

59 cummins serpentine belt diagram

Decoding the 5.9 Cummins Serpentine Belt Diagram: A Comprehensive Guide

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1. Introduction: Understanding the Importance of the 5.9 Cummins Serpentine Belt Diagram

The 5.9 Cummins engine, a workhorse in various applications from trucks to heavy machinery, relies on a complex system of belts and pulleys for the efficient operation of numerous accessories. Understanding the 5.9 Cummins serpentine belt diagram is crucial for proper maintenance, troubleshooting, and repair. This report delves into the intricacies of the serpentine belt system, providing detailed information gleaned from technical manuals, engineering specifications, and real-world maintenance experience. Mastering the 5.9 Cummins serpentine belt diagram is essential for preventing costly breakdowns and ensuring optimal engine performance.

2. Anatomy of the 5.9 Cummins Serpentine Belt System: A Detailed Look at the 5.9 Cummins Serpentine Belt Diagram

The 5.9 Cummins serpentine belt system, as depicted in the 5.9 Cummins serpentine belt diagram, is a complex network designed to efficiently power several key engine accessories. These accessories include:

Alternator: Generates electrical power for the vehicle's systems.

Power Steering Pump: Assists in steering the vehicle.

Air Conditioning Compressor: Provides climate control within the vehicle's cabin.

Water Pump: Circulates coolant to maintain optimal engine temperature.

Idler Pulley(s): Provide tension and support for the belt.

Tensioner Pulley: Maintains proper belt tension.

The 5.9 Cummins serpentine belt diagram illustrates the precise routing of the belt around these pulleys. Variations exist depending on the year and specific model of the 5.9 Cummins engine, so referencing the correct diagram for your specific engine is crucial. Incorrect belt routing can lead to premature belt wear, component damage, and even engine failure. The diagram typically uses color-coding or numbering to clearly show the sequence of pulley engagement.

3. Interpreting the 5.9 Cummins Serpentine Belt Diagram: A Step-by-Step Guide

Effectively using the 5.9 Cummins serpentine belt diagram requires a systematic approach:

1. **Identify Your Engine:** Determine the exact year and model of your 5.9 Cummins engine. This ensures you are using the correct diagram.
2. **Locate the Diagram:** Obtain a reliable 5.9 Cummins serpentine belt diagram from a reputable source, such as a factory service manual or a trusted online resource.
3. **Analyze the Diagram:** Carefully study the diagram, paying close attention to the routing of the belt around each pulley. Note the direction of rotation.
4. **Component Identification:** Familiarize yourself with the location of each component (alternator, power steering pump, etc.) on the engine.
5. **Belt Tension:** Understand the importance of proper belt tension. Too tight can damage components; too loose can cause slippage and belt failure. The diagram may indicate tension specifications.

4. Common Problems Associated with the 5.9 Cummins Serpentine Belt System

Several issues can arise with the 5.9 Cummins serpentine belt system, often evident through a careful examination of the 5.9 Cummins serpentine belt diagram in relation to the physical engine:

Belt Wear and Tear: Normal wear and tear can cause cracking, fraying, and eventual belt breakage. Regular inspections are essential.

Incorrect Belt Routing: Improper routing, as identified by comparing the installed belt routing to the 5.9 Cummins serpentine belt diagram, can lead to premature wear and component damage.

Pulley Damage: Worn or damaged pulleys can cause uneven belt wear and slippage.

Tensioner Failure: A malfunctioning tensioner will lead to incorrect belt tension and potential issues.

Belt Slippage: This indicates insufficient tension or a worn belt.

5. Maintenance and Replacement: Following the 5.9 Cummins Serpentine Belt Diagram

Regular maintenance is crucial to prevent problems. This includes:

Visual Inspections: Regularly inspect the belt for wear, cracks, or fraying. Refer to the 5.9 Cummins serpentine belt diagram to ensure proper alignment.

Tension Checks: Periodically check belt tension using a tension gauge.

Replacement: Replace the belt according to the manufacturer's recommended intervals or if any signs of wear are observed. Follow the 5.9 Cummins serpentine belt diagram precisely during replacement.

6. Troubleshooting Using the 5.9 Cummins Serpentine Belt Diagram

Diagnosing problems often involves cross-referencing the symptoms with the 5.9 Cummins serpentine belt diagram:

No power steering: Check the belt routing around the power steering pump, confirming its alignment with the diagram. Look for pulley damage.

Alternator not charging: Inspect the belt around the alternator and check the belt tension.

Overheating: Verify the water pump belt routing and ensure proper tension.

7. Resources and Further Reading

Numerous resources are available for obtaining a 5.9 Cummins serpentine belt diagram and further information:

Factory Service Manuals: These provide the most accurate and detailed diagrams and specifications.

Online Forums: Websites and forums dedicated to Cummins engines can offer valuable insights and diagrams.

Automotive Parts Stores: Many parts stores offer diagrams or can access them through their systems.

8. Conclusion

The 5.9 Cummins serpentine belt diagram is an indispensable tool for understanding, maintaining, and troubleshooting the serpentine belt system. By carefully studying the diagram and following best practices, you can prevent costly repairs and ensure the optimal performance of your 5.9 Cummins engine. Consistent vigilance and proactive maintenance are key to long-term reliability.

9. FAQs

1. Where can I find a free 5.9 Cummins serpentine belt diagram? Several online forums and parts websites offer free diagrams, but their accuracy cannot always be guaranteed. Factory service manuals are the most reliable source.

1. How often should I replace my 5.9 Cummins serpentine belt? Consult your owner's manual for the recommended replacement interval. Generally, it's advisable to replace the belt every 60,000-100,000 miles or as needed based on inspection.

1. What happens if the 5.9 Cummins serpentine belt breaks? A broken belt will stop the operation of various engine accessories, potentially leading to overheating, loss of power steering, and a dead battery.

1. How do I adjust the tension on my 5.9 Cummins serpentine belt? Most 5.9 Cummins engines use an automatic tensioner. Manual adjustment is generally not recommended unless specifically instructed in the service manual.

1. Can I use any serpentine belt on my 5.9 Cummins engine? No. Use only a belt with the correct length and specifications as recommended by the manufacturer.

1. What tools do I need to replace a 5.9 Cummins serpentine belt? You will need basic hand tools, including a wrench or socket set, and potentially a belt tensioner tool depending on the engine's design.

1. What are the signs of a worn 5.9 Cummins serpentine belt? Signs include cracking, fraying, glazing, and unusual squeaking or squealing noises.

1. Can I drive my vehicle with a squeaking 5.9 Cummins serpentine belt? A squeaking belt indicates a problem and should be addressed promptly. Continued operation could lead to belt failure.

1. How much does it cost to replace a 5.9 Cummins serpentine belt? The cost varies depending on labor costs and the price of the replacement belt.

10. Related Articles

1. 5.9 Cummins Engine Troubleshooting Guide: A comprehensive guide covering various troubleshooting techniques for the 5.9 Cummins engine.
2. 5.9 Cummins Belt Tensioner Replacement: A step-by-step guide on how to replace a faulty belt tensioner.
3. Understanding Cummins Engine Codes: A guide explaining common diagnostic trouble codes associated with the 5.9 Cummins engine.
4. Maintaining Your Cummins Diesel Engine: Comprehensive maintenance tips to ensure optimal performance and longevity.
5. 5.9 Cummins Fuel System Diagnosis: A guide to diagnosing common fuel system problems in a 5.9 Cummins engine.
6. 5.9 Cummins Turbocharger Repair and Maintenance: Information on maintaining and repairing the turbocharger system.
7. Common 5.9 Cummins Engine Problems and Solutions: A detailed breakdown of common issues and their solutions.
8. How to Perform a 5.9 Cummins Engine Oil Change: A step-by-step guide on how to change the engine oil correctly.
9. 5.9 Cummins Injector Issues and Repair: A comprehensive guide to diagnosing and repairing injector problems.

59 cummins serpentine belt diagram: *Handbook of Diesel Engines* Klaus Mollenhauer, Helmut Tschöke, 2010-06-22 This machine is destined to completely revolutionize cylinder diesel engine up through large low speed t- engine engineering and replace everything that exists. stroke diesel engines. An appendix lists the most (From Rudolf Diesel's letter of October 2, 1892 to the important standards and regulations for diesel engines. publisher Julius Springer.) Further development of diesel engines as economiz- Although Diesel's stated goal has never been fully ing, clean, powerful and convenient drives for road and achievable of course, the diesel engine indeed revolu- nonroad use has proceeded quite dynamically in the tionized drive systems. This handbook documents the last twenty years in particular. In light of limited oil current state of diesel engine engineering and technol- reserves and the discussion of predicted climate ogy. The impetus to publish a Handbook of Diesel change, development work continues to concentrate Engines grew out of ruminations on Rudolf Diesel's on reducing fuel consumption and utilizing alternative transformation of his idea for a rational heat engine fuels while keeping exhaust as clean as possible as well into reality more than 100 years ago. Once the patent as further increasing diesel engine power density and was filed in 1892 and work on his engine commenced enhancing operating performance.

59 cummins serpentine belt diagram: *Eat Rich, Live Long* Ivor Cummins, 2018-02-27 You

can take control of your health, lose weight, prevent disease, and enjoy a long and healthy life. The unique nutritional program outlined in *Eat Rich, Live Long* is designed by experts to help you feel great while you eat delicious and satisfying foods. Millions of people have gotten healthy through low-carb plans over the years—and a growing number have discovered the wonderful benefits of ketogenic (keto) nutrition. Many are confused, though, about how low-carb they should go. Now, *Eat Rich, Live Long* reveals how mastering the low-carb/keto spectrum can maximize your weight loss and optimize your health for the long term. In this book, Ivor Cummins, a world-class engineer and technical master for a huge global tech corporation, and Dr. Jeff Gerber, a family doctor who is widely regarded as a global leader in low-carb nutrition, team up to present their unique perspectives from their extensive clinical, medical, and scientific/research experience. Together, Cummins and Gerber crack the code that shows you how to eat the foods you enjoy, lose weight, and regain robust health. They reveal how the nutritional “experts” have gotten it so wrong for so long by demonizing healthy natural fats in our diets and focusing on cholesterol and LDL as the villains. In fact, as the authors reveal by drawing on the latest peer-reviewed global research, eating a high percentage of natural fats, a moderate amount of protein, and a low percentage of carbs can help you lose weight, prevent disease, satisfy your appetite, turn off your food cravings, and live longer. The heart of *Eat Rich, Live Long* is the book’s prescriptive program, which includes a seven-day eating plan, a fourteen-day eating plan, and more than fifty gourmet-quality low-carb, high-fat recipes—illustrated with gorgeous full-color photographs—for breakfasts, lunches, appetizers, snacks, dinners, drinks, and desserts. Low-carb never tasted so good! Nutritional sacred cows are constantly being challenged in the media. How much fat should we eat—and which kinds of fats are best? Which fats can contribute to diabetes, heart disease, and early mortality? Does a high-protein diet increase muscle mass and lead to vigorous health—or can it promote aging, cancer, and early mortality? Which vitamins and minerals should we be taking, if any? How do we change our metabolism so that our bodies burn fat instead of all the sugars we consume? Does intermittent fasting really work? *Eat Rich, Live Long* lays out the truth based on the latest scientific research, and it will change the way you look at eating. Meanwhile you will lose weight—and look and feel great.

59 cummins serpentine belt diagram: Machine Drawing K. L. Narayana, 2009-06-30 About the Book: Written by three distinguished authors with ample academic and teaching experience, this textbook, meant for diploma and degree students of Mechanical Engineering as well as those preparing for AMIE examination, incorporates the latest st

59 cummins serpentine belt diagram: Manuals Combined: U.S. Army M923 M927 M929 M931 M932 M934 M939 Truck Operator Repair Parts Manuals, OVERVIEW: a. The following manuals contains instructions for operating and servicing the following M939/A1/A2 series vehicles: (1) M923/A1/A2, Cargo Truck, WO/W (Dropside) (2) M925/A1/A2, Cargo Truck, W/W (Dropside) (3) M927/A1/A2, Cargo Truck, WO/W (XLWB) (4) M928/A1/A2, Cargo Truck, W/W (XLWB) (5) M929/A1/A2, Dump Truck, WO/W (6) M930/A1/A2, Dump Truck, W/W (7) M931/A1/A2, Tractor Truck, WO/W (8) M932/A1/A2, Tractor Truck, W/W (9) M934/A1/A2, Expansible Van, WO/W (10) M936/A1/A2, Medium Wrecker, W/W b. Vehicles’ purpose. (1) The M923/A1/A2, M925/A1/A2, M927/A1/A2, and M928/A1/A2 series cargo trucks provide transportation of personnel or equipment over a variety of terrain and climate conditions. (2) The M929/A1/A2 and M930/A1/A2 series dump trucks are used to transport various materials over a variety of terrains. Each vehicle can be equipped with troop seat, and tarpaulin and bow kits for troop transport operations. (3) The M931/A1/A2 and M932/A1/A2 series tractor trucks are equipped with a fifth wheel used to haul a semitrailer over a variety of terrain. (4) The M934/A1/A2 series expansible vans are designed to transport electronic base stations over a variety of terrain. (5) The M936/A1/A2 series wreckers are designed for recovery of disabled or mired vehicles, and perform crane operation. CONTENTS: TM 9-2320-272-10 OPERATORS MANUAL FOR TRUCK, 5-TON, 6X6, M939, M939A1, AND M939 SERIES TRUCKS (DIESEL), TRUCK, CARGO: 5-TON, 6X6 DROPSIDE, M923 (2320-01-0505-2084) (EIC: BRY); M923A1 (2320-01-206-4087) EIC: M923A2 (2320-01-230-0307) (EIC: BS7); M925

(2320-01-047-8769) (M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-8771) (E M927A1 (2320-01-206-4089) (EIC: BSW); M27A2 (2320-01-230-0309) (BS9); M928 (2320-01-047-8770) (EIC: BRU); M928A1 (2320-01-206- (EI TM 9-2320-272-10-HR HAND RECEIPT COVERING END ITEM/COMPONENTS OF END ITEM (COEI), B ISSUE ITEMS (BII), AND ADDITIONAL AUTHORIZATION LISTS (AAL) FOR TRUCK, 5-TON, 6X6, M939, M939A1 AND M939A2 SERIES (DIESEL): TRU CARGO: 5-TON, 6X6, DROPSIDE, M923 (2320-01-050-2084), M923A1 (2320-01-206-4087), M923A2 (2320-01-230-0307), M925 (2320-01-04 M925A1 (2320-01-206-4088), M925A2 (2320-01-230-0308); TRUCK, CA 5-TON 6X6, M924 (2320-01-047-8773), M924A1 (2320-01-205-2692), (2320-01-047-8772), M926A1 (2320-01-205-2693); TRUCK, CARGO: 5- 6X6, TM 9-2320-272-24-1 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FOR TRUCK, 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BR M925A1(2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-87 (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M927A2 (2320-01-230-030 TM 9-2320-272-24-2 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FO TRUCK, 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BR M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2350-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-87 (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M927A2 (2320-01-230-03 TM 9-2320-272-24-3 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FO TRUCK, 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BR M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-87 (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M927A2 (2320-01-230-03 TM 9-2320-272-24-4 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE MANUAL FO 5-TON, 6X6, M939, M939A1, M939A2 SERIES TRUCKS (DIESEL): TRUCK, 5-TON, 6X6, DROPSIDE , M923 (NSN 2320-01-050-2084) (EIC: BRY); (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-2302-0307) (EIC: M925 (2320-01-047-8769) (EIC: BRT); N925A1 (2320-01-206-4088) (M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 M927 (2320-01-047-8771) (EIC: BRV); M927A1 (2320-01-206-4089) (M927A2 (2320-01-230-0309) (EIC: BS9); M928 (2320-01-047-8770) (M9 TM 9-2320-272-24P-1 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE REPAIR PA AND SPECIAL TOOLS LIST FOR TRUCK, 5-TON, 6X6, M939, M939A1, M93 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: BSS); M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BRT); M925A1 (2320-01-206-4088) (EIC: M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 M927 (2320-01-047-8771) (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M9 TM 9-2320-272-24P-2 UNIT, DIRECT SUPPORT, AND GENERAL SUPPORT MAINTENANCE REPAIR PARTS AND SPECIAL TOOLS LIST FOR TRUCK, 5-TON, 6X6, M939, M939A1, M93 SERIES TRUCKS (DIESEL) TRUCK, CARGO: 5-TON, 6X6, DROPSIDE, M923 (2320-01-050-2084) (EIC: BRY); M923A1 (2320-01-206-4087) (EIC: M923A2 (2320-01-230-0307) (EIC: BS7); M925 (2320-01-047-8769) (EIC: BRT); M925A1 (2320-01-206-4088) (EIC: BST); M925A2 (2320-01-230-0308) (EIC: BS8); TRUCK, CARGO: 5-TON, 6X6 XLWB, M927 (2320-01-047-8771) (EIC: BRV); M927A1 (2320-01-206-4089) (EIC: BSW); M LO 9-2320-272-12 TRUCK, 5-TON, 6X6, M939, M939A1 AND M939A2 SERIES (DIESEL) TRUC CARGO, 5-TON, 6X6, DROPSIDE, M923 (NSN 2320-01-050-2084), M923A (2320-01-206-4087), M923A2 (2320-01-230-0307), M925 (2320-01-04 M925A1 (2320-01-206-4088), M925A2 (2320-01-230-0308);

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59 cummins serpentine belt diagram: **Safety of Machinery** Standards Australia Limited, Standards New Zealand, 2019

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59 cummins serpentine belt diagram: **Stream Corridor Restoration** , 1998 This document is a cooperative effort among fifteen Federal agencies and partners to produce a common reference on stream corridor restoration. It responds to a growing national and international interest in restoring stream corridors.

59 cummins serpentine belt diagram: Extractive Metallurgy of Niobium A.K. Suri, 2017-11-13 The growth and development witnessed today in modern science, engineering, and technology owes a heavy debt to the rare, refractory, and reactive metals group, of which niobium is a member. Extractive Metallurgy of Niobium presents a vivid account of the metal through its comprehensive discussions of properties and applications, resources and resource processing, chemical processing and compound preparation, metal extraction, and refining and consolidation. Typical flow sheets adopted in some leading niobium-producing countries for the beneficiation of various niobium sources are presented, and various chemical processes for producing pure forms of niobium intermediates such as chloride, fluoride, and oxide are discussed. The book also explains how to liberate the metal from its intermediates and describes the physico-chemical principles involved. It is an excellent reference for chemical metallurgists, hydrometallurgists, extraction and process metallurgists, and minerals processors. It is also valuable to a wide variety of scientists, engineers, technologists, and students interested in the topic.

59 cummins serpentine belt diagram: *ASAE-S* , 1958

59 cummins serpentine belt diagram: The Getty Murua Thomas B. F. Cummins, Barbara Anderson, 2008-09-23 Here is a set of essays on Historia general del Piru that discuss not only the manuscript's physical components--quires and watermarks, scripts and pigments--but also its

relation to other Andean manuscripts, Inca textiles, European portraits, and Spanish sources and publication procedures. The sum is an unusually detailed and interdisciplinary analysis of the creation and fate of a historical and artistic treasure.

59 cummins serpentine belt diagram: Postharvest Handling Nigel H. Banks, Wojciech J. Florkowski, Stanley E. Prussia, Robert L. Shewfelt, Bernhard Brueckner, 2009-02-21 Consideration of the interactions between decisions made at one point in the supply chain and its effects on the subsequent stages is the core concept of a systems approach. Postharvest Handling is unique in its application of this systems approach to the handling of fruits and vegetables, exploring multiple aspects of this important process through chapters written by experts from a variety of backgrounds. Newly updated and revised, this second edition includes coverage of the logistics of fresh produce from multiple perspectives, postharvest handling under varying weather conditions, quality control, changes in consumer eating habits and other factors key to successful postharvest handling. The ideal book for understanding the economic as well as physical impacts of postharvest handling decisions. Key Features: *Features contributions from leading experts providing a variety of perspectives *Updated with 12 new chapters *Focuses on application-based information for practical implementation *System approach is unique in the handling of fruits and vegetables

59 cummins serpentine belt diagram: Peruvian Featherworks Heidi King, 2012-12-04 This title provides an in-depth and authoritative review of featherworking traditions in ancient Peru. The book includes a discussion of important recent discoveries, considerations of iconography, and basic technical characteristics of feather works.

59 cummins serpentine belt diagram: Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles, 2010-07-30 Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

59 cummins serpentine belt diagram: Effects of urban development on stream ecosystems in nine metropolitan study areas across the United States James F. Coles, 2012

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