Estimating Vehicle Operating Costs

Rodrigo S. Archondo-Callao and Asif Faiz

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Rodrigo S. Archondo-Callao and Asif Faiz

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Vehicle Speed  

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V BRAKEu and VBRAKEd  

VCURVE  

VROUGH  

VDESI R  

Fuel Consumption  

Lubricant Consumption  

Tire Wear  

Crew Time  

Passenger Time  

Cargo Holding
Chapter 5

The Input Data

Surface Type
Roughness
Vertical Profile
Horizontal Profile
Altitude of Terrain
Effective Number of Lanes
Vehicle Type
Tare Weight
Payload
Maximum Used Driving Power
Maximum Used Braking Power
Desired Speed
Aerodynamic Drag Coefficient
Projected Frontal Area
Calibrated Engine Speed
Energy-Efficiency Factor
Fuel Adjustment Factor
Tire Wear Information
Average Annual Utilization in Kilometers
Average Annual Utilization in Hours
Hourly Utilization Ratio
Average Service Life
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Foreword

While the costs of road construction and maintenance consume a large proportion of national budgets, the costs borne by the road-using public for vehicle operation and depreciation are even greater. It is therefore important that road policies take account of total transportation costs. This requires quantitative methods for predicting performance and costs of both roads and vehicles over large and diverse road networks, and under various investment and management policies and strategies.

In order to develop such quantitative functions, the World Bank initiated a study in 1969 which later became a large-scale program of collaborative research with leading research institutions and road agencies in several countries. This Highway Design and Maintenance (HDM) Standards Study focused on the rigorous empirical quantification of tradeoffs between the costs of road construction, road maintenance and vehicle operation, and also on the development of planning models incorporating total life-cycle cost simulation as a basis for highway decision-making.

This volume presents the methods and relationships developed for estimation of vehicle operating costs, as a function of vehicle type and road characteristics. These procedures are combined in a computer model, HDM-VOC, for the calculation of user costs under a variety of road and traffic conditions, but not including congested traffic operations. The relationships were developed from controlled experiments and extensive user surveys in Kenya, Brazil, India and the Caribbean, which together produced an enormous body of knowledge on road user costs in three continents with diverse road conditions and economic environments. They can be adapted to local conditions in other countries using estimates of local vehicle prices, labor and repair costs, vehicle utilization and other parameters.

The study developed detailed mechanistic relationships for the prediction of vehicle operating costs as a function of road and vehicle characteristics. These are sometimes known as the "Brazil relationships", because of the country for which they were first developed. However they have a robust formulation which is suitable for application to other countries and vehicle fleets using local road and vehicle parameters.
The speed prediction methods used in the Brazil relationships give only the average free-flow speed for each vehicle type, taking account of grades, curves, surface roughness and desired speed, but not the delays caused by other traffic on the road. HDM-VOC version 4.0 gives an additional option to directly specify speed, where the user has other sources of information. This feature can be used to take some account of traffic congestion effects, but does not address all aspects of congestion effects on vehicle operating costs.

This report is one of a series of documents arising from the HDM study. The other volumes are:

Vehicle Operating Costs:
Evidence from developing Countries (1987)

Road Deterioration and Maintenance Effects:
Models for Planning and Management (1987)

The Highway Design and Maintenance Standards Model
Volume 1. Description of the HDM-III Model (1987)

The Highway Design and Maintenance Standards Model

Louis Y. Pouliquen
Director
Transport, Water and Urban Development Department
Abstract

Understanding the costs of road construction, road maintenance and vehicle operation is essential to sound planning and management of road investments. While the infrastructure costs borne by road agencies are substantial, the costs borne by road users are even greater. To qualify these relationships, the World Bank initiated a collaborative international study which led to the vehicle operating costs relationships developed in this study, and presents these in a small easy-to-use computer program which can be used independently of the larger model. The HDM-VOC program predicts the various components of vehicle operating costs based on road and vehicle characteristics and unit costs in a free-flow traffic environment. Calculations are provided for ten vehicle types ranging from small car to articulated truck, and compute speed, physical quantities consumed, and total operating costs. Total fleet operating costs, sensitivity tables and cost relationships are also developed.
Chapter 1

Installing HDM-VOC on Your Computer

System Requirements

Hardware
- An IBM XT, AT, 80386, 80486, or compatible computer.
- A minimum installed memory of 520 Kb.
- One floppy disk drive. A hard disk is optional.
- A color or monochrome monitor.
- A printer capable of printing 102 characters per line.

Software
- DOS version 3.0 or higher.
- Optional: Lotus 1-2-3 to analyze the results.

Installing and Running the Program

Floppy Disk System
You can run the program from a floppy disk or from a hard disk. To run the program from the floppy disk A:, follow the steps below.
- Turn on your computer and at the DOS prompt A >, place the HDM-VOC program disk in drive A:.
- Run the program with one of the following commands.
Hard Disk System

To install the program on your hard disk, follow the steps below.

- Turn on your computer and at the DOS prompt C>, make a directory for HDM-VOC with the command:
  ```
  MD\HDM-VOC
  ```
- Change to the HDM-VOC directory with the command:
  ```
  CD\HDM-VOC
  ```
- Place the HDM-VOC program disk in drive A: and enter:
  ```
  COPY A:\*.*
  ```

To run the program from the hard disk, follow the steps below.

- Turn on your computer and at the DOS prompt C>, change to the HDM-VOC directory with the command:
  ```
  CD\HDM-VOC
  ```
- Run the program with one of the following commands:
  for English version
  ```
  HDM-VOC
  ```
  for Spanish version
  ```
  HDM-VOC ES
  ```
  for French version
  ```
  HDM-VOC FR
  ```
  for Portuguese version
  ```
  HDM-VOC PO
  ```
Program Disk Backup

For safety, make a backup copy of the original HDM-VOC program disk with the DOS command:

```
DISKCOPY A: A:
```

Refer to the DOS manual for detailed instructions about this command.

Software Package Contents

The files supplied on the HDM-VOC program disk are listed below.

<table>
<thead>
<tr>
<th>File</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HDM-VOC.EXE</td>
<td>HDM-VOC program</td>
</tr>
<tr>
<td>VOC.HELP</td>
<td>Help file</td>
</tr>
<tr>
<td>VOC.EN</td>
<td>English labels</td>
</tr>
<tr>
<td>VOC.ES</td>
<td>Spanish labels</td>
</tr>
<tr>
<td>VOC.FR</td>
<td>French labels</td>
</tr>
<tr>
<td>VOC.PO</td>
<td>Portuguese labels</td>
</tr>
<tr>
<td>CAR.VOC</td>
<td>Sample data for a passenger car</td>
</tr>
<tr>
<td>BUS.VOC</td>
<td>Sample data for bus</td>
</tr>
<tr>
<td>LIGHT.VOC</td>
<td>Sample data for light truck</td>
</tr>
<tr>
<td>MEDIUM.VOC</td>
<td>Sample data for medium truck</td>
</tr>
<tr>
<td>HEAVY.VOC</td>
<td>Sample data for heavy truck</td>
</tr>
<tr>
<td>ARTIC.VOC</td>
<td>Sample data for articulated truck</td>
</tr>
<tr>
<td>README</td>
<td>Latest documentation</td>
</tr>
</tbody>
</table>
Chapter 2

Using the Program

The Model

The HDM-VOC model predicts the various components of vehicle operating costs (VOC) based on the roadway characteristics, vehicle characteristic and unit costs in a free-flow traffic environment. The computations are based on the Brazil relationships derived from the World Bank's Highway Design and Maintenance Standards Model (HDM-HI).

The Brazil relationships predict the vehicle operating costs for 10 vehicle types ranging from a small car to an articulated truck. Although the model requires around 70 input variables, you have to input only a fraction of these variables because the model supplies most of the vehicle characteristics as default values. When detailed information on vehicle characteristics is available, you may modify the default values to obtain more accurate results for a particular country and vehicle fleet.

The model computes for each vehicle type the vehicle speed, physical quantities of consumption, individual VOC components and total VOC. The model also produces sensitivity tables, computes the total VOC for a fleet of vehicles, and computes the regression equation coefficients that relate total VOC to roughness.

The Main Screen

The Main Screen is divided in the following areas (see Figure 1).

- TITLE  Lines at the top of the screen that display the name of the program and the title of the run.
- PAGES  Area below the title where the program displays the input data and the results pages. There are nine input data pages and six result pages.
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- **MAIN MENU** Lines at the bottom of the screen where the program displays a menu of options, collects the required information and displays errors or warnings.

Figure 1 - The Main Screen

---

THE PAGES

The program presents the input data and the results in "pages" of information on a standard screen format. The program displays the page number and the type of information being displayed (input data or results) at the top of each page.

You are always free to move among the input data pages and, after you compute the results, among the result pages. Press the following keys to move among pages:

- Press PgDn to move to the next page.
- Press PgUp to move to the previous page.
- Press Home to move to the first page.
- Press End to move to the last page.
- Press a number to move to the corresponding page.

THE INPUT DATA

The input data is classified in the following groups.

- Roadway characteristics, displayed on input page 1.
- Vehicle type, displayed on input page 2.
- Vehicle characteristics, displayed on input page 3.
- Tire wear data, displayed on input page 4.
- Vehicle utilization data, displayed on input page 5.
- Unit costs, displayed on input page 6.
- Other vehicle characteristics, displayed on input pages 7 to 9.
The program always displays the up-to-date contents of all input variables. There are two types of input variables: variables without default values, and variables with default values that have the letter D displayed at the right side of the current value (see Figure 2).

**Figure 2 - The Vehicle Characteristics**

<table>
<thead>
<tr>
<th>Vehicle Characteristics</th>
<th>INPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Tare weight</td>
<td>kg</td>
</tr>
<tr>
<td>2. Load carried</td>
<td>kg</td>
</tr>
<tr>
<td>3. Maximum used driving power</td>
<td>metric HP</td>
</tr>
<tr>
<td>4. Maximum used braking power</td>
<td>metric HP</td>
</tr>
<tr>
<td>5. Desired speed</td>
<td>km/hour</td>
</tr>
<tr>
<td>6. Aerodynamic drag coefficient</td>
<td>dimensionless</td>
</tr>
<tr>
<td>7. Projected frontal area</td>
<td>m^2</td>
</tr>
<tr>
<td>8. Calibrated engine speed</td>
<td>rpm</td>
</tr>
<tr>
<td>9. Energy-efficiency factor</td>
<td>dimensionless</td>
</tr>
<tr>
<td>10. Fuel adjustment factor</td>
<td>dimensionless</td>
</tr>
</tbody>
</table>

The Steps

When you start the program, the program sets all variables to zero and is your task to fill all input pages and compute the results with the following steps.

- Go to input page 1 (press the Home key or the number 1 key).
- Input the roadway information (use the Input option).
- Move to input page 2 (press the PgDn key or the number 2 key).
- Select a vehicle type (use the Input or Modify option).

*Note: When you select a vehicle type, the program collects the default vehicle characteristics (D's).*

- Input the remaining required data (variables without D's) on pages 3 to 9 (use the Input or Modify option).
- Modify any default input variable (use the Modify option).
- Correct any input variable on input pages 1 to 9 (use the Modify option).
- Compute the results (use the VOC option).
- View the results on results pages 1 to 6 (use the PgUp and PgDn keys).
- Create reports (use the Report option).
- Create sensitivity tables (use the Tables option).
- Return to the input data pages (use Data option).
The Results

Use the VOC option to obtain the results. The program displays the result pages and you can now move among these pages with the same keys used in the input data mode (PgUp, PgDn, Home and End). The results are classified in the following groups.

- Physical quantities of consumption and vehicle speed, displayed on page 1 (see Figure 3).
- Vehicle operating costs, displayed on page 2 (see Figure 4).
- Percentage of total VOC of individual VOC components, displayed on page 3.
- Other computed intermediate values, displayed on pages 4 to 6.

Figure 3 - Physical Quantities of Consumption

<table>
<thead>
<tr>
<th>Physical Quantities per 1000 vehicle-km</th>
<th>RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel consumption</td>
<td>78.28</td>
</tr>
<tr>
<td>Lubricants consumption</td>
<td>1.43</td>
</tr>
<tr>
<td>Tire wear</td>
<td>0.05</td>
</tr>
<tr>
<td>Crew time</td>
<td>11.46</td>
</tr>
<tr>
<td>Passenger time</td>
<td>11.46</td>
</tr>
<tr>
<td>Cargo holding</td>
<td>11.46</td>
</tr>
<tr>
<td>Maintenance labor</td>
<td>2.38</td>
</tr>
<tr>
<td>Maintenance parts</td>
<td>0.17</td>
</tr>
<tr>
<td>Depreciation</td>
<td>0.60</td>
</tr>
<tr>
<td>Interest</td>
<td>0.27</td>
</tr>
</tbody>
</table>

Vehicle Speed: 87.27 km/hr

Use the Data option to return to the input data pages, modify any variable and use the VOC option again to display the new results.

The Default Values

The program has default values (D's) for the superelevation (page 1) and for vehicle characteristics. The superelevation is a function of horizontal curvature, so when you enter the curvature the program collects the suggested value for superelevation. If necessary, modify the suggested superelevation with the Modify option.

The program collects the default vehicle characteristics when you select the vehicle type on page 2. The defaults are a function of the vehicle type and four of the defaults (desired speed, BW, FRATIO0 and FRATIO1) are also a function of the surface type and effective number of lanes defined on page 1. Note that if you change the surface type or the number of lanes after selecting the vehicle type, the program collects again the default values for desired speed, BW, FRATIO0, and FRATIO1.
Available Help

Help is available at the Main Screen. You have the following options.

<table>
<thead>
<tr>
<th>Press</th>
<th>At</th>
<th>To obtain</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>The Main Screen</td>
<td>Help on help</td>
</tr>
<tr>
<td>F3</td>
<td>The Main Screen</td>
<td>Program instructions</td>
</tr>
<tr>
<td>F5</td>
<td>The Main Screen, highlighting a particular menu option</td>
<td>Help on the particular menu option</td>
</tr>
<tr>
<td>F7</td>
<td>The Main Screen, displaying a particular page</td>
<td>Help on the particular page</td>
</tr>
<tr>
<td>F9</td>
<td>The Main Screen</td>
<td>Basic information required to run the program</td>
</tr>
</tbody>
</table>
1. The Highway Design and Maintenance Standards Model

Volume 1. Description of the HDM-III Model
Volume 2. User's Manual for the HDM-III Model

Main Menu Options

The Main Menu

The Main Menu is located at the bottom of the Main Screen (see Figure 5) and it is used to access all the program's features.

![Figure 5 - The Main Menu](image)

To select an option, highlight the option selected and press the <Enter> key or press the first letter of the option selected.
Estimating Vehicle Operating Costs

Input Data for the Current Screen

The Input option allows you to enter information for all variables on a given input page. The program displays at the bottom of the screen the current contents of each input variable and gives you the opportunity to change this value. If you press the <Enter> key, when prompted for a new value, the variable retains its current value.

Use the Input option on page 1 to enter the roadway characteristics. When you enter the horizontal curvature, the program collects the suggested value for superelevation. If you want to use this value, press <Enter> when prompted for the superelevation.

Use the Input option or the Modify option to select a vehicle type on page 2 and use the Input option on pages 3 to 9 to enter the vehicle characteristics after selecting the vehicle type. Note that the Input option is not active while displaying the result pages.

Modify the Data Displayed

The Modify option changes the value of a single variable on a given page. The program prompts for line of the variable you want to modify and displays its current value at the bottom of the screen. Enter the new value for the variable or press the <Enter> key to retain its current value.

When you modify the horizontal curvature in page 1, the program collects the suggested value for superelevation and when you modify the surface type or number of lanes, the program collects the default vehicle characteristics that are a function of surface type or number of lanes (desired speed, BW, FRATIO0, and FRATIO1).

Use the Modify option or the Input option to select a vehicle type on page 2 and use the Modify option in pages 3 to 9 to modify the vehicle characteristics after selecting the vehicle type. Note that the Modify option is not active while displaying the result pages.

Save the Input Data

The Save option saves the input data on disk. The program prompts for the name of the file to store the input data and you should provide a legitimate DOS filename. If you press the <Enter> key, when prompted for the filename, the program returns to the Main Menu without taking any action.

The program automatically adds "VOC" as a default extension for data files, so enter a valid DOS filename without a file extension.

For example:

TRUCK
A:\MYCAR
C:\VOCDATA\MINIBUS
D:\PROJECT\VOC\PICKUP
**Main Menu Options**

**Load Input Data from Disk**

The Load option loads input data stored on disk. The program prompts for the name of the file that contains the input data and you should provide a legitimate DOS filename. If you press the <Enter> key, when prompted for the filename, the program returns to the Main Menu without taking any action. Note that this option is not active while displaying the result pages.

The program expects ".VOC" as a default extension for data files, so enter a valid DOS filename without a file extension.

**Examples:**

- TRUCK
- A: \MYCAR
- C: \VOCDATA\MINIBUS
- D: \PROJECT\VOC\PICKUP

*Note: Some input data files are included on the VOC program disk (see Software Package Contents). Use these files to test the program's features.*

**Compute and Display the Results**

The VOC option computes the vehicle speed, the physical quantities of consumption, and the vehicle operating costs. The program displays the results in the same format as it displays the inputs (using "pages" of results).

When you compute the results for the first time, the program displays page 1 of the result pages. Move among the six result pages pressing the PgDn, PgUp, Home or End keys and use the Data option to return to the input data pages. When you compute the results a second time, the program displays the result page displayed when you left the result pages the previous time.

Note that the physical quantities and the vehicle operating costs are given per 1000 vehicle-km.

**Display the Input Data**

The Data option displays the input data pages. Use this option, after computing the vehicle operating cost with the VOC option, to return to the input data pages.

While displaying the input data or the result pages, press the following keys to move among pages.

- Press PgDn to move to the next page.
- Press PgUp to move to the previous page.
- Press Home to move to the first page.
- Press End to move to the last page.
- Press a number to move to the corresponding page.
Enter a Title for the Reports or Tables

The Name option allows you to enter a title for the reports and tables. The program displays the current title at the bottom of the screen. Edit the title using the arrow keys or press the <Enter> key to retain its current value. After you enter the title, the program displays it at the top of the screen and prints it on each report or table.

Create Reports

The Reports

The Reports option creates the following reports (see Figure 6).

- Input Data Report. One page report with all the main input variables.
- Results Report. One page report with the roadway data, vehicle type, unit costs, and the results.
- Input Data Print-out. Two page print-out of all input variables.
- Results Print-out. Two page print-out of the results and other intermediate values.

Figure 6 - The Reports Menu

| Reports |

Your options are:
1) Input Data Report
2) Results Report
3) Input Data and Results Reports
4) Input Data Print-out
5) Results Print-out
6) Input Data and Results Print-out
0) Return to the Main Menu

Enter your selection:

Destination

You can print the reports or save the reports in ASCII text files (see Figure 7). Print the reports on a printer capable of printing 102 characters per line (12 pitch in an 8.5 inches wide paper). Note that to print the accents correctly in Spanish, French, or Portuguese the printer must be set to print the IBM US (PC8) Symbols Set or the Epson Extended Graphics Characters.

If you want to import the reports into your word processor, save the reports into ASCII text files. The program prompts for the filename of the ASCII text file to create and you should enter a valid DOS filename.
Figure 7 - Reports Destination Menu

<table>
<thead>
<tr>
<th>Destination</th>
</tr>
</thead>
</table>

Your options are:
1) Print the report
2) Save the report (ASCII text file)
0) Return to the Main Menu

Enter your selection:

Create Tables

The Tables

The Tables option creates the following tables (see Figure 8).
- Roughness Sensitivity Table. Table of VOC sensitivity to roughness at three different levels of curvature.
- One Variable Sensitivity Table. Table of VOC sensitivity to any input variable.
- One Variable Sensitivity Chart. Chart of VOC sensitivity to any input variable.
- Two Variables Sensitivity Matrix. Matrix of VOC sensitivity to any two input variables.

Figure 8 - The Tables Menu

| Tables |

Your options are:
1) Roughness Sensitivity Table
2) One Variable Sensitivity Table
3) One Variable Sensitivity Chart
4) Two Variables Sensitivity Matrix
5) Vehicle Fleet Operating Costs Table
6) Vehicle Operating Costs Coefficients
0) Return to the Main Menu

Enter your selection:
Vehicle Fleet Operating Costs Table. Table of total VOC for a given vehicle fleet on a given road.

Vehicle Operating Costs Coefficients. VOC sensitivity to roughness and coefficients relating total VOC to roughness.

The Requirement
Enter the roadway and vehicle characteristics for a vehicle type before creating the tables.

Destination
The Roughness Sensitivity Table, the One Variable Sensitivity Table, the Vehicle Operating Costs Fleet Table, and the Vehicle Operating Costs Coefficients can be displayed, printed or saved on ASCII files. You have the following options (see Figure 9).

- Display the table. Use this option to view the table on the screen.
- Print the table. Use this option to print the table on a printer capable of printing 102 characters per line.
- Save the table (ASCII text file). Use this option to import the table into your word processor.
- Save the table (delimited ASCII format). Use this option to import the table into Lotus 1-2-3.

Figure 9 - Tables Destination Menu

If you select to save the table (ASCII text or delimited ASCII format), the program prompts for the filename and you should enter a legitimate DOS filename. Note that ASCII text files can have any extension but delimited ASCII files should have a .PRN extension to be imported into Lotus 1-2-3.
If you want to import a table into your word processor, use the import ASCII file option of your word processor. If you want to import a table into Lotus 1-2-3, use the / (F)ile (I)mport (N)umbers option of Lotus 1-2-3. Follow the steps below.

- Create a table and save it in delimited ASCII format.
- Name the table using .PRN for the filename extension.
- Load Lotus 1-2-3.
- Change to the VOC directory with the / (F)ile (D)irectory option.
- Import the table with the / (F)ile (I)mport (N)umbers option.

**Roughness Sensitivity Table**

This table contains the following information (see Figure 10):

- The roadway characteristics and vehicle type.
- The sensitivity of total VOC and vehicle speed to roughness at three different levels of horizontal curvature.
- The cost breakdown (in percentage of total VOC) of all VOC components.
- The comparison in percentage (C) of the total VOC computed at each roughness level against the total VOC computed at roughness 2.0 IRI.

Note that the vehicle operating costs are given per 1000 vehicle-km.

**Figure 10 - Roughness Sensitivity Table**

<table>
<thead>
<tr>
<th>Curv. IRI</th>
<th>Fuel Lubr Tire Chem Pass Card H-L</th>
<th>M.P. Defn. Date Over Total Speed C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deg/ km</td>
<td>VOC km/h</td>
<td>km/v ($)</td>
</tr>
<tr>
<td>0</td>
<td>23.7 2.4</td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>23.1 2.6</td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>22.4 2.6</td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>21.8 2.7</td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>20.4 2.8</td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>18.6 2.8</td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>18.2 2.8</td>
<td>0.00</td>
</tr>
</tbody>
</table>

**One Variable Sensitivity Table**

The One Variable Sensitivity Table contains the following information (see Figure 11)

- The roadway characteristics and vehicle type.
- The sensitivity of total VOC and vehicle speed to any input variable.
- The cost breakdown (in percentage of total VOC) of all VOC components.
- The comparison in percentage (C) of the total VOC computed at each level of the variable selected against the total VOC computed using a selected comparison value.

Note that the vehicle operating costs are given per 1000 vehicle-km.

Figure 11 - One Variable Sensitivity Table

<table>
<thead>
<tr>
<th>Variable</th>
<th>Sensitivity Table</th>
<th>a/km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum value</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Maximum value</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Interval</td>
<td>.5</td>
<td></td>
</tr>
<tr>
<td>Comparison Value</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

Cost Breakdown by Percentage and Total VOC per 1000 vehicle-km

When you select this option, the program displays a list of all input variables (see Figure 12). Enter the number of the variable you wish to use and for this variable enter a minimum value, maximum value, an interval between points to compute, and a comparison value.

For example:

Select variable number 1 (Average roughness)

For roughness, enter:

- minimum value equal to 2
- maximum value equal to 4
- interval equal to 0.5
- comparison value equal to 3

Note: The program does not check if your inputs are outside a normal range. Therefore, make sure you enter consistent values for the variable selected.

One Variable Sensitivity Chart

This option creates a chart of VOC sensitivity to any input variable (see Figure 13). When you select this option, the program displays a list of all input variables. Enter the variable number of the variable you wish to use and for this variable enter a minimum and maximum value.
Figure 12 - List of Variables

- List of Variables |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Average roughness (IRI)</td>
<td>23 Year coefficient of tread 48 Clobs</td>
</tr>
<tr>
<td>2 Average positive gradient</td>
<td>24 Average annual utilization 49 Clos</td>
</tr>
<tr>
<td>3 Average negative gradient</td>
<td>25 Average annual utilization 47 Clos</td>
</tr>
<tr>
<td>4 Proportion of uphill travel</td>
<td>26 Hourly utilization ratio 45 PATID</td>
</tr>
<tr>
<td>5 Average horizontal curve</td>
<td>27 Average service life 46 PATID</td>
</tr>
<tr>
<td>6 Average superelevation</td>
<td>28 Age of vehicle in kilometers 50 ARMAX</td>
</tr>
<tr>
<td>7 Altitude of terrain</td>
<td>29 Passengers per vehicle 51 BV</td>
</tr>
<tr>
<td>8 Tire weight</td>
<td>30 New vehicle price 52 BETA</td>
</tr>
<tr>
<td>9 Load carried</td>
<td>31 Fuel cost 53 ED</td>
</tr>
<tr>
<td>10 Maximum used driving power</td>
<td>32 Lubricants cost 54 AD</td>
</tr>
<tr>
<td>11 Maximum used braking power</td>
<td>33 New tire cost 55 AI</td>
</tr>
<tr>
<td>12 Desired speed</td>
<td>34 Crew time cost 56 A2</td>
</tr>
<tr>
<td>13 Aerodynamic drag coefficient</td>
<td>35 Passenger delay cost 57 A3</td>
</tr>
<tr>
<td>14 Projected frontal area</td>
<td>36 Maintenance labor cost 58 A4</td>
</tr>
<tr>
<td>15 Calibrated engine speed</td>
<td>37 Cargo delay cost 59 A5</td>
</tr>
<tr>
<td>16 Energy-efficiency factor</td>
<td>38 Annual interest rate 60 A6</td>
</tr>
<tr>
<td>17 Fuel adjustment factor</td>
<td>39 Overhead per vehicle-km 61 A7</td>
</tr>
<tr>
<td>18 Number of tires per vehicle</td>
<td>40 IOP</td>
</tr>
<tr>
<td>19 Variable volume of rubber</td>
<td>41 CPW</td>
</tr>
<tr>
<td>20 Retreading cost per new km</td>
<td>42 CPW</td>
</tr>
<tr>
<td>21 Maximum number of recaps</td>
<td>43 CPW</td>
</tr>
<tr>
<td>22 Constant term of tread vsx 44 Clos</td>
<td>Maintenance in 66</td>
</tr>
</tbody>
</table>

For example:

Select variable number 1 (Average roughness)

For roughness, enter:

minimum value equal to 2
maximum value equal to 12

Note: The program does not check if your inputs are outside a normal range. Therefore, make sure you enter consistent values for the variable selected.

The program computes the results on eleven points between the minimum and maximum values and displays a chart of total VOC as a function of the variable selected and a menu.

Figure 13 - VOC Sensitivity Chart

Press: Esc = Return to main menu P = Print Pub - Display previous chart L = List G = Go C = Comparison switch S = Save Pub - Display next chart
The program also stores the charts for vehicle speed, the physical quantities of consumption, the operating costs of each VOC component, and other intermediate values. To display any of these charts, use the PgUp, PgDn, Home, and End keys (see Figure 14).

Figure 14 - Vehicle Speed Sensitivity Chart

To obtain a list of all available charts, press the letter L (see Figure 15). The program displays the list in six pages.

Figure 15 - List of Charts

To compare the predicted values on any chart, press the letter C (Comparison switch). The program displays the comparisons and adds new options to the Sensitivity Chart Menu (see Figure 16). When you press the letter C for the first time, the program computes the comparison (in percentage) of each predicted value against the predicted value of the minimum value.
While displaying the comparisons, you can change the comparison line using the Up and Down arrow keys (see Figure 17). To return to the predicted values chart, press the letter C (Comparison switch) again.

To return to the Main Menu, press the Esc key. To print the displayed chart, press the letter P (Print). To save the chart in delimited ASCII format, press the letter S (Save). This file can be later imported into Lotus 1-2-3. To import the file in Lotus 1-2-3, use the / (F)ile (l)mport (N)umbers option of Lotus 1-2-3.

Two Variables Sensitivity Matrix

This option creates a matrix of VOC sensitivity to any two input variables. When you select this option, the program displays a list of all input variables (see Figure 18). Enter the variable number of the first variable you wish...
Estimating Vehicle Operating Costs

Figure 18 - List of Variables

<table>
<thead>
<tr>
<th>List of Variables</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>7</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>9</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>11</td>
</tr>
<tr>
<td>12</td>
</tr>
<tr>
<td>13</td>
</tr>
<tr>
<td>14</td>
</tr>
<tr>
<td>15</td>
</tr>
<tr>
<td>16</td>
</tr>
<tr>
<td>17</td>
</tr>
<tr>
<td>18</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>21</td>
</tr>
</tbody>
</table>

Enter first variable number:

to use and for this variable enter a minimum and maximum value.

For example:
Select variable number 1 (Average roughness)
For roughness, enter:
minimum value equal to 2
maximum value equal to 9

After you enter the information for the first variable, the program displays again the list of variables. Enter the variable number of the second variable you wish to use and for this variable enter a minimum and maximum value.

For example:
Select variable number 5 (Average horizontal curvature)

Figure 19 - VOC Sensitivity Matrix
For horizontal curvature, enter:

- minimum value equal to 0
- maximum value equal to 140

The program computes for each variable the results on six points between the minimum and maximum values and displays a matrix of total VOC as a function of the two variables selected (see Figure 19) and a menu.

The program also stores the matrixes for vehicle speed, the physical quantities of consumption, the operating costs of each VOC component, and other intermediate values. To display any of these matrixes, use the PgUp, PgDn, Home, and End keys (see Figure 20).

**Figure 20 - Vehicle Speed Sensitivity Matrix**

<table>
<thead>
<tr>
<th>Sensitivity Matrix</th>
<th>Predicted Values (km/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matrix 11: Vehicle Speed</td>
<td>2.0</td>
</tr>
<tr>
<td>0.0</td>
<td>67.44</td>
</tr>
<tr>
<td>20.0</td>
<td>67.21</td>
</tr>
<tr>
<td>40.0</td>
<td>86.27</td>
</tr>
<tr>
<td>60.0</td>
<td>85.90</td>
</tr>
<tr>
<td>80.0</td>
<td>84.94</td>
</tr>
<tr>
<td>100.0</td>
<td>83.85</td>
</tr>
<tr>
<td>120.0</td>
<td>82.68</td>
</tr>
<tr>
<td>140.0</td>
<td>81.46</td>
</tr>
</tbody>
</table>

Column: Average roughness (IRI)
Row: Average horizontal curvature (deg/km)

Press: Esc - Return to main menu  P - Print PgDn - Display previous chart
L - List C - Go C - Comparison switch S - Save PgDn - Display next chart

To obtain a list of all available matrixes, press the letter L. The program displays the list in six pages.

**Figure 21 - VOC Comparison Matrix**

<table>
<thead>
<tr>
<th>Sensitivity Matrix</th>
<th>Comparison in Percentage with Cell (0.0, 2.0)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matrix 12: Total VOC per 1000 vehicle-km</td>
<td>2.0</td>
</tr>
<tr>
<td>0.0</td>
<td>0.00</td>
</tr>
<tr>
<td>20.0</td>
<td>0.03</td>
</tr>
<tr>
<td>40.0</td>
<td>0.31</td>
</tr>
<tr>
<td>60.0</td>
<td>0.39</td>
</tr>
<tr>
<td>80.0</td>
<td>0.35</td>
</tr>
<tr>
<td>100.0</td>
<td>0.70</td>
</tr>
<tr>
<td>120.0</td>
<td>1.00</td>
</tr>
</tbody>
</table>

Column: Average roughness (IRI)
Row: Average horizontal curvature (deg/km)

Press: Esc - Return to main menu  P - Print PgDn - Display previous chart
L - List C - Go C - Comparison switch S - Save PgDn - Display next chart
Up, Down, Left, and Right arrows - Change comparison cell
To compare the predicted values on any matrix, press the letter C (Comparison switch). The program displays the comparisons and adds new options to the Sensitivity Matrix Menu (see Figure 21). When you press the letter C for the first time, the program computes the comparison (in percentage) of each predicted value against the predicted value in column 1, row 1.

While displaying the comparisons, you can change the comparison cell using the arrow keys (see Figure 22). To return to the predicted values, press the letter C (Comparison switch) again.

Figure 22 - VOC Comparison Matrix (40 curv., 4 IRI)

To print the displayed matrix, press the letter P (Print). To save the matrix in delimited ASCII format, press the letter S (Save) and to import the matrix into Lotus 1-2-3, use the / (File) Import (Numbers) option of Lotus 1-2-3.

To return to the Main Menu, press the Esc key.

**Vehicle Fleet Operating Costs Table**

This option computes the total VOC of a vehicle fleet using the roadway information defined on page 1 and vehicle characteristics stored in disk files. The preliminary steps required to create this table are the following.

- Enter the roadway and vehicle characteristics for a vehicle type and save the input data into a disk file (see Save the Input Data).
- Repeat the step above for each vehicle type on the fleet, saving the input data under different filenames.

To prepare the table, enter the filename and the Average Daily Traffic (ADT) of each vehicle type on the fleet, using option 1 of the Vehicle Fleet Menu (see Figure 23).

After selecting option 1, use the following keys to enter the filenames and the ADT, move among vehicles, switch among filenames and ADT columns, and to return to the Vehicle Fleet Menu.
Figure 23 - Vehicle Fleet Menu

<table>
<thead>
<tr>
<th>Vehicle Fleet Table</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Filename</td>
<td>Average Daily Traffic (ADT)</td>
</tr>
<tr>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

Your options are:
1) Edit filename and Average Daily Traffic (ADT)
2) Compute the Vehicle Fleet Table
3) Return to the Main Menu

Key | Action
--- | "---
< Enter > | Accept change and move to next vehicle.
Up arrow | Move to previous vehicle.
Down arrow | Move to next vehicle.
Tab | Switch between filenames and ADT columns.
Esc | Return to the Vehicle Fleet Menu.

If you enter an invalid DOS filename, the program rejects it, and if you do not enter the filename extension, the program adds the default extension for input data files (.VOC).

Figure 24 - Example of Vehicle Fleet Data

<table>
<thead>
<tr>
<th>Vehicle Fleet Table</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Filename</td>
<td>Average Daily Traffic (ADT)</td>
</tr>
<tr>
<td>1</td>
<td>car.voc</td>
</tr>
<tr>
<td>2</td>
<td>bus.voc</td>
</tr>
<tr>
<td>3</td>
<td>medium.voc</td>
</tr>
<tr>
<td>4</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

<Enter> | Accept change
Up arrow | Move to previous line
Down arrow | Move to next line
Tab | Switch between filenames and Average Daily Traffic (ADT)
Esc | Return to the vehicle fleet menu
An example of vehicle fleet data, using the sample data files supplied with the VOC package, is given in Figure 24.

After entering the filenames and the ADT, compute Vehicle Fleet Table, using option 2 of the Vehicle Fleet Menu. The program computes the VOC using the vehicle characteristics stored in the disk files and the roadway information defined on page 1. Change any variable on page 1 and compute the fleet VOC again to obtain the corresponding results. The vehicle fleet table contains the following information (see Figure 25).

- The roadway characteristics.
- The filenames and the ADT for each vehicle.
- The VOC and the speed for each vehicle and the total VOC of the fleet.

Note that in this table the VOC is given per km.

**Figure 25 - Vehicle Fleet Table**

<table>
<thead>
<tr>
<th>Vehicle Filename</th>
<th>Average Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 car.voc</td>
<td>700.00</td>
</tr>
<tr>
<td>2 bus.voc</td>
<td>50.00</td>
</tr>
<tr>
<td>3 medium.voc</td>
<td>250.00</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,000.00</strong></td>
</tr>
</tbody>
</table>

Cost Breakdown by Percentage and Total VOC per km

<table>
<thead>
<tr>
<th>VEHICLE</th>
<th>FUEL</th>
<th>LUBE</th>
<th>TIRE</th>
<th>CREW</th>
<th>PASS</th>
<th>H缭</th>
<th>DEPR</th>
<th>INT</th>
<th>OVER</th>
<th>TOTAL</th>
<th>SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>22.4</td>
<td>2.5</td>
<td>3.3</td>
<td>9.8</td>
<td>0.0</td>
<td>0.0</td>
<td>4.4</td>
<td>10.2</td>
<td>30.2</td>
<td>16.2</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>17.9</td>
<td>1.0</td>
<td>3.9</td>
<td>6.6</td>
<td>27.2</td>
<td>0.0</td>
<td>2.9</td>
<td>11.6</td>
<td>13.1</td>
<td>5.4</td>
<td>10.1</td>
</tr>
<tr>
<td>3</td>
<td>30.3</td>
<td>1.8</td>
<td>9.0</td>
<td>12.4</td>
<td>1.2</td>
<td>0.0</td>
<td>4.0</td>
<td>15.4</td>
<td>15.1</td>
<td>5.7</td>
<td>7.0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>25.4</strong></td>
<td><strong>2.0</strong></td>
<td><strong>6.8</strong></td>
<td><strong>10.4</strong></td>
<td><strong>4.3</strong></td>
<td><strong>0.0</strong></td>
<td><strong>4.1</strong></td>
<td><strong>12.7</strong></td>
<td><strong>21.8</strong></td>
<td><strong>19.5</strong></td>
<td><strong>4.2</strong></td>
</tr>
</tbody>
</table>

**Vehicle Operating Costs Coefficients**

This option produces a table of VOC sensitivity to roughness and uses this table to compute regression coefficients for the following two alternative equations that relate roughness to total VOC (see Figure 26).

- Total VOC = a + b * IRI + c * IRI^2

- Total VOC = exp(a + b * IRI)

Note that in this table and for the above equations, VOC is given per km.
List Files on Disk

The Files option lists the files stored in a floppy disk or a hard disk directory. The program prompts for the file specifications and you should provide a legitimate DOS filespec (you can include the global filename characters ? and *). If you press the <Enter> key, the program list all files in the current disk and directory.

For example:

Enter To

<Enter> List all files in current disk and directory
A:\ List all files in drive A:
*.VOC List all .VOC files in current disk and directory
A:\*.PRN  List all .PRN files in drive A:
C:\VOC\*. List all files in directory VOC
C:\DATA\Z*. List all files that begin with Z in directory DATA
?V????????. List all files with the second character V

Set all Input Variables to Zero

The Clear option resets all input variables to zero and erases the title. Make sure to save your input data before using this option.

Quit the Program

The Quit option ends the program. Make sure to save your input data before using this option.
The HDM-VOC Relationships

This chapter describes the relationships used by the HDM-VOC model. The set of relationships are those derived from the Brazil study by GEIPOT, the Texas Research and Development Foundation, and the World Bank (GEIPOT, 1982; Chesher and Harrison, 1987; Watanatada, et al., 1987). The following sections are a summary and adaptation of the information contained in the following World Bank publications:


Refer to these publications for a complete description of the model relationships, information on parameter estimations, model transferability, and model calibration.

The Steps

The steps followed by the model to compute the vehicle operating cost for a given vehicle type are the following:
1. Compute the average operating speed for the vehicle.

2. Compute the amount of resources used per 1000 vehicle-km for the following components:
   - Fuel consumption
   - Lubricant consumption
   - Tire wear
   - Crew time
   - Passenger time
   - Cargo holding
   - Maintenance labor
   - Maintenance parts
   - Depreciation
   - Interest
   - Overhead

3. Apply unit costs to the resource consumption amounts to get the operating cost per 1000 vehicle-km for each component.

4. Sum the operating cost for each component to compute the total vehicle operating cost per 1000 vehicle-km.

Note that on this version of the HDM-VOC model (4.0), the user has the option of specifying the vehicle speed. In previous versions of the VOC model and on the HDM-III model, the vehicle speed is always computed by the model following the Brazil equations.

The following sections describe the relationships used by the model to compute the vehicle speed, resources used, and operating costs.

**Vehicle Speed**

The prediction of vehicle speed is an aggregate probabilistic limiting velocity approach to steady-state speed prediction. Note the following:

a) Aggregate implies that the prediction method works with aggregate descriptors of road geometry and surface condition rather than with detailed information about the road.

b) Steady-state implies that the model does not consider the transitional effects, that is, speed-change cycles along the road.

c) Probabilistic limiting velocity approach because the predicted speed is a probabilistic minimum of several limiting or constraining speeds.

**The Steady-State Speed**

The prediction of a vehicle's steady-state speed on a given road segment uses a set of limiting (or "constraining") speeds, corresponding to several different factors that tend to limit the speed. The constraining speeds are a function of such factors as characteristics of the vehicle (for example: engine power, braking capacity, load carried) and of the road (for example: vertical gradient, roughness, curvature). The constraining speeds are...
• VDRIVE, the limiting speed based on vertical gradient and engine power.
• VBRAKE, the limiting speed based on vertical gradient and braking capacity.
• VCURVE, the limiting speed determined by road curvature.
• VROUGH, the limiting speed based on road roughness and associated ride severity.
• VDESIR, the desired speed without constraints, based on psychological, economic, safety, and other considerations.

For example: For a large car traveling on a paved level segment with curvature equal to 200 degrees/km and roughness = 4.5 IRI, the constraining speeds could be:

\[
\begin{align*}
V_{\text{DRIVE}} &= 148 \text{ km/h} \\
V_{\text{BRAKE}} &= 103 \text{ km/h} \\
V_{\text{ROUGH}} &= 181 \text{ km/h} \\
V_{\text{DESIR}} &= 98 \text{ km/h}
\end{align*}
\]

giving a predicted steady-state speed, \( V_s = 80 \text{ km/h} \).

The following plots illustrate the constraining speeds and the resulting steady-state speed on a paved segment for a heavy truck carrying a net load of 6,000 kg. Each of the plots shows the constraining speeds and the predicted steady-state speed (\( V \)) as we vary one speed-influencing factor and maintain constant the remaining factors. The speed-influencing factors observed are: a) Roughness varying from 2 to 12 IRI m/km, b) Gradient varying from -10 to 10 percent, and c) Curvature varying from 0 to 500 degrees/km.

Figure 27a shows the effect of surface condition on the steady-state speed.
speed for a straight and downward-slope segment. At any given point on the roughness axis, the limiting speed with the lowest value is the "binding" speed as it exercises the predominant influence on the resulting steady-state speed at that point; other limiting speeds have only marginal effects. The higher the value of the limiting speed, the more marginal its influence on the predicted steady-state speed. In this instance, over the lower range of road roughness (below 6.5 IRI), the desired speed (VDESIR) becomes the binding speed and on the upper range, VROUGH becomes the binding speed. Note that roughness has no influence over VDESIR and VCURVE, but has a slight influence on the gravity-related constraining speeds, VDRIVE and VBRAKE through the rolling resistance coefficient.

Figure 27b shows the effect of vertical alignment on the steady-state speed for a slightly curved and low roughness segment. In this figure, three different constraining speeds are binding over the -10.0 to +10.0 percent range of the road gradient. On the one extreme, for negative grades steeper than 7.5 percent, the limiting speed based on braking capacity (VBRAKE) is binding. At the opposite end, for slightly negative (-0.2 percent) and positive gradients the limiting speed based on engine power (VDRIVE) becomes dominant. In the mid-range the desired speed (VDESIR) determines the steady-state speed. Note that for slightly negative and positive grades, the value of VBRAKE is infinity, that is, it has no influence on the resulting steady-state speed over this range, while road gradient has no influence on VDESIR, VCURVE, and VROUGH.

Figure 27c shows the effect of horizontal alignment on the steady-state speed for a smooth and downward-slope segment. In this case two constraining speeds are binding. The desired speed (VDESIR) is the primary deter-
The model computes the predicted steady-state speed (V) for the segment using the respective values of the five limiting speeds for each road segment. The theory behind these computations involves treating each of the limiting speeds for a segment as a random variable and the resulting steady-state speed prediction as the average value of the minimum of these random variables. The probability model used is the Weibull distribution which is one of the standard "extreme value" distributions. The formulas are:

\[
Vu = E_0 \left( \frac{1}{(1/\text{VDRIVEu})^{1/\beta}} + \frac{1}{(1/\text{VBRAKEu})^{1/\beta}} + \frac{1}{(1/\text{VCURVE})^{1/\beta}} + \frac{1}{(1/\text{VROUGH})^{1/\beta}} + \frac{1}{(1/\text{VDESIR})^{1/\beta}} \right)^{1/\beta}
\]

\[
Vd = E_0 \left( \frac{1}{(1/\text{VDRIVEd})^{1/\beta}} + \frac{1}{(1/\text{VBRAKEd})^{1/\beta}} + \frac{1}{(1/\text{VCURVE})^{1/\beta}} + \frac{1}{(1/\text{VROUGH})^{1/\beta}} + \frac{1}{(1/\text{VDESIR})^{1/\beta}} \right)^{1/\beta}
\]

\[
V = 3.6 \left( \frac{\text{LP}}{Vu} + \frac{1 - \text{LP}}{Vd} \right)
\]

Vu is the predicted vehicle speed for the uphill segment, in m/s.

Vd is the predicted vehicle speed for the downhill segment, in m/s.

V is the vehicle speed in km/hour.

LP is the proportion of uphill travel expressed as a fraction.

Note that the program collects LP as a percentage.

3.6 is the conversion factor from m/s to km/h.

E_0 is the bias correction factor.

BETA (\beta) is the Weibull distribution shape parameter.
In the above formulas, the subscripts \( u \) and \( d \) stand for the uphill and downhill segment, respectively. Note that only the two constraining velocities involving vertical gradient carry these subscripts.

The coefficient \( \beta \) determines the shape of the assumed Weibull distribution and is a member of the set of parameters estimated for each type of vehicle. As the estimation involved a logarithmic transformation of the variables, the prediction formulas include the bias correction factor \( E_0 \) based on the standard error of residuals in the estimation. Table 1 lists the numerical values of \( \beta \) and \( E_0 \), as estimated from the Brazil data set.

If the user decides to specify the vehicle speed, the model performs the following steps to compute the corresponding uphill and downhill segments speeds:

1. Computes a base downhill segment speed and a base uphill segment speed for the given roadway and vehicle characteristics using the same Brazil equations described above.
2. Computes the ratio between the base uphill speed and the base downhill speed.
3. Computes the corresponding uphill speed and the downhill speed by considering the ratio between the uphill speed and downhill speed to be the same as the ratio of the base uphill speed and base downhill speed.

The equations used are the following:

\[
VRATIO = \frac{V_{BASEu}}{V_{BASEd}}
\]

\[
V = VSPEC
\]

\[
V_u = \frac{VSPEC(1 - LP) + (1 - LP) VRATIO}{3.6}
\]

\[
V_d = \frac{V_u}{VRATIO}
\]

\( V_{BASEu} \) is the base uphill speed in m/s.
\( V_{BASEd} \) is the base downhill speed in m/s.
\( VSPEC \) is the specified vehicle speed in km/hour.

**VDRIVE\( u \) and VDRIVE\( d \)**

\( VDRIVE \), the speed limited by driving power for a given road segment as determined by power and gradient, derives from the hypothesis that the vehicle is driven at steady-state speed on a smooth, straight road using a high level of power called the driving power, \( HPDRIVE \). Maximum used driving power was found generally to be less than the rated power of the engine, especially for gasoline engine vehicles. Reasons for the difference are largely behavioral (unwillingness of drivers to use full power) and perhaps partly mechanical (operation at less than rated rpm, power lost in the transmission and used by accessories).

\( VDRIVE \) relates to \( HPDRIVE \) and the gradient through the balance of forces without acceleration:

\[
[\text{Drive force}] = [\text{Rolling resistance}] + [\text{Grade resistance}] + [\text{Air resistance}]
\]
where the various terms, all measured in newtons, are given by the following expressions:

**Drive force** = \( \frac{736 \text{ HPDRIVE}}{\text{VDRIVE}} \)

**Rolling resistance** = \( g \times \text{GVW} \times CR \)

**Grade resistance** = \( g \times \text{GVW} \times GR \)

**Air resistance** = \( 0.5 \times \text{RHO} \times CD \times \text{AR} \times (\text{VDRIVE})^2 \)

736 is the number of watts in one metric hp.

GVW is the gross vehicle weight, in kg.

\( g \) is the gravitational constant, equal to 9.81 m/s.

CR is the dimensionless coefficient of rolling resistance.

GR is the vertical gradient expressed as a fraction.

RHO is the mass density of air, in kg/m\(^3\).

CD is the dimensionless aerodynamic drag coefficient.

AR is the projected frontal area, in m\(^2\).

Substituting these values in the force balance yields a cubic equation for VDRIVE that always has a single positive root. Thus, given values of HPDRIVE and the other variables listed above, the model computes a unique VDRIVE value. Solving the cubic equation with GR = positive gradient (PG) would yield the value of VDRIVE\(_u\), and solving with GR = - negative gradient (NG) would yield the value for VDRIVE\(_d\). The steps are:

1) Compute the rolling resistance coefficient (CR):

The rolling resistance coefficient, CR, was found empirically to be a function of road roughness.

If the vehicle is a car or utility:

\[ CR = 0.0218 + 0.0006071 \times RI \]

If the vehicle is a bus or a truck:

\[ CR = 0.0139 + 0.0002574 \times RI \]

RI is the road roughness expressed in the International Roughness Index units, IRI (m/km).

2) Compute the mass density of air (RHO), in kg/m\(^3\):

\[ \text{RHO} = 1.225 \left( 1 - 2.26 \times \frac{\text{ALT}}{100000} \right)^{0.255} \]

ALT is the road altitude, defined as the elevation of the road above the mean sea level, in meters.

3) Compute the gross vehicle weight of the vehicle (GVW), in kg:

\[ \text{GVW} = \text{TARE} + \text{LOAD} \]

TARE is the vehicle tare weight, in kg.

LOAD is the vehicle payload, in kg.

4) Compute the driving power-constrained speed for uphill travel, \( \text{VDRIVE}_u \), in m/s:

The cubic equation is:
0.5 \rho \, CD \, AR \, VDRIVE_u^3 + \text{GVW} \, g \, (CR + PG) \, VDRIVE_u - 736 \, HPDRIVE = 0

PG is the positive gradient expressed as a fraction. Note that the program collects the positive gradient as a percentage.

First compute the following intermediate values:

\[ A = 0.5 \rho \, CD \, AR \]
\[ B = HPDRIVE \, 736 / (2 \, A) \]
\[ Cu = \text{GVW} \, g \, (CR + PG) / (3 \, A) \]
\[ Du = B^2 + Cu^3 \]

The solution for the equation is:

\[ VDRIVE_u = (Du + B)^{1/3} - (Du - B)^{1/3} \]

5) Compute the driving power-constrained speed for downhill travel, VDRIVE_d, in m/s:

The cubic equation is:

\[ 0.5 \rho \, CD \, AR \, VDRIVE_d^3 + \text{GVW} \, g \, (CR - NG) \, VDRIVE_d - 736 \, HPDRIVE = 0 \]

NG is the negative gradient expressed as a fraction. Note that the program collects the negative gradient as a percentage.

First compute the following intermediate values:

\[ Cd = \text{GVW} \, g \, (CR - NG) / (3 \, A) \]
\[ Dd = B^2 + Cd^3 \]

The solution of the equation is:

If \( Dd \) is positive, then:
\[ VDRIVE_d = (Dd + B)^{1/3} - (Dd - B)^{1/3} \]

If \( Dd \) is negative or zero, the roots are:
\[ r = 2 \cdot (\cdot Cd)^{1/2} \]
\[ z = 1/3 \, \text{arc} \cos \{(\cdot 2 \, B) / (\cdot Cd \, r)\} \]
\[ v1 = r \, \cos(z) \]
\[ v2 = r \, \cos(z + 2 \, \pi / 3) \]
\[ v3 = r \, \cos(z + 4 \, \pi / 3) \]

since only one of the three roots is positive, set VDRIVE_d to the positive root.
\[ VDRIVE_d = \max \{v1, v2, v3\} \]

\textbf{VBRAKE}_u \text{ and } \textbf{VBRAKE}_d

VBRAKE, the speed for a given road segment as limited by braking capacity and gradient, derives from the concept of "used braking power," which is a positive quantity, represented by HPBRAKE, in metric horse-
power units. The assumption underlying the concept is that the braking capacity, HPBRAKE, which depends on the vehicle type, limits the steady-state speed acquired on a long, smooth, straight downhill section.

On an uphill segment the braking capacity constraint does not apply. Conceptually, when the brakes are not used, the value of VBRAKE is infinity and 1 / VBRAKE is zero. More generally, the constraint is not applicable whenever the vehicle needs positive engine power to move. This would be the case on a downhill segment if the rolling resistance is greater in absolute value than the gradient-resistance; in symbols, whenever CR > NG.

When the constraint applies, VBRAKE relates to HPBRAKE, as before, through the force balance:

\[
\text{[Drive force]} = \text{[Rolling resistance]} + \text{[Grade resistance]} + \text{[Air resistance]}
\]

However, since the braking capacity constraint is likely to become binding only for steep negative grades with low steady-state speeds, the model ignores without significant error the air resistance. Thus VBRAKE is computed with a first degree equation:

\[
\begin{align*}
\text{VBRAKE}_u &= \infty \\
\text{if } CR &\geq NG: \\
\text{VBRAKE}_d &= \infty \\
\text{if } CR &< NG: \\
\text{VBRAKE}_d &= 736 \frac{\text{HPBRAKE}}{g \text{ GVW} (\text{CR} - \text{NG})}
\end{align*}
\]

**V CURVE**

V CURVE, the curvature-limited speed, is derived from the postulate that when curvature is significant the tendency of the wheels to skid limits the speed. A good indicator of the tendency to skid is the ratio of the side force on the vehicle to the normal force, FRATIO.

For the vehicle traveling at a steady-state speed \( V \), the lateral or side force on the vehicle in the direction parallel to the road surface, \( LF \), in newtons, is given by the following kinematic relationship:

\[
\begin{align*}
LF &= \text{[Centrifugal force]} + \text{[Gravitational force]} \\
LF &= (\text{GVW} V^2 / RC) \cos sp - (\text{GVW} g) \sin sp \\
sp &\text{is the superelevation angle.}
\end{align*}
\]

\( RC \) is the radius of curvature, in meters.

The force on the vehicle in the direction perpendicular to the road surface, the normal force represented by \( NF \), in newtons, is given by:

\[
\begin{align*}
NF &= \text{GVW} g \cos sp + (\text{GVW} V^2 / RC) \sin sp
\end{align*}
\]

Since curve superelevation normally does not exceed 20 percent, use the following approximations:

\[
\begin{align*}
\cos sp &\approx 1 \\
\sin sp &\approx SP
\end{align*}
\]

\( SP \) is the superelevation expressed as a fraction.
consequently, the equations simplify to:

\[ LF = (GVW \ V^2 / RC) - GVW \ g \ SP \]

\[ NF = GVW \ g + (GVW \ V^2 / RC) \ SP \]

FRATIO, the "used perceived friction ratio" is given by the ratio of the lateral to the normal force:

\[ FRATIO = \frac{LF}{NF} \]

Substituting the LF and NF equations and further simplifying by neglecting the term \((V^2 / g / RC) \ SP\), produces the equation:

\[ FRATIO = \left(\frac{V^2}{g / RC}\right) - SP \]

Solving for \(V\), one has the curvature-limited speed constraint, \(VCURVE\), expressed as:

\[ VCURVE = \left[(FRATIO + SP) \ g \ RC\right]^{0.5} \]

The allowable value of FRATIO was derived as a function of the payload of the vehicle:

\[ FRATIO = \max (0.02, FRATIO_0 - FRATIO_1 \ LOAD) \]

where FRATIO_0 and FRATIO_1 are parameters which depend on the vehicle type as well as the surface type of the road. Table 1 lists the values estimated from the Brazil data set for FRATIO_0 and FRATIO_1.

The radius of curvature, \(RC\), is a simple function of average horizontal curvature:

\[ RC = \frac{180000}{\pi \ \max (18 / \pi, C)} \]

\[ C = \text{the horizontal curvature, in degrees per km.} \]

Note: For practical purposes the model considers the curvature-constrained speed only when the radius of curvature (RC) is smaller than 10000 meters.

If you do not supply values for superelevation, \(SP\), the model estimates the superelevation from the following formulas:

\[ SP = 0.012 \ C \quad \text{for paved roads} \]

\[ SP = 0.017 \ C \quad \text{for unpaved roads} \]

These formulas are approximations to suggested design standards for typical speeds on these surfaces, and may be unrealistic for actual conditions in particular cases. Therefore, whenever possible you should provide superelevation values based on actual road geometry.

**VROUGH**

VROUGH, the roughness-limited speed constraint, derives from the "average rectified velocity" measure (ARV) that is recommended as an adequate measure of ride discomfort, or severity. ARV is defined in general for a given vehicle with a rigid rear-axle as the average rate of rear-axle suspension motion, more specifically as the rate of cumulative absolute displacement of the rear-axle relative to the vehicle body (in mm/s). ARV is related to the vehicle speed, \(V\), by means of the following identity:

\[ ARV = VARS \]
Table 1 - Defaults Values for Speed Prediction

<table>
<thead>
<tr>
<th></th>
<th>Small Car</th>
<th>Medium Car</th>
<th>Large Car</th>
<th>Utility Bus</th>
<th>Light Gas Truck</th>
<th>Light Diesel Truck</th>
<th>Medium Truck</th>
<th>Heavy Truck</th>
<th>Articulated Truck</th>
</tr>
</thead>
<tbody>
<tr>
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<td>1300</td>
<td>Opala</td>
<td>Dodge Dart</td>
<td>Kombi</td>
<td>D-362</td>
<td>F-400</td>
<td>Benz</td>
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<td>1220</td>
<td>8100</td>
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<tr>
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<td>259.7</td>
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<td>1</td>
<td>1</td>
<td>1</td>
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<td>1.012</td>
<td>1.008</td>
<td>1.008</td>
<td>1.013</td>
<td>1.013</td>
</tr>
</tbody>
</table>

where ARS is the "average rectified slope" measure, defined as the amount of rear-axle suspension motion per unit travel distance (in mm/m or m/km). For modelling purposes ARV and ARS measures are those of the "calibrated" standard Maysmeter-equipped Opala passenger car used in the Brazil study.

The ARS measure is related to IRI, the international roughness index, through the following relationship:

\[ \text{ARS} = 1.1466 \times \text{IRI} \]

IRI is the road roughness expressed in the International Roughness Index units, IRI (m/km).

1.1466 is a constant for unit conversion.
The constraining speed due to ride severity, VROUGH, is governed by the maximum practical ARV, called ARVMAX, as follow:

\[ VROUGH = \frac{ARVMAX}{1.1466} \cdot RI \]

where ARVMAX is an estimated parameter. Table 1 lists the values of ARVMAX, as estimated from the Brazil data set.

**VDESIR**

VDESIR is the desired speed constraint, i.e. the speed at which a vehicle is assumed to be operated without the constraints based on the vertical grade, curvature, and roughness. The desired speed results from the driver's response to psychological, safety, economic, and other considerations.

The Brazil study considers, for each surface type (i.e. paved or unpaved), VDESIR to be a constant for each vehicle type. However, for narrow roads (that is, those with effective number of lanes equal to one or single-lane roads), the model assumes VDESIR to be lower. The following formulas were adopted, based on an analysis of speed data from India.

\[ VDESIR = VDESIR_0 \cdot BW \]

\[ VDESIR_0 \] is the unmodified user-specified value of the desired speed, in km/h.

\[ BW \] is the width effect parameter applicable to single-lane roads.

Table 1 lists the originally estimated values of VDESIR_0, as estimated from the Brazil data set, and the values of BW.

**Fuel Consumption**

The program expresses the fuel consumption per 1000 vehicle-km (FL) as the number of liters consumed per 1000 vehicle-km. The fuel consumption cost per 1000 vehicle-km is given by:

\[ \text{Cost per 1000 veh-km} = FL \cdot \text{fuel cost per liter} \]

The fuel consumption prediction model uses the concept of time-rate fuel consumption or unit fuel consumption, represented by UFC (in ml/s). Basic principles of internal combustion engine suggest that, under idealized environmental conditions, the unit fuel consumption is a function of power output (HP, in metric hp) and engine speed (RPM, in rpm).

For a vehicle operating on a given road section of specified geometry alignment, the average fuel consumption, FL, in liters/1000 vehicle-km is given by:

\[ FL = 1000 \alpha_1 \alpha_2 \left( \frac{UFC_u LP}{V_u} + \frac{UFC_d (1-LP)}{V_d} \right) \]

\[ UFC_u \] is the predicted unit fuel consumption for the uphill segment, in ml/s.

\[ UFC_d \] is the predicted unit fuel consumption for the downhill segment, in ml/s.

LP is the proportion of uphill travel expressed as a fraction.

\[ \alpha_1 \] is the relative energy-efficiency factor.
\( a_2 \) is the fuel adjustment factor.

\( V_u, V_d \) are the estimated speeds in m/s.

Since the test vehicles used in the Brazil study are makes and models typical in the mid-1970s, a "relative energy-efficiency factor," represented by \( a_1 \), has been introduced to allow to incorporate changes in vehicle technology. This factor has a value of 1.0 for makes and models close to the ones employed in the Brazil study. However, you may specify lower values for newer, more fuel-efficient vehicles. For passenger cars, the following energy-efficiency factors are recommended for late-1980s vehicles and are the defaults of the HDM-VOC model:

- Small car: 0.7
- Medium car: 0.4
- Large car: 0.4

To account for the differences between experimental conditions and real life driving conditions, a "fuel adjustment factor", represented by \( a_2 \) has been introduced. The model uses as default, the values determined by calibrating the mechanistic fuel prediction model to the Brazil road user cost survey data. It is 1.16 for cars and utilities, and 1.15 for buses and trucks.

While it is not possible to deduce the precise form of the UFC function from theoretical considerations, the function is known to be convex in both arguments. In the Brazil study, a quadratic form was employed, with separate coefficients for positive and negative power regimes. The experiment basically involved running the test vehicles on 51 selected test sections of constant slope under different loads and speeds varying in the range 10-120 km/h.

The predicted unit fuel consumption is given separately for the uphill (UFCu) and downhill (UFCd) road segments, as follows:

\[
UFCu = (UFC_0 + a_3 HP_u + a_4 HP_u RPM + a_5 HP_u^2) \times 10^{-5}
\]

if \( HP_d > 0 \):

<table>
<thead>
<tr>
<th>Fuel Consumption</th>
<th>Small Car</th>
<th>Medium Car</th>
<th>Large Car</th>
<th>Utility Bus</th>
<th>Light Gas Truck</th>
<th>Light Diesel Truck</th>
<th>Medium Heavy Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>RPM (rpm)</td>
<td>3500</td>
<td>3000</td>
<td>3500</td>
<td>3000</td>
<td>3200</td>
<td>3200</td>
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<td>23453</td>
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</tr>
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<td>0</td>
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<td>36.48</td>
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<td>5957</td>
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<td>3738</td>
</tr>
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<td>9988</td>
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</tr>
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<td>0</td>
<td>13.61</td>
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<td>6.54</td>
<td>43.70</td>
<td>0</td>
</tr>
<tr>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>120</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>NH0</td>
<td>2.16</td>
<td>3.45</td>
<td>1.18</td>
<td>1.88</td>
<td>1.88</td>
<td>1.88</td>
<td>1.88</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Lubricants Consumption</th>
<th>CO0</th>
<th>1.55</th>
<th>1.55</th>
<th>1.55</th>
<th>1.55</th>
<th>3.67</th>
<th>2.20</th>
<th>2.30</th>
<th>3.07</th>
<th>3.07</th>
<th>5.15</th>
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<tr>
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<td>0.7</td>
<td>0.4</td>
<td>0.4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>902</td>
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<td>1.18</td>
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<td>1.15</td>
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<td>1.15</td>
<td>1.15</td>
<td>1.15</td>
</tr>
</tbody>
</table>
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\[ \text{UFC}_d = (\text{UFC}_0 + a_3 \text{HP}_d + a_4 \text{HP}_d \text{RPM} + a_5 \text{HP}_d^2) \times 10^{-5} \]

if \( \text{NH}_0 \leq \text{HP}_d < 0 \):

\[ \text{UFC}_d = (\text{UFC}_0 + a_6 \text{HP}_d + a_7 \text{HP}_d^2) \times 10^{-5} \]

if \( \text{HP}_d < \text{NH}_0 \):

\[ \text{UFC}_d = (\text{UFC}_0 + a_6 \text{NH}_0 + a_7 \text{NH}_0^2) \times 10^{-5} \]

\( \text{UFC}_0 \) is the idling component obtained at idling speed and expressed as follows:

\[ \text{UFC}_0 = a_0 + a_1 \text{RPM} + a_2 \text{RPM}^2 \]

\( \text{RPM} \) is the engine speed in rpm. The Brazil study found that a satisfactory prediction of fuel consumption could be obtained by using a constant calibrated engine speed (\( \text{CRPM} \)) instead of the actual engine speed, and that a good estimate of \( \text{CRPM} \) is given by the following formula:

\[ \text{RPM} = \frac{\text{CRPM}}{0.75} \times \text{MRPM} \]

\( \text{MRPM} \) is the maximum rated engine speed, in rpm.

\( \text{CRPM} \) is the user-specified calibrated engine speed, in rpm.

New research for this publication has shown that for passenger cars, the fuel consumption prediction can be improved if \( \text{RPM} \) is a function of the vehicle speed when the vehicle is at top gear. Therefore, for passenger cars, this version of the HDM-VOC model (4.0) gives you the option of varying the engine speed for passenger cars using the following formulas:

Top gear

\[ \text{RPM} = \frac{\text{MRPM} \times V}{V_{\max}} \]

Less than top gear

\[ \text{RPM} = \frac{\text{MRPM} \times V_{\text{top}}}{V_{\max}} \]

\( \text{MRPM} \) is the maximum rated engine speed that is equal to \( \text{CRPM} / 0.75 \).

\( V \) is the vehicle speed in km/hour.

\( V_{\max} \) is the maximum vehicle speed equal to \( V_{\text{DRIVEd}} \) in km/hour.

\( V_{\text{top}} \) is the speed at the start of top gear (45 km/hr for small cars and 55 km/hr for medium and large cars)

\( \text{HP}_u, \text{HP}_d \) are the vehicle powers on the uphill and downhill road segments, in metric hp, given by:

\[ \text{HP}_u = \frac{((\text{CR} + \text{PG}) \text{GVW} \ g \ V_u + 0.5 \text{RHO} \text{ CD} \ AR \ V_u^3)}{736} \]

\[ \text{HP}_d = \frac{((\text{CR} - \text{NG}) \text{GVW} \ g \ V_d + 0.5 \text{RHO} \text{ CD} \ AR \ V_d^3)}{736} \]
The coefficients $a_0$ through $a_7$ and $N_{H0}$ (lower limit on negative power) are the parameters of the mechanistic fuel prediction model estimated using data from controlled experiments.

Table 2 lists the default values for CRPM, $a_0$ through $a_7$ and $N_{H0}$ for the representative vehicles used in the Brazil study.

Figure 28 shows the effect of vehicle speed on vehicle power (HP) and fuel consumption (FL) for a heavy truck on a level tangent good condition road. The figure shows that as the speed increases, the power rises, partly due to increased air resistance and partly due to the need to overcome resistance forces at a faster rate; however, the fuel consumption drops initially to a minimum before rising.

**Figure 28 - Fuel Consumption**

![Graph showing fuel consumption and power versus vehicle speed](image)

**Lubricant Consumption**

The program expresses the lubricant consumption per 1000 vehicle-km (AOIL) as the number of liters consumed per 1000 vehicle-km. The lubricant consumption cost per 1000 vehicle-km is given by:

\[
\text{Cost per 1000 veh-km} = \text{AOIL} \times \text{lubricant cost per liter}
\]

Lubricants consumption was not part of the Brazil study. For completeness, the model uses the following relationship where lubricants consumption is a function of roughness. The relationship is as modified by Chesher and Harrison (1987) from those obtained from the India study (CRRI, 1982):

\[
\text{AOIL} = C_{O0} + 0.151R_I
\]
COo is the constant term of the lubricants relationship. COo depends on the vehicle type. Table 2 lists the default values for COo.

RI is the road roughness expressed in the International Roughness Index units, IRI (m/km).

**Tire Wear**

The program expresses the tire wear per 1000 vehicle-km (EQNT) in "cost equivalent" or simply "equivalent" new tires per 1000 vehicle-km. The tire wear cost per 1000 vehicle-km is given by:

\[
\text{Cost per 1000 vehicle-km} = \text{EQNT new tire cost}
\]

The model employs two relationships obtained in the Brazil study for predicting tire wear: one for cars and utilities, and another for trucks and buses. Because the tire data for cars and utilities obtained in the Brazil study were inadequate, the relationships constructed with the data for these vehicle types is relatively crude. On the other hand the more comprehensive data for trucks and buses permitted a more elaborate analysis on mechanistic principles and idealized uphill and downhill road segments as in the speed and fuel relationships. The relationships are:

a) For passenger cars (small, medium and large) and utilities the tire wear (EQNT) is given by:

\[
\begin{align*}
\text{EQNT} &= \text{NT} \times (0.0114 + 0.001781 \times \text{RI}) \quad \text{for} \ 0 < \text{RI} \leq 15 \\
\text{EQNT} &= \text{NT} \times 0.0388 \quad \text{for} \ \text{RI} > 15 \\
\end{align*}
\]

NT is the number of tires per vehicle. Table 3 lists the default values for NT.

RI is the road roughness expressed in the International Roughness Index units, IRI (m/km).

b) For light (gasoline and diesel), medium, heavy and articulated trucks and large buses the tire wear (EQNT) is given by:

\[
\text{EQNT} = \frac{\text{CTV}}{\text{CN}}
\]

CTV is the tire wear cost per 1000 vehicle-km.

CN is the cost of a new tire.

The tire wear cost per 1000 vehicle-km (CTV) is expressed by:

\[
\text{CTV} = \frac{\text{NT} \times (\text{CN} + \text{CRT} \times \text{NR})}{\text{DISTOT}}
\]

NT is the number of tires per vehicle.

CN is the cost of a new tire.

CRT is the cost of one retreading.

NR is the number of retreadings.

DISTOT is the total distance of travel provided by the tire carcass through its new tread and retreads, in 1000 km.

The tire wear (EQNT) can be expressed as:

\[
\text{EQNT} = \frac{\text{NT} \times (1 + 0.01 \times \text{RREC} \times \text{NR})}{\text{DISTOT}}
\]
RREC is the ratio of cost of one retreading to the cost of one new tire, in percent. Table 3 lists the default values for the RREC.

The number of retreadings, NR, is expressed as:

\[ NR = NRO \exp(-0.03224 RI - 0.00118 \min(C, 300)) - 1 \]

NR0 is the base number of retreads. Table 3 lists the default values for NR0.

C is the horizontal curvature, in degrees per km. The effect of curvature is limited to a maximum value of 300 degrees per km.

The total travel distance per tire carcass, DISTOT, is given by:

\[ DISTOT = 1 /TWN + NR /TWR \]

TWN is the tread wear of new treads expressed as the fraction of tread worn per 1000 tire-km.

TWR is the tread wear of retreads expressed as the fraction of tread worn per 1000 tire-km.

and assuming that TWN and TWR are equal, then:

\[ TWN = TWR = TWT /VOL \]

TWT is the predicted volume of rubber loss, in dm³/1000 tire-km.

VOL is the average volume of rubber per tire for a given vehicle axle-wheel configuration and nominal tire size, in dm³. Table 3 lists the default values for VOL.

TWT is given by the expression:

\[ TWT = C_{ctc} + C_{ctc} CFI /NFT \]

C_{ctc} is the constant term of the tread wear model.

C_{ctc} is the wear coefficient of the tread wear model.

The parameters C_{ctc} and C_{ctc} are specific, not to the vehicle class, but mainly to the type of tire (conventional or radial ply), and secondarily to the make of the tire. Table 3 lists the default values which apply to conventional (bias ply) type of tires of the Pirelli make.

NFT is the average force per tire in the direction perpen-

Table 3 - Default Values for Tire Wear Prediction

<table>
<thead>
<tr>
<th></th>
<th>Small Car</th>
<th>Medium Car</th>
<th>Large Car</th>
<th>Utility</th>
<th>Bus</th>
<th>Light Gas Truck</th>
<th>Light Diesel Truck</th>
<th>Medium Truck</th>
<th>Heavy Truck</th>
<th>Articulated Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>NT</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>8</td>
<td>6</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td>RREC (%)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>NRO</td>
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<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>VOL (dm³)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3.39</td>
<td>1.83</td>
<td>1.83</td>
<td>3.39</td>
<td>3.39</td>
<td>4.57</td>
</tr>
<tr>
<td>C_{ctc}</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.184</td>
<td>0.184</td>
<td>0.184</td>
<td>0.184</td>
<td>0.184</td>
<td>0.184</td>
</tr>
<tr>
<td>C_{ctc} (10E-3)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>12.78</td>
<td>12.78</td>
<td>12.78</td>
<td>12.78</td>
<td>12.78</td>
<td>12.78</td>
</tr>
</tbody>
</table>
Estimating Vehicle Operating Costs

dicular to the road surface, in newtons, given by:

\[ N_{FT} = \frac{GVW \cdot g}{NT} \]

\( C_{FT}^2 \) is the average squared circumferential force per tire, given by:

\[ C_{FT}^2 = 0.5 \left( C_{Fu}^2 + C_{Fd}^2 \right) \]

\( C_{Fu} \) is the average circumferential force per tire (in the direction tangential to the road surface) on the uphill road segment, in newtons.

\( C_{Fd} \) is the average circumferential force per tire (in the direction tangential to the road surface) on the downhill road segment, in newtons.

The circumferential force \( C_{Fu} \) and \( C_{Fd} \) are computed as the vehicle drive force divided by the number of tires of the vehicle:

\[ C_{Fu} = \frac{\left\{ (CR + PG) \cdot GVW \cdot g + 0.5 \cdot \rho \cdot \text{CA} \cdot \text{RVu}^2 \right\}}{NT} \]

\[ C_{Fd} = \frac{\left\{ (CR - NG) \cdot GVW \cdot g + 0.5 \cdot \rho \cdot \text{CA} \cdot \text{RVd}^2 \right\}}{NT} \]

Finally, the tire wear (\( EQ_{NT} \)) is expressed as:

\[ EQ_{NT} = NT \left[ (1 + 0.01 \cdot NR) \cdot \frac{TWT}{\text{TWT}} \right] \frac{1}{\left( 1 + NR \right) \cdot \text{VOL}} + 0.0027 \]

0.0027 is a correction term for the prediction bias due to model nonlinearity.

Figure 29 shows tire wear consumption as a function of vehicle speed for a heavy truck on a tangent level paved road.

Figure 29 - Tire Wear Consumption

![Diagram of tire wear consumption vs vehicle speed]

Roughness = 6 IRI m/km
Roughness = 2 IRI m/km

Vehicle Speed (km/h)
Crew Time

The program expresses the crew requirements per 1000 vehicle-km (CRH) as the number of crew-hours spent traveling per 1000 vehicle-km. The crew cost per 1000 vehicle-km is given by:

Cost per 1000 veh-km = CRH crew cost per hour

CRH is given by:

CRH = 1000 / V

V is the computed vehicle speed, in km/h.

Passenger Time

The program expresses the passenger delays per 1000 vehicle-km (PXH) as the number of passenger-hours spent traveling per 1000 vehicle-km. The passenger delay cost per 1000 vehicle-km is given by:

Cost per 1000 veh-km = PXH passenger time cost per hour

PXH is given by:

PXH = 1000 PAX / V

PAX is the user-specified average number of passengers per vehicle.

V is the computed vehicle speed, in km/h.

Cargo Holding

The program expresses the cargo holding per 1000 vehicle-km (VCH) as the number of vehicle-hours spent in transit per 1000 vehicle-km. The cargo holding costs per 1000 vehicle-km is given by:

Cost per 1000 veh-km = VCH cargo holding cost per hour

VCH is given by:

VCH = 1000 / V

V is the computed vehicle speed, in km/h.

Maintenance Parts

The program expresses the maintenance parts consumption per 1000 vehicle-km (PC) as a percentage of the average new vehicle cost. The maintenance parts cost per 1000 vehicle-km is given by:

Cost per 1000 veh-km = PC / 100 new vehicle price cost

The maintenance parts consumption is related to roughness and vehicle age (Chesher and Harrison, 1987). The effects of these two factors are multiplicative. Holding the age constant, the relationship between maintenance parts consumption (PC) and roughness is generally exponential, especially for relatively low values of roughness. However, the exponential relation tends to overpredict PC at higher values. Therefore, the recommended equation is a composite of exponential and linear -- exponential up to a transitional value of roughness, Q1Po, which is different for different vehicle types, and
then linear for higher values. The linear extension is tangent to the exponential relationship at QIPo. Since the Brazil relation for truck parts consumption was found to be linear over all values of roughness encountered in practice, QIPo is set to zero for all trucks. The maintenance parts consumption (PC) is given by:

For $RI \leq QIPo$:

$$PC = 100 \, CKM^{KP} \, CPo \exp(CPq \, RI + 3)$$

For $RI > QIPo$:

$$100 \, CKM^{KP} \, (a0 + a1 \, RI + 3)$$

$CKM$ is the average age of the vehicle group in km, defined as the average number of kilometers the vehicles have been driven since they were built.

$KP$ is the age exponent, a fixed model parameter.

$CPo$ is the constant coefficient in the exponential relationship between spare parts consumption and roughness.

$CPq$ is the roughness coefficient in the exponential relationship between spare parts consumption and roughness.

$QIPo$ is the transitional value of roughness, in IRI, beyond which the relationship between spare parts consumption and roughness is linear.

$RI$ is the road roughness expressed in the International Roughness Index units, IRI (m/km).

$a0$ and $a1$ are coefficients of the linear-tangential extension of the exponential relationships and may be expressed as functions of model parameters.

$$a0 = CPo \exp(CPq \, QIPo) \cdot (1 - CPq \, QIPo)$$

$$a1 = CPo \, CPq \exp(CPq \, QIPo)$$

The prediction of PC requires four parameters, namely $KP$, $CPo$, $CPq$ and $QIPo$. Table 4 lists the default values, as estimated from the Brazil data set.

**Table 4 - Default Values for Maintenance Predictions**

<table>
<thead>
<tr>
<th>Maintenance Parts</th>
<th>Small Car</th>
<th>Medium Car</th>
<th>Large Car</th>
<th>Utility</th>
<th>Bus</th>
<th>Light Gas Truck</th>
<th>Light Diesel Truck</th>
<th>Medium Truck</th>
<th>Heavy Truck</th>
<th>Articulated Truck</th>
</tr>
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<tbody>
<tr>
<td>KP</td>
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<td>0.308</td>
<td>0.308</td>
<td>0.308</td>
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<tr>
<td>QIPo</td>
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<td>0.23</td>
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<table>
<thead>
<tr>
<th>Maintenance Labor</th>
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<th>CLb</th>
<th>CLc</th>
</tr>
</thead>
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<td>77.14</td>
<td>77.14</td>
</tr>
<tr>
<td></td>
<td>0.547</td>
<td>0.547</td>
<td>0.554</td>
</tr>
<tr>
<td></td>
<td>0</td>
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<td>0</td>
</tr>
</tbody>
</table>

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Figure 30 shows maintenance parts consumption as a function of vehicle speed for a heavy truck on a tangent level paved road. Note that the vehicle speed has no effect on maintenance parts consumption.

**Figure 30 - Maintenance Parts Consumption**

![Percentage of Vehicle Price/1000km vs. Vehicle Speed (km/h)]

**Maintenance Labor**

The program expresses the maintenance labor requirements per 1000 vehicle-km (LH) as the number of maintenance labor-hours required per 1000 vehicle-km. The maintenance labor cost per 1000 vehicle-km is given by:

Cost per 1000 veh-km = LH labor cost per hour

Maintenance labor hours relates primarily to maintenance parts requirements, and in some cases, to roughness. When significant, the latter has been found to be exponential and the two effects are multiplicative. The relationship in its general form is written as:

\[ LH = C_{Lo} (PC/100)^{C_{LP}} \exp(C_{Lq} RI 13) \]

- \( PC \) is the standardized parts cost per 1000 vehicle-km expressed as a fraction of new vehicle price.
- \( C_{Lo} \) is the constant coefficient in the relationship between labor hours and parts costs.
- \( C_{LP} \) is the exponent of parts cost in the relationship between labor hours and parts costs.
- \( C_{Lq} \) is the roughness coefficient in the exponential relationship between labor hours and roughness.
- \( RI \) is the road roughness expressed in the International Roughness Index units, IRI (m/km).
The prediction of LH requires three parameters, namely CLo, CLp, and CLq. Table 4 lists the default values, as estimated from the Brazil data set.

**Depreciation**

The program expresses the depreciation per 1000 vehicle-km (DEP) as a percentage of the average new vehicle cost. The depreciation cost per 1000 vehicle-km is given by:

\[
\text{Cost per 1000 veh-km} = \frac{\text{DEP}}{100} \times \text{new vehicle price cost}
\]

A vehicle is a medium-term capital asset; its purchase costs represents an investment which yields services over several years. The market value of the asset declines with both the passage of time and, usually to a much smaller degree, with the amount and type of usage.

It is this loss of market value (as distinct from some physical or accounting concept) that represent vehicle depreciation. The vehicle depreciation per km is a function of the average annual depreciation (ADEP) and the vehicle annual utilization (AKM).

\[
\text{DEP} = \frac{1000 \times \text{ADEP}}{\text{AKM}}
\]

ADEP is the average annual depreciation, expressed as a percentage of the average new vehicle cost, given by:

\[
\text{ADEP} = \frac{1}{\text{LIFE}} \times 100
\]

LIFE is the average vehicle service life, in years.

AKM is the average number of kilometers driven per vehicle per year.

Figure 31 shows depreciation and interest as a function of vehicle speed for a heavy truck on a tangent level good condition road.

**Vehicle Service Life (LIFE)**

There are two methods available for computing the vehicle service life: the Constant Vehicle Life Method, and the de Weille's Varying Vehicle Life Method.

*Constant Vehicle Life Method*

This method uses a straight-line depreciation and assumes the life, LIFE, to be constant irrespective of vehicle speed and equal a user-specified value.

\[
\text{LIFE} = \text{LIFE}_0
\]

LIFE0 is the user-specified baseline average vehicle service life, in years.

*de Weille's Varying Vehicle Life Method*

This method, suggested by de Weille (1966), also uses a straight-line depreciation over a predetermined vehicle service life that decreases somewhat as vehicle speed increases, so lifetime kilometerage increases in less proportion than speed.
\[ \text{LIFE} = \min \{ 1.5 \text{LIFE}_0; (V_0 / V + 2) \text{LIFE}_0 / 3 \} \]

\( V_0 \) is the baseline average vehicle speed, in km/h, given by:
\[ V_0 = \frac{\text{AKM}_0}{\text{HRD}_0} \]

\( \text{AKM}_0 \) is the user-specified baseline average number of kilometers driven per vehicle per year.

\( \text{HRD}_0 \) is the user-specified baseline number of hours driven per vehicle per year.

\( V \) is the computed vehicle speed, in km/h.

\( \text{LIFE}_0 \) is the user-specified baseline average vehicle service life, in years.

Note: The model imposes the maximum limit of 1.5 \( \text{LIFE}_0 \) to prevent computing unrealistically long vehicle lives.

**Vehicle Annual Utilization (AKM)**

The model uses the "adjusted utilization" method to compute the annual utilization. Two other methods: the "constant annual kilometerage" method and the "constant annual hourly utilization" method are particular cases of the "adjusted utilization" method.

**Adjusted Utilization Method**

The "adjusted utilization" method assumes each vehicle to operate on the section under consideration as a fixed route over the analysis year, with the total time, per round trip, \( TT \), given by:
\[ TT = TN + TD \]

**Figure 31 - Depreciation and Interest**

![Depreciation and Interest](image-url)
TN = the time spent on non-driving activities as part of the round trip tour, including loading and unloading, refueling, layovers, etc., in hours per trip.

TD = the driving time on the section, in hours per trip.

\[ TD = \frac{RL}{V} \]

RL is the round trip driving distance or route length, in km.

V is the vehicle speed, in km/h.

The model assumes vehicle operators try to maximize vehicle productivity by making as many trips as possible within the vehicle availability constraint. Let HAV represent the vehicle availability, defined as the total amount of time the vehicle is available for vehicle operation. In general, HAV is equal to the total number of hours per year less the time allowed for crew rest, infeasibility of vehicle operation (e.g. holidays or hours labor does not normally work), vehicle repairs, etc. The model assumes HAV to be independent of vehicle speed and route characteristics. Under this assumption the kilometerage driven per year is derived as:

\[ AKM = \left( \frac{\text{number of round trips per year}}{TT} \right) \times (\text{route length}) \]

\[ AKM = \frac{HAV}{(TA + RL/V)} \]

\[ AKM = \frac{HAV}{(\frac{TN}{RL} + 1/V)} \]

The term \( \frac{TN}{RL} \), the number of non-driving hours per vehicle-km of travel, is expressed as follows:

\[ \frac{TN}{RL} = \frac{HAV - HRD0}{AKM0} \]

\( AKM0 \) is the user-specified baseline average number of kilometers driven per vehicle per year.

\( HRD0 \) is the user-specified baseline number of hours driven per vehicle per year.

and substituting this expression into the above expression for AKM yields:

\[ AKM = \frac{HAV}{((HAV - HRD0) / AKM0 + 1/V)} \]

Thus if the values of HAV, HRD0 and AKM0 are available, the model predicts the annual kilometerage driven, AKM, as a function of the predicted operating speed, V.

The user provides directly the baseline parameters HRD0 and AKM0. The HAV parameter is derived from the following formula:

\[ \text{HURATIO} = \frac{HRD0}{HAV} \]

where HURATIO is the "hourly utilization ratio" for the baseline case, defined as the ratio of the annual number of hours driven to the number of hours available for operation. Substituting this formula in the expression for AKM above yields the general formula for predicting vehicle utilization.

\[ AKM = AKM0 \frac{HRD0}{[HRD0 (1 - \text{HURATIO}) + AKM0 \text{HURATIO} / V]} \]

AKM0 is the user-specified baseline average number of kilometers driven per vehicle per year.
HRD₀ is the user-specified number of hours driven per vehicle per year.
HURATIO is the user-specified hourly utilization ratio.
V is the computed speed of the vehicle, in km/h.

Based on the data from the Brazil study, Watanatada, et al. (1987) estimated typical values of hourly utilization ratio for various classes of vehicles. The results led to the following default values of HURATIO:

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Hourly Utilization Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>0.60</td>
</tr>
<tr>
<td>Utilities</td>
<td>0.80</td>
</tr>
<tr>
<td>Buses</td>
<td>0.75</td>
</tr>
<tr>
<td>Trucks</td>
<td>0.85</td>
</tr>
</tbody>
</table>

These default values are based on the operating characteristics of typical vehicles in Brazil. However, since hourly utilization ratios are expected to vary considerably across countries, you should provide values appropriate to the local operating conditions.

**Constant Annual Kilometerage Method.**

The "constant annual kilometerage" method is obtained when HURATIO equals to zero and the formula becomes:

\[ AKM = AKM₀ \]

The assumption of constant annual kilometerage is appropriate for non-commercial vehicles such as private passenger cars, of which the trip distances and frequencies are usually relatively insensitive to changes in average travel speed. However, commercial vehicles tend to be used for more frequent or longer trips if time for a given length trip is reduced.

**Constant Annual Hourly Utilization Method.**

The "constant annual hourly utilization" method is obtained when HURATIO equals to one and the formula becomes:

\[ AKM = HRD₀ V \]

The constant annual hourly utilization method assumes that the average annual number of hours driven per vehicle is constant. Note that this method tends to overpredict time-related benefits. As the average speed increases the number of trips a commercial vehicle makes in a year tend to rise. However, in addition to the driving time the total time needed to complete each trip also includes a large proportion of non-driving activities such as loading, unloading, vehicle repairs, and layovers. This means that the number of trips per year does not increase in direct proportion to speed. The effect is particularly pronounced for short trips with many stops for pickups and deliveries.

**Interest**

The program expresses the interest charge per 1000 vehicle-km (INT) as a percentage of the average new vehicle cost. The interest cost per 1000 vehicle-km is given by:
Cost per 1000 veh-km = INT / 100 new vehicle price cost

Since depreciation occurs gradually, at any given point in time there is a residual (undepreciated) amount of capital tied up to the vehicle, which normally could be invested elsewhere, so an annual interest charge is incurred.

The model takes the annual interest as the average of the residual vehicle value, decreasing in a linear fashion from full purchase price at the end of year 0 to zero at the end of year LIFE.

\[ INT = 1000 \frac{AINT}{AKM} \]

AINT is average annual interest on the vehicle, in percent.

\[ AINT = \frac{AINV}{2} \]

AINV is the user-specified annual interest charge on the purchase cost of a new vehicle, in percent.

AKM is the average number of kilometers driven per vehicle per year.

Note: Refer to the Vehicle Annual Utilization topic in the Depreciation section of this chapter for information on the computation of AKM.

**Overhead**

The program expresses the overhead per 1000 vehicle-km (OVER) as a lump sum overhead cost per vehicle-km. The overhead cost per 1000 vehicle-km is given by:

\[ \text{Cost per 1000 veh-km} = \frac{\text{OVER}}{1000} \]

OVER is the user-specified overhead cost per vehicle-km.
Chapter 5

The Input Data

Surface Type

The model provides two options for road surface type: (i) Paved and (ii) Unpaved. Enter 1 to select a paved road, and 0 to select an unpaved road.

The paved roads include primarily asphalt concrete roads and surface treatment roads, and the unpaved roads include compacted gravel and earth roads. The surface type affects directly the following predictions:

- VCURVE, the curvature-limited constraint speed
- VDESIR, the desired constraint speed

Note that the model follows the steps below:

1 - Computes the constraint speeds (VDRIVE, VBRAKE, VCURVE, VROUGH, VDESIR).
2 - Computes the predicted vehicle speed (V) from the constraint speeds.
3 - Computes the resources used for each vehicle operating costs component (e.g., liters of fuel, hours of labor, depreciation, etc.).
4 - Applies the unit costs to the resource consumption amounts to obtain the vehicle operating costs.

The vehicle operating costs components listed below are a function of the predicted vehicle speed (V) and the predicted vehicle speed is a function of the constraint speeds (VDRIVE, VBRAKE, VCURVE, VROUGH, VDESIR). Therefore, an input variable that affects any constraint speed will affect directly the predicted vehicle speed and indirectly the following vehicle operating cost components:
Roughness

The road roughness is defined as the deviations of a surface from a true planar surface with characteristics that affect vehicle dynamics, ride quality, dynamic loads and drainage. Enter the average road roughness in IRI units (International Roughness Index, in m/km). If you have roughness in QI units (roughness measured by a quarter-car index scale), convert it into IRI units using the formula:

\[
IRI = \frac{QI}{13}
\]

If you have roughness in BI units (roughness measured by Bump Integrator trailer at 32 km/h), convert it into IRI units using the formula:

\[
IRI = \frac{BI}{715}
\]

If you have roughness in other units, convert it into IRI units using an appropriate calibration method. Refer to the following publication for more information about the International Roughness Index and its relationship to other roughness units.


If a roughness value is not available in any of the above units, translate your subjective assessment of the road roughness into IRI units by using the five-point scale given below (since these guidelines can only provide very broad approximations, you are urged to work with actual roughness measures, if possible):

<table>
<thead>
<tr>
<th>Quantitative Roughness IRI (m/km)</th>
<th>Paved Road</th>
<th>Unpaved Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smooth</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Reasonably smooth</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Medium rough</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td>Rough</td>
<td>8</td>
<td>15</td>
</tr>
<tr>
<td>Very rough</td>
<td>10</td>
<td>20</td>
</tr>
</tbody>
</table>

The roughness affects directly the following predictions:

- VDRIVE, the driving power-limited constraint speed
The Input Data

- VBRAKE, the braking power-limited constraint speed
- VROUGH, the roughness-limited constraint speed
- Fuel consumption
- Lubricant consumption
- Tire wear
- Maintenance parts
- Maintenance labor

Vertical Profile

You can identify three distinct types of journeys on a road between two points, say A and B. These are:

(i) one-way journey from A to B;
(ii) one-way journey from B to A; and
(iii) round trip journey either from A to B and back to A, or from B to A and back to B.

Of the three, the first two are basic in the sense that you may obtain predictions for the round-trip journey from the predictions for the two one-way journeys by appropriate averages. Homogeneous sections of the road between A and B which would have a positive grade in (i) will have a negative grade in (ii), and vice versa. The road studied in (iii) is conceptually identical to a road which is twice in length and has the homogeneous sections of both (i) and (ii).

To obtain the desired predictions for each journey type, the model requires three aggregate attributes of vertical geometry of the road:

- Positive gradient (PG, in percentage) defined as the ratio of the sum of all ascents (or rises) along a road by the length of the sections constituting uphill travel.
- Negative gradient (NG, in percentage) defined as the ratio of the sum of absolute values of all descents (or falls) along a road by the length of the sections constituting downhill travel.
- Proportion of uphill travel (LP, in percentage) defined as the ratio of the total length of road sections with positive grade by the total length of the road.

However, the aggregate information on vertical geometry obtained for either journey type (i) or (ii) is also sufficient for the other type and also for the round trip journey. For most applications, predictions for a round trip are adequate. The only significant exception is the case of a truck with very different load levels in the two opposite directions. In this case, obtain predictions separately for (i) and (ii).

Follow the steps below to compute the vertical geometric aggregates from a detailed geometric profile:

1. Start with a detailed vertical profile of the road as shown in Figure 32.
2 - Divide the roadway into sections with crests and troughs as boundary points. Determine the lengths \((l_s)\) and average gradients (as a fraction and with signs retained) of the sections \((g_s)\) and form a tabular profile of vertical geometry. Figure 33 shows that and gives a numerical example of the computation of vertical aggregates for the road defined in Figure 32 from A to B.

3 - Determine the "positive gradient" \((p_s)\) of each section \(s\) (column d):

If the gradient of section \(s\) is positive, i.e., \(g_s \geq 0\), then:

\[ p_s = g_s \]

If the gradient of section \(s\) is negative, i.e., \(g_s < 0\), then:

\[ p_s = 0 \]

4 - Determine the "negative gradient" \((n_s)\) of each section \(s\) (column e):

If the gradient of section \(s\) is positive, i.e., \(g_s \geq 0\), then:

\[ n_s = 0 \]

If the gradient of section \(s\) is negative, i.e., \(g_s < 0\), then:

\[ n_s = |g_s|, \text{ where } |g_s| \text{ is the absolute value of } g_s \]

5 - Determine the "rise" of each section. Multiply columns b and d to get \(p_s l_s\) (column f):

\[ p_s = p_s l_s \]

6 - Determine the "fall" of each section. Multiply columns b and e to get \(n_s l_s\) (column g):

\[ n_s = n_s l_s \]
The recommended range for positive gradient (PG) and negative gradient (NG) is from 0 to 12 percent. The range for the proportion of uphill travel (LP) is from 0 to 100 percent.
Note that the HDM program computes the vehicle operating costs only for round trip journeys and derives the aggregate vertical geometric information from the average rise plus fall (RF) value of the road. Recalling that the rise and fall (RF, in m/km) is the sum of absolute values (in m) of all the ascents and descents along the road divided by the length of the road (in km), we have the following relation:

<table>
<thead>
<tr>
<th>V. L. Program</th>
<th>HDM Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>PG</td>
<td>RF / 10</td>
</tr>
<tr>
<td>NG</td>
<td>RF / 10</td>
</tr>
<tr>
<td>LP</td>
<td>50</td>
</tr>
</tbody>
</table>

The vertical profile affects directly the following predictions:
- VDRIVE, the driving power-limited constraint speed
- VBRAKE, the braking power-limited constraint speed
- Fuel consumption
- Tire wear

**Horizontal Profile**

Two measures that are independent of direction of travel represent the horizontal profile:
- Average horizontal curvature (C), defined as the weighted average of the curvatures of the curvy sections of the road, the weights being the proportion of the lengths of curvy sections. Its units are degrees/km. The horizontal curvature of a curvy section is the angle (in degrees) subtended at the center by a unit arc-length of the curve (in km). Note that the curvature of a curvy section is an inverse function of the radius of curvature:

\[ c_s = \frac{180,000}{\pi r_c} \]

where \( r_c \) is the radius of curvature, in meters. Further, the angle subtended by an arc of a circle at the center is equal to the external angle made by the tangents to the circle at the ends of the arc. Thus the curvature also expresses the absolute angular deviation of the two tangent lines at the end-points of the curve by the arc-length.

- Average superelevation (SP), defined as the weighted average of the superelevations of the curvy sections of the road, the weights being the proportion of the lengths of curvy sections. It is a dimensionless quantity. The superelevation of a curvy section is the vertical distance between the heights of the inner and outer edges of the road divided by the road width.
Follow the steps below to compute the horizontal geometric aggregates from a detailed geometric profile:

1 - Start with a detailed horizontal profile of the road as typified if Figure 32.

2 - Divide the road into sections with uniform curvature using the end points of the curves as boundary points. Determine the lengths (l), curvatures (c) and superelevation (s) of the curvy sections and form a tabular profile of horizontal geometry. Figure 34 shows that and gives a numerical example of the computation of horizontal aggregates for the road defined in Figure 32.

3 - Multiply columns b and d to get cl (column f):

\[ cl = c \cdot l \]

4 - Multiply columns b and e to get sl (column g):

\[ sl = s \cdot l \]

5 - Form the totals of columns f and g as K and S respectively.

6 - Compute the total length of the road (L), in km.

7 - Compute the average horizontal geometric characteristics from the formulas below:

\[
\begin{align*}
\text{Average Horizontal Curvature (C)} & = \frac{437.162}{3420} = 0.1278 \\
\text{Superelevation (SP)} & = \frac{61.93}{3420} = 0.0182
\end{align*}
\]
If you don't know the superelevation, either on a detailed basis or on an average basis, the model estimates a value for the average superelevation as a function of the average horizontal curvature. If you don't enter the superelevation, the model uses the following formulas obtained from a sample of roads in Brazil:

\[
SP = 0.00012 \ C \text{ for paved roads}
\]

\[
SP = 0.00017 \ C \text{ for unpaved roads}
\]

The recommended range for horizontal curvature (C) is from 0 to 1200 degrees/km and for superelevation (SP) is from 0 to 0.20.

The horizontal curvature and superelevation affect directly the following prediction:

- \( V_{DRI} \), the curvature-limited constraint speed

**Altitude of Terrain**

The model uses the altitude of terrain (the average elevation of the road above the mean sea level, in meters) to compute the air resistance to the vehicle motion. The recommended range for altitude (ALT) is from 0 to 5000 meters.

The altitude of terrain affects directly the following predictions:

- \( V_{DRI} \), the driving power-limited constraint speed
- Fuel consumption
- Tire wear

**Effective Number of Lanes**

The model provides two options for the effective number of lanes: (i) One lane and (ii) More than one lane. Enter 1 to select a single-lane road, and 0 to select a more than one lane road.

The model makes a distinction between single-lane roads and other roads. If the carriageway width is less than 4.0 m designate the road as single-lane (vehicles traveling in two opposite directions share both wheel paths). If the road is wider than 5.5 m, designate it as having more than one lane (vehicles traveling in two opposite directions either share one wheel path or have distinct wheel paths). Designate roads with width between 4.0 and 5.5 m based on other factors such as, shoulder width and condition, daily traffic, and traffic composition.

The effective number of lanes affects directly the following prediction:

- \( V_{DES} \), the desired constraint speed

**Vehicle Type**

You can select the vehicle type among the vehicle classes listed in Table 5. Table 5 also lists the representative makes and models as employed in the Brazil study and the main vehicle characteristics.
Table 5 - Vehicle Classes and Standard Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Small Car</th>
<th>Medium Car</th>
<th>Tare Weight (TARE)</th>
<th>Payload (LOAD)</th>
<th>Driving Power (hp)</th>
<th>Braking Power (hp)</th>
<th>Engine Speed (RPM)</th>
<th>Frontal Area (m²)</th>
<th>Aerodynamic Drag</th>
<th>Tires:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Representative</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle model</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Make</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model</td>
<td>Volkswagen</td>
<td>Opel Astra</td>
<td>1200</td>
<td>80</td>
<td>70</td>
<td>18</td>
<td>3200</td>
<td>4400</td>
<td>1.60</td>
<td>0.43</td>
</tr>
<tr>
<td>Medium Car</td>
<td>Chrysler</td>
<td>Dodge Caravan</td>
<td>1550</td>
<td>100</td>
<td>85</td>
<td>80</td>
<td>3200</td>
<td>4400</td>
<td>2.00</td>
<td>0.50</td>
</tr>
<tr>
<td>Large Car</td>
<td>Chevrolet</td>
<td>Silverado</td>
<td>1800</td>
<td>120</td>
<td>70</td>
<td>60</td>
<td>3200</td>
<td>4400</td>
<td>2.27</td>
<td>0.45</td>
</tr>
<tr>
<td>Utility</td>
<td>Oldsmobile</td>
<td>Intrigue</td>
<td>1900</td>
<td>120</td>
<td>70</td>
<td>60</td>
<td>3200</td>
<td>4400</td>
<td>2.27</td>
<td>0.45</td>
</tr>
<tr>
<td>Bus</td>
<td>Mercedes-Benz</td>
<td>E320</td>
<td>2200</td>
<td>100</td>
<td>60</td>
<td>100</td>
<td>3200</td>
<td>4400</td>
<td>2.50</td>
<td>0.60</td>
</tr>
<tr>
<td>Light Gas Truck</td>
<td>Ford</td>
<td>F-400</td>
<td>2500</td>
<td>100</td>
<td>60</td>
<td>100</td>
<td>3200</td>
<td>4400</td>
<td>2.72</td>
<td>0.65</td>
</tr>
<tr>
<td>Light Diesel Truck</td>
<td>Mercedes-Benz</td>
<td>E320</td>
<td>2800</td>
<td>100</td>
<td>60</td>
<td>100</td>
<td>3200</td>
<td>4400</td>
<td>2.72</td>
<td>0.65</td>
</tr>
<tr>
<td>Medium Truck</td>
<td>Mercedes-Benz</td>
<td>E320</td>
<td>3100</td>
<td>100</td>
<td>60</td>
<td>100</td>
<td>3200</td>
<td>4400</td>
<td>2.72</td>
<td>0.65</td>
</tr>
<tr>
<td>Heavy Truck</td>
<td>Scania</td>
<td>R730</td>
<td>3400</td>
<td>100</td>
<td>60</td>
<td>100</td>
<td>3200</td>
<td>4400</td>
<td>2.72</td>
<td>0.65</td>
</tr>
<tr>
<td>Articulated Truck</td>
<td>Scania</td>
<td>R730</td>
<td>3400</td>
<td>100</td>
<td>60</td>
<td>100</td>
<td>3200</td>
<td>4400</td>
<td>2.72</td>
<td>0.65</td>
</tr>
</tbody>
</table>

Tare Weight

The model used the tare weight (TARE) to compute the gross vehicle weight (GVW) using the formula:

\[ \text{GVW} = \text{TARE} + \text{LOAD} \]

The recommended range for gross vehicle weight (GVW) is given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Recommended Gross Vehicle Weight Range (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>8,000 - 2,000</td>
</tr>
<tr>
<td>Utilities</td>
<td>1,100 - 2,500</td>
</tr>
<tr>
<td>Buses</td>
<td>7,500 - 12,000</td>
</tr>
<tr>
<td>Light trucks</td>
<td>3,000 - 6,500</td>
</tr>
</tbody>
</table>
Estimating Vehicle Operating Costs

Medium trucks 5,000 - 16,000
Heavy trucks 6,000 - 22,000
Articulated trucks 13,000 - 45,000

The tare weight affects directly the following predictions:
- VDRIVE, the driving power-limited constraint speed
- VBRAKE, the braking power-limited constraint speed
- VCURVE, the curvature-limited constraint speed
- Fuel consumption
- Tire wear

Payload

The model uses the payload (LOAD) to compute the gross vehicle weight (GVW) and to estimate the tendency to skid ratio (FRATIO) used in the calculation of VCURVE.

The model doesn’t provide default values for payload. If the vehicle is a car, a bus or a utility, the payload represents the weight of the passengers and some light load. Suggested values for payload are given below.

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Suggested Payload (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>400</td>
</tr>
<tr>
<td>Utilities</td>
<td>900</td>
</tr>
<tr>
<td>Buses</td>
<td>4,000</td>
</tr>
</tbody>
</table>

If the vehicle is a truck, enter the value of load carried after considering factors such as the loading practice and the maximum rated tonnage for the vehicle. The order of magnitude involved for each type of truck is given below:

<table>
<thead>
<tr>
<th>Loading Condition</th>
<th>Light Truck Payload (kg)</th>
<th>Medium Truck Payload (kg)</th>
<th>Heavy Truck Payload (kg)</th>
<th>Articulated Truck Payload (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unloaded</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Partially loaded</td>
<td>1,800</td>
<td>4,500</td>
<td>6,000</td>
<td>13,000</td>
</tr>
<tr>
<td>Fully loaded</td>
<td>3,600</td>
<td>9,000</td>
<td>12,000</td>
<td>26,000</td>
</tr>
</tbody>
</table>

The recommended range for payload (LOAD) is given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Recommended Payload Range (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>0 - 400</td>
</tr>
<tr>
<td>Utilities</td>
<td>0 - 1,400</td>
</tr>
<tr>
<td>Buses</td>
<td>0 - 4,500</td>
</tr>
<tr>
<td>Light trucks</td>
<td>0 - 3,500</td>
</tr>
</tbody>
</table>
The Input Data

- Medium trucks 0 - 11,000
- Heavy trucks 0 - 16,000
- Articulated trucks 0 - 32,000

The payload affects directly the following predictions:
- VDRIVE, the driving power-limited constraint speed
- VBRAKE, the braking power-limited constraint speed
- VCURVE, the curvature-limited constraint speed
- Fuel consumption
- Tire wear

Maximum Used Driving Power

The model uses the maximum driving power (HPDRIVE) to compute the driving power-limiting constraint speed (VDRIVE). The model provides default values for maximum driving power (see Table 1, Page 39) and the recommended input range is given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Recommended Maximum Used Driving Power (Metric HP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>25 - 100</td>
</tr>
<tr>
<td>Utilities</td>
<td>35 - 100</td>
</tr>
<tr>
<td>Buses</td>
<td>80 - 120</td>
</tr>
<tr>
<td>Light trucks</td>
<td>50 - 100</td>
</tr>
<tr>
<td>Medium trucks</td>
<td>80 - 120</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>80 - 120</td>
</tr>
<tr>
<td>Articulated trucks</td>
<td>180 - 230</td>
</tr>
</tbody>
</table>

You can estimate the maximum driving power (HPDRIVE) from the maximum rated power of a vehicle (HPRATED), that is available from the vehicle manufacturer. Based on the test vehicles data from the Brazil study, separate relationships were developed for gasoline and diesel vehicles:

For gasoline vehicles:

\[ HPDRIVE = 2.0 \times HPRATED^{0.7} \]

For diesel vehicles:

\[ HPDRIVE = 0.7 \times HPRATED \]

where HPRATED is the SAE maximum rated power of the vehicle. Note that since HPRATED is usually quoted under standard atmospheric conditions, the value of HPRATED should be adjusted where the operating atmospheric conditions depart from the standard conditions (e.g., in high-altitude driving or driving in severely cold weather).

The maximum driving power affects directly the following prediction:
- VDRIVE, the driving power-limited constraint speed
**Maximum Used Braking Power**

The model uses the maximum braking power (HPBRAKE) to compute the braking power-limiting constraint speed (VBRAKE). The model provides default values for maximum braking power (see Table 1, Page 39) and the recommended input range is given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Recommended Maximum Used Braking Power (Metric HP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>15 - 30</td>
</tr>
<tr>
<td>Utilities</td>
<td>20 - 35</td>
</tr>
<tr>
<td>Buses</td>
<td>140 - 180</td>
</tr>
<tr>
<td>Light trucks</td>
<td>90 - 120</td>
</tr>
<tr>
<td>Medium trucks</td>
<td>230 - 270</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>230 - 270</td>
</tr>
<tr>
<td>Articulated trucks</td>
<td>460 - 540</td>
</tr>
</tbody>
</table>

You can estimate the maximum braking power (HPBRAKE) from the manufacturer's rated gross vehicle weight (GVWRATED). Based on the test vehicles data from the Brazil study, use the following simple formula:

\[
HPBRAKE = 14 \cdot GVWRATED \text{ or } 15 \cdot GVWRATED
\]

where GVWRATED is the manufacturer's rated gross vehicle weight. This formula is based on the assumption that vehicle designers strive to match the vehicle's braking capacity with its design weight.

The maximum braking power affects directly the following prediction:
- VBRAKE, the braking power-limited constraint speed

**Desired Speed**

The desired speed constraint (VDESIR) is the desired vehicle speed without the effect of road severity factors. On a straight, flat and smooth road, although the driving, braking, curve and ride severity speed constraints do not exist, the vehicle still does not normally travel at the speed afforded by its own maximum or even used power. Rather, its speed is usually governed by subjective considerations of such factors as fuel economy, vehicle wear, safety or blanket speed limits. Since it was not possible to separate these effects in the study data, they were combined in the parameter "desired speed constraint," VDESIR.

The model uses the user-specified desired speed (VDESIR₀) to compute the desired speed constraint (VDESIR). Based on observed speed data from Brazil, it was found satisfactory to assume that the desired speed constraint (VDESIR) for a vehicle class depends only on the surface type of the homogeneous section. However, in the extension to the steady-state speed prediction model based on Indian data, (VDESIR) depends also on the width class of the homogeneous section. Thus the desired speed constraint (VDESIR) is given by the following formula:

\[
VDESIR = VDESIR₀ \cdot BW
\]
BW is the width effect parameter applicable to single-lane roads.

VDESIR₀ is the user-specified desired speed, in km/h.

The model provides default values for BW and for VDESIR₀. The default values for VDESIR₀ are a function of the surface type (see Table 1, Page 39).

The desired speed affects directly the following prediction:
- VDESIR, the desired speed-limited constraint speed

**Aerodynamic Drag Coefficient**

The model uses the aerodynamic drag coefficient (CD) to compute the air resistance to the vehicle motion. The drag coefficient represents three sources of air resistance: (i) Form drag, (ii) Skin friction and (iii) Interior friction.

The recommended range for the aerodynamic drag coefficient is from 0.3 to 1.0 (dimensionless) and typical values for different types of vehicles are given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Typical Values of Aerodynamic Drag Coefficient</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>0.3 - 0.6</td>
</tr>
<tr>
<td>Buses</td>
<td>0.6 - 0.7</td>
</tr>
<tr>
<td>Trucks</td>
<td>0.8 - 1.0</td>
</tr>
</tbody>
</table>

The aerodynamic drag coefficient affects directly the following predictions:
- VDRIVE, the driving power-limited constraint speed
- Fuel consumption
- Tire wear

**Projected Frontal Area**

The model uses the projected frontal area (AR) to compute the air resistance to the vehicle motion.

The recommended range for projected frontal area is given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Recommended Projected Frontal Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td>1.5 - 2.4</td>
</tr>
<tr>
<td>Utilities</td>
<td>2.3 - 3.2</td>
</tr>
<tr>
<td>Buses</td>
<td>6.0 - 7.0</td>
</tr>
<tr>
<td>Light trucks</td>
<td>3.0 - 5.0</td>
</tr>
<tr>
<td>Medium trucks</td>
<td>5.0 - 8.0</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>5.0 - 8.0</td>
</tr>
<tr>
<td>Articulated trucks</td>
<td>5.5 - 10.0</td>
</tr>
</tbody>
</table>
The projected frontal area affects the following predictions:
- VDRIVE, the driving power-limited constraint speed
- Fuel consumption
- Tire wear

**Calibrated Engine Speed**

The model uses the calibrated engine speed (CRPM) to compute the fuel consumption. You can estimate the calibrated engine speed from the maximum rated engine speed (MRPM), that is available from the vehicle manufacturer. Based on the test vehicles data from the Brazil study, the following relationship was developed:

\[ CRPM = 0.75 \times MRPM \]

where MRPM is the maximum rated engine speed, in rpm.

The fuel consumption is a function of the engine speed and the engine speed is a function of the gear speed. The problem is that for a combination of vehicle speed and power there can be more than one feasible gear and the choice of gear depends on the behavior of individual drivers. The approach used by the model is to make a assumption of constant or nominal engine speed and to determine or "calibrate" it using the collected fuel consumption test data.

The calibrated engine speed affects directly the following prediction:
- Fuel consumption

**Energy-Efficiency Factor**

The sample of test vehicles for the Brazil study was chosen before the two major oil crises, in the early and late seventies, that stimulated an unprecedented change in vehicle technology to improve fuel economy. To allow you incorporate changes in vehicle technology, a "relative energy-efficiency factor," denoted by α1, has been introduced.

This factor has a default value of 1.0 for makes and models close to the ones employed in the Brazil study. You may specify lower values for newer, more fuel-efficient makes and models. Some typical values are given below:

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Test Vehicle</th>
<th>Relative Energy Efficiency Factor (α1)</th>
<th>Comparable Design</th>
<th>Modern Design</th>
<th>Possible Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small car</td>
<td>VW-1300</td>
<td>1.00</td>
<td>0.85</td>
<td>0.70-1.00</td>
<td></td>
</tr>
<tr>
<td>Medium car</td>
<td>Chevrolet Opala</td>
<td>1.00</td>
<td>0.85</td>
<td>0.70-1.00</td>
<td></td>
</tr>
<tr>
<td>Large car</td>
<td>Dodge Dart</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Utility</td>
<td>VW-Kombi</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>Mercedes -326</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Light gas. truck</td>
<td>Ford 400</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Light diesel truck</td>
<td>Ford 4000</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Medium truck</td>
<td>Mercedes 1113 (2ax)</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Heavy truck</td>
<td>Mercedes 1113 (3ax)</td>
<td>1.00</td>
<td>0.95</td>
<td>0.80-1.00</td>
<td></td>
</tr>
<tr>
<td>Articulated truck</td>
<td>Scania 110/29</td>
<td>1.00</td>
<td>0.80</td>
<td>0.65-1.00</td>
<td></td>
</tr>
</tbody>
</table>
The energy-efficiency factor affects directly the following prediction:

- Fuel consumption

**Fuel Adjustment Factor**

The fuel consumption data employed in the development and validation of the fuel consumption prediction model were obtained under rather idealized controlled conditions in favor of fuel efficiency. Predictions by the model were found to be generally lower than values experienced by vehicle operators in the same geographic region but under actual conditions. Therefore, an adjustment factor, denoted by \( a_2 \), was developed to bring the predictions closer to vehicle operators' values.

The default values of the adjustment factor, \( a_2 \), were obtained from calibrating the mechanistic fuel prediction model to the road user cost survey data in Brazil. They are 1.16 for cars and utilities, and 1.15 for trucks and large buses.

The fuel adjustment factor affects directly the following prediction:

- Fuel consumption

**Tire Wear Information**

The model uses the following variables for tire wear prediction:

- Number of tires per vehicle
- Wearable volume of rubber per tire (dm\(^3\))
- Retreading cost per new tire cost ratio (fraction)
- Maximum number of recaps
- Constant term of tread wear model (dm\(^3\)/m)
- Wear coefficient of tread wear model (10\(^{-3}\) dm\(^3\)/W)

The model provides default values for all tire wear parameters for the representative makes and models of the Brazil study (see Table 3, Page 43). Note that the default value for retreading cost per new tire cost ratio (0.15), based in the Brazil case, is quite low in comparison with many countries.

The recommended range for wearable volume of rubber per tire is given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Recommended Wearable Volume of Rubber per Tire (dm(^3))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses</td>
<td>5.6 - 8.0</td>
</tr>
<tr>
<td>Light trucks</td>
<td>2.0 - 3.5</td>
</tr>
<tr>
<td>Medium trucks</td>
<td>6.5 - 9.3</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>6.3 - 8.8</td>
</tr>
<tr>
<td>Articulated trucks</td>
<td>6.0 - 8.5</td>
</tr>
</tbody>
</table>

The model uses the constant term of the tread wear model and the wear coefficient of the tread wear model to predict the volume of rubber loss, in dm\(^3\)/1000 tire-km.
The tire wear information affects directly the following prediction:

- Tire wear

**Average Annual Utilization in Kilometers**

The average annual utilization in km (AKM) is the number of kilometers driven per vehicle per year. The model uses the user-specified base average annual utilization in km (AKM₀) to compute the predicted vehicle annual utilization (AKM) which is a function of the predicted vehicle speed. The model doesn't provide default values for annual utilization in km.

The average annual utilization in km affects directly the following predictions:

- Depreciation
- Interest

**Average Annual Utilization in Hours**

The average annual utilization in hours (HRD₀) is the number of hours driven per vehicle per year. The model uses the user-specified base average annual utilization in hours (HRD₀) to compute the predicted vehicle annual utilization (AKM). The model doesn't provide default values for annual utilization in hours.

The average annual utilization in hours affects directly the following predictions:

- Depreciation
- Interest

**Hourly Utilization Ratio**

The hourly utilization ratio (HURATIO) is the ratio of the annual number of hours driven to the number of hours available for operation. The model uses the hourly utilization ratio to compute the predicted vehicle annual utilization (AKM). The model provides default values for the hourly utilization ratio (see Page 52).

The hourly utilization ratio affects directly the following predictions:

- Depreciation
- Interest

**Average Service Life**

The model uses the base user-specified average service life (LIFE₀) to compute the predicted service life (LIFE) which can be a function of the predicted vehicle speed. The model doesn't provide default values for the base average service life.

The average service life affects directly the following prediction:

- Depreciation
Use Constant Service Life?

The model has provides options for computing the service life (LIFE). Enter 1 to use a constant service life which is equal to the base user-specified average service life (LIFE₀), and enter 0 to compute the service life as a function of the predicted vehicle speed, the user-specified service life (LIFE₀) and the base vehicle utilization.

The service life computation method affects directly the following prediction:

- Depreciation

Age of Vehicle in Kilometers

The model uses the average age of the vehicle group in km (CKM), defined as the average number of kilometers the vehicles belonging to the particular vehicle class have been driven since they were built, to predict the maintenance parts and labor costs. The model doesn't provide default values for CKM. A convenient formula to arrive at a good estimate of CKM is:

\[
CKM = \min (0.5 \times LIFE₀ \times AKM₀, CKM₁)
\]

LIFE₀ is the user-specified base average vehicle service life.
AKM₀ is the user-specified base average number of kilometers driven per year.
CKM₁ is a ceiling on average vehicle age in km given below:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>CKM₁</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car and utility</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Bus</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Light truck</td>
<td>600,000</td>
</tr>
<tr>
<td>Heavy truck</td>
<td>600,000</td>
</tr>
<tr>
<td>Articulated truck</td>
<td>600,000</td>
</tr>
</tbody>
</table>

The average age of vehicle in km affects directly the following predictions:

- Maintenance parts
- Maintenance labor

Passengers per Vehicle

The model uses the number of passenger per vehicle (PAX) to compute the passenger time costs. The model doesn't provide default values for number of passengers per vehicle.

The number of passenger per vehicle affects directly the following prediction:

- Passenger time
Unit Costs

You may specify unit costs in either financial or economic terms. The model computes the vehicle operating costs in the corresponding term. Financial costs represent the actual costs incurred by transport operators in owning and operating the vehicles over the road. Economic costs represent the real costs to the economy of that ownership and operation, where adjustments are made to allow for market price distortions such as taxes, foreign exchange restrictions, labor wage laws, etc, and where the implicit costs of passengers’ time and cargo holding are accounted for.

Note that you can enter the unit costs in any currency, but be aware that you may have some problems in the format of reports and tables if the magnitude of your input currency is much different from US dollars. A suggestion is to use thousands or millions of the currency unit.

The model does not provide default values for unit costs. The unit costs required are the following:

**New Vehicle Price**

The new vehicle price (cost per new vehicle) affects directly the following predictions:

- Maintenance Parts
- Depreciation
- Interest

**Fuel Cost**

The gas or diesel cost (cost per liter) affects directly the following prediction:

- Fuel cost

**Lubricants Cost**

The lubricant cost (cost per liter) affects directly the following prediction:

- Lubricant cost

**New Tire Cost**

The new tire cost (cost per new tire) affects directly the following prediction:

- Tire wear

**Crew Time Cost**

The crew time cost (cost per crew-hour of vehicle operation) affects directly the following prediction:

- Crew cost
Passenger Delay Cost
The passenger delay cost (cost per passenger-hour delayed) affects directly the following prediction:
- Passenger delay cost

Maintenance Labor Cost
The maintenance labor cost (cost per labor-hour of vehicle repairs and maintenance) affects directly the following prediction:
- Maintenance labor

Cargo Delay Cost
The cargo delay cost (cost per vehicle-hour delayed) affects directly the following prediction:
- Cargo delay cost

Annual Interest Rate
The annual interest rate (annual interest charge on purchase of new vehicle, %/year) affects directly the following prediction:
- Interest

Overhead per vehicle-km
The overhead per vehicle-km (lump sum overhead cost per vehicle, in input currency per vehicle-km) affects directly the following prediction:
- Overhead

Maintenance Parts Parameters
The model uses the following parameters to predict the maintenance parts costs:
- KP is the age exponent.
- CP0 is the constant coefficient in the exponential relationship between spare parts consumption and roughness.
- CPq is the roughness coefficient in the exponential relationship between spare parts consumption and roughness.
- QIPo is the transitional value of roughness.

The model provides default values for these parameters (see Table 4, Page 48).

Maintenance Labor Parameters
The model uses the following parameters to predict the maintenance labor costs:
- CL0 is the constant coefficient in the relationship between labor hours and part costs.
CLp is the exponent of part costs in the relationship between labor hours and part costs.

CLq is the roughness coefficient in the exponential relationship between labor hours and part costs.

The model provides default values for these parameters (see Table 4, Page 48).

**Lubricant Parameters**

The model uses the following parameter to predict the lubricant consumption:

- COo is the constant term of the lubricants relationship.

The model provides default values for this parameter (see Table 2, Page 41).

**Vehicle Speed Parameters**

The model uses the following parameters to predict the vehicle speed:

- FRATIO0 is the perceived friction ratio (dimensionless).
- FRATIO1 is load parameter for adjusting perceived friction ratio (tons-1).
- ARVMAX is the maximum average rectified velocity of suspension motion (m/s).
- BW is the width parameter for adjusting the desired speed (dimensionless).
- BETA is the Weibull shape parameter for speed distribution (dimensionless).
- E0 is the bias correction factor.

The model provides default values for these parameters (see Table 1, Page 39).

**Fuel Parameters**

The model uses the following parameters to predict the fuel consumption:

- A0 through A7 are coefficients used in the prediction of the unit fuel consumption.
- NHO is the lower limit on negative power.

The model provides default values for these parameters (see Table 2, Page 41).
Additional Options

**Rolling Resistance Coefficient**
You may specify the relationship between the rolling resistance coefficient and roughness. You may enter the constant value (a) and the slope (b) for the following equation:
\[
CR = a + b \text{IRI}
\]
The default values for a and b are from the Brazil study.

**Vary Engine Speed for Passenger Cars**
You may vary the engine speed as a function of the vehicle speed for passenger cars to improve the fuel consumption prediction. The default is to vary the engine speed. Note that the HDM-III model does not have this option. Therefore, to obtain the same results as the HDM-III model you should not vary the engine speed.

**Specify Vehicle Speed**
You may specify the vehicle speed, bypassing the speed prediction model. The default is to compute the vehicle speed.
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