; was available for delivery to a dealer, leasing company, or end user; or was otherwise placed “in use” during the reporting period.
AFV User	Any entity (company or organization) that operated an on-road vehicle capable of consuming alternative fuel in the conduct of its business.
Alternative Fuel	Alternative fuels, for transportation applications, include the following: <ul style="list-style-type: none">• Methanol• Denatured ethanol, and other alcohols• Fuel mixtures containing 85 percent or more by volume of methanol, denatured ethanol, and other alcohols with gasoline or other fuels• Natural gas (including compressed and liquefied natural gas)• Liquefied petroleum gas (propane)• Hydrogen

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- Coal-derived liquid fuels
 - Fuels (other than alcohol) derived from biological materials (biofuels such as soy diesel fuel)
 - Electricity (including electricity from solar energy)

Alternative Fueled Vehicle

(AFV)

A vehicle designed to operate on an alternative fuel (e.g., compressed natural gas, propane, electricity). The vehicle can be either a dedicated vehicle designed to operate exclusively on alternative fuel or a non-dedicated vehicle designed to operate on alternative fuel and/or traditional fuel. Plug in hybrid electric vehicles are included as alternative fueled vehicles because the primary input fuel is electricity. Gasoline and diesel-electric hybrids are not considered alternative fueled vehicles because the primary input fuel is not an alternative fuel.

Energy Policy Act of 1992

(EPAAct)

The Energy Policy Act of 1992 set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. The Act consists of twenty-seven titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Under Title V of the Energy Policy Act of 1992 (Public Law 102-468), Section 503 requires information on (1) the number of each type of alternative fueled vehicle (AFV) likely to be in use in the United States; (2) the probable geographic distribution of such vehicles; and (3) the amount and distribution of each type of replacement fuel. The responsibility for collecting these data was given to EIA in 1994. The data are used to satisfy public requests for information on AFVs and alternative transportation fuels and to provide Congress with a measure of the extent to which the objectives of the Act are being achieved.

Engine Configuration

Refers to whether the vehicle operates exclusively on alternative fuel (dedicated) or on a combination of alternative fuel and traditional fuel (e.g., bi-fueled, flexible fueled). EIA publishes data as either dedicated or non-dedicated.

Federal Automotive Statistical Tool (FAST)

FAST is a jointly sponsored database between the U.S. Energy Information Administration, the General Services Administration (GSA) and the Department of Energy's Federal Energy Management Program. FAST captures information on the Federal Fleet.

Form EIA-886

“Annual Survey of Alternative Fueled Vehicles” Form EIA-886 collects information on the following:

- the number and type of alternative fueled vehicles (AFVs) and other advanced technology vehicles (e.g., gasoline or diesel-electric hybrid vehicles) that vehicle suppliers made available in a calendar year and plan to make available in the following calendar year;
- the number, type, and location of AFVs in use in a calendar year;
- the amount and distribution of each type of alternative transportation fuel (ATF) consumed;
- the number of miles traveled by AFVs and the retirement of AFVs.

The data from this form are used to satisfy public requests for information on AFVs and ATFs and to provide Congress with a measure of the extent to which the objectives of the Energy Policy Act of 1992 are being achieved.

Fuel Provider

An entity (company or organization) whose main business is to provide an energy product (i.e., electricity, natural gas, propane.) Fuel providers are required to use alternative fueled vehicles in their fleets if the fuel they market has been identified under EPA Act as an alternative fuel.

Heavy Duty Vehicle

An on-road vehicle with a gross vehicle weight rating equal to or greater than 26,001 pounds. Transit buses and large delivery trucks fall into this category.

Gasoline-Equivalent Gallons

Fuel consumption quantities are expressed in a common base unit of gasoline-equivalent gallons to allow comparisons of different fuel types. Gasoline-equivalent gallons do not represent gasoline displacement. Gasoline equivalent is computed by dividing the gross heat content of the replacement fuel by the gross heat content of gasoline (using an approximate heat content of 122,619 Btu per gallon) and multiplying the result by the replacement fuel consumption value.

Hybrid Electric Vehicles

Standard hybrids are powered by an internal combustion engine that runs on gasoline or diesel and an electric motor that uses energy stored in a battery. Rather than using a plug to charge the battery, they use regenerative braking and the internal combustion engine to charge and capture energy normally lost during braking. Plug-in hybrids use the electric battery as the primary energy source by relying on battery power for propulsion for a limited range (15-40

miles) before switching to internal combustion propulsion (thus reducing gasoline consumption). Generally, a plug-in hybrid could operate without gasoline as long as the battery remains charged but standard hybrids would require gasoline or another primary fuel source to generate electricity for the battery. As of calendar year 2012, plug in hybrid electric vehicles are captured as AFVs on the Form EIA-886 and will be published as electric vehicles.

Light Duty Vehicle An on-road vehicle with a gross vehicle weight rating equal to or less than 8,500 pounds. Automobiles, motorcycles, minivans, SUVs and other small pickups fall into this category.

Medium Duty Vehicle An on-road vehicle with a gross vehicle weight rating between 8,501 and 26,000 pounds. Some larger cargo vans, pickup trucks and maintenance trucks fall into this category.

Original Equipment Manufacturer An entity (company or organization) that markets and warrants new alternative fueled vehicles or other advanced technology vehicles (i.e., hybrids) for use in the U.S. Also includes entities that perform conversions prior to the vehicle initially being delivered to an end user.

Traditional Fuels Includes gasoline and diesel.

User Group Describes the fleet’s ownership. User groups include Federal Agencies, State Agencies, Electric Fuel Providers, Natural Gas Fuel Providers, Propane Fuel Providers, Transit Agencies, and Other Private & Municipal Governments.

Vehicle Type Describes the type and size of the on-road vehicle (i.e., compact autos, pickup trucks, vans)

Weight Class Includes Light Duty, Medium Duty, and Heavy Duty

Sources

U.S. Energy Information Administration, Office of Energy Consumption and Efficiency Statistics

U.S. Energy Information Administration, Form EIA-886, “Annual Survey of Alternative Fueled Vehicles”

- http://www.eia.gov/survey/form/eia_886/form.pdf

DOE/GSA/EIA Federal Automotive Statistical Tool (FAST)

Explanatory Notes

The Energy Policy Act of 1992 mandates the EIA to collect data annually on AFVs made available by suppliers and to estimate the number of AFVs in use in the United States. EIA collects data specifically on:

- the number of alternative fueled vehicles (AFVs) supplied each year; i.e., new AFVs and conventionally fueled vehicles converted to operate on an alternate fuel
- the number and type of advanced technology vehicles supplied each year; i.e., gasoline-electric hybrids and diesel-electric hybrids
- the number of AFVs in use and the amount of alternative transportation fuel consumed for a limited set of fleet user groups.

AFV suppliers currently surveyed include original equipment manufacturers and aftermarket vehicle converters. In addition, EIA collects supplier data on advanced technology vehicles, which include gasoline-electric hybrids and diesel-electric hybrids. While these data are presented separately under the AFV Supplier Interactive Data Viewer for information purposes only, they are not included in the AFV User Interactive Data Viewer because they are not considered alternative fueled vehicles as defined in the Energy Policy Act of 1992.

AFV user groups currently surveyed include Federal and State governments, alternative fuel providers, and transit companies. Alternative fuel providers include organizations whose energy product is an EPACT92 defined alternative fuel (i.e., electricity, natural gas, and propane). EIA uses the data collected from AFV users in Federal and State fleets and other eligible respondents in Form 886, in conjunction with the data provided by the AFV suppliers, to estimate the total number of AFVs in use. That total includes AFVs in municipal governments and private fleets.

AFV Supplier data versus AFV User data: EIA's supplier data include all AFVs made available during a given year. The term "Made Available" means the vehicle either was delivered for the first time to a dealer, leasing company, or end user; was available for delivery to a dealer, leasing company, or end user; or was otherwise placed "in use" during the reporting period. All vehicles *capable* of operating on an alternative fuel are considered AFVs. For example, in 1997, some vehicle manufacturers began including E85 fueling capability in certain model lines of vehicles. Since that time, EIA estimates the total number of E85 flexible fuel vehicles that are capable of operating on E85 or gasoline is approximately 10 million; however, the data presented in the AFV User data present a picture of the total estimated AFV inventory by fleets and excludes vehicles in use by private citizens, non-fleet users, and those E85 flexible fuel vehicles estimated to be using only traditional fuel (gasoline or diesel).

Electric vehicles are battery-powered vehicles and do not include standard hybrid electric vehicles. In EIA's AFV Supplier data, electric vehicles are published separately from standard hybrid electric vehicles from 2004 forward. Prior to 2004, EIA captured hybrids within the electric fuel type category. Standard hybrids are powered by an internal combustion engine

that runs on gasoline or diesel and an electric motor that uses energy stored in a battery. Rather than using a plug to charge the battery, they use regenerative braking and the internal combustion engine to charge and capture energy normally lost during braking. Plug-in hybrids use the electric battery as the primary energy source by relying on battery power for propulsion for a limited range (15-40 miles) before switching to internal combustion propulsion (thus reducing gasoline consumption). Generally, a plug-in hybrid could operate without gasoline as long as the battery remains charged but standard hybrids would require gasoline or another primary fuel source to generate electricity for the battery. Beginning in 2012, the Form EIA-886 will collect inventory and supplier data on plug-in hybrids because they are AFVs.