

2006 HONDA ACCORD FUEL ECONOMY

2006 HONDA ACCORD FUEL ECONOMY REMAINS A SIGNIFICANT CONSIDERATION FOR MANY DRIVERS INTERESTED IN RELIABILITY, EFFICIENCY, AND COST-EFFECTIVENESS. THE 2006 HONDA ACCORD HAS LONG BEEN RECOGNIZED FOR ITS BALANCE OF PERFORMANCE AND FUEL EFFICIENCY, MAKING IT A POPULAR CHOICE AMONG MIDSIZE SEDANS. UNDERSTANDING THE FUEL ECONOMY SPECIFICATIONS FOR THIS MODEL YEAR IS ESSENTIAL FOR POTENTIAL BUYERS AND CURRENT OWNERS WHO WANT TO OPTIMIZE THEIR DRIVING COSTS. THIS ARTICLE EXPLORES THE FUEL EFFICIENCY RATINGS OF VARIOUS 2006 HONDA ACCORD TRIMS, FACTORS INFLUENCING ITS FUEL CONSUMPTION, AND PRACTICAL TIPS TO MAXIMIZE MILEAGE. ADDITIONALLY, IT COMPARES THE 2006 HONDA ACCORD'S FUEL ECONOMY WITH ITS COMPETITORS AND DISCUSSES COMMON MAINTENANCE PRACTICES THAT HELP MAINTAIN OPTIMAL FUEL PERFORMANCE. THE COMPREHENSIVE INFORMATION PROVIDED HERE SERVES AS A VALUABLE RESOURCE FOR ANYONE INTERESTED IN THE FUEL ECONOMY OF THE 2006 HONDA ACCORD.

- FUEL ECONOMY RATINGS OF THE 2006 HONDA ACCORD
- FACTORS AFFECTING FUEL EFFICIENCY
- TIPS TO IMPROVE FUEL ECONOMY
- COMPARISON WITH COMPETITORS
- MAINTENANCE AND ITS IMPACT ON FUEL ECONOMY

FUEL ECONOMY RATINGS OF THE 2006 HONDA ACCORD

THE 2006 HONDA ACCORD WAS AVAILABLE IN SEVERAL ENGINE AND TRANSMISSION CONFIGURATIONS, EACH WITH DISTINCT FUEL ECONOMY FIGURES. THESE VARIATIONS SIGNIFICANTLY INFLUENCE THE MILES PER GALLON (MPG) RATINGS REPORTED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA). UNDERSTANDING THESE FIGURES HELPS CONSUMERS EVALUATE THE VEHICLE'S EFFICIENCY IN BOTH CITY AND HIGHWAY DRIVING CONDITIONS.

ENGINE OPTIONS AND TRANSMISSION TYPES

THE 2006 ACCORD CAME WITH TWO PRIMARY ENGINE OPTIONS: A 2.4-LITER 4-CYLINDER ENGINE AND A 3.0-LITER V6 ENGINE. THE 4-CYLINDER MODELS WERE OFTEN PAIRED WITH A 5-SPEED MANUAL OR A 5-SPEED AUTOMATIC TRANSMISSION, WHILE THE V6 VARIANTS TYPICALLY FEATURED A 5-SPEED AUTOMATIC TRANSMISSION. EACH COMBINATION DELIVERED DIFFERENT FUEL ECONOMY RESULTS:

- **2.4L 4-CYLINDER MANUAL:** APPROXIMATELY 22 MPG CITY / 31 MPG HIGHWAY
- **2.4L 4-CYLINDER AUTOMATIC:** APPROXIMATELY 23 MPG CITY / 32 MPG HIGHWAY
- **3.0L V6 AUTOMATIC:** APPROXIMATELY 19 MPG CITY / 29 MPG HIGHWAY

FUEL ECONOMY RATINGS OVERVIEW

OVERALL, THE 2006 HONDA ACCORD FUEL ECONOMY RATINGS RANGED BETWEEN 19 TO 23 MILES PER GALLON IN CITY DRIVING AND 29 TO 32 MILES PER GALLON ON THE HIGHWAY, DEPENDING ON THE ENGINE AND TRANSMISSION. THESE FIGURES POSITIONED THE ACCORD AS ONE OF THE MORE FUEL-EFFICIENT MIDSIZE SEDANS OF ITS TIME, ESPECIALLY IN 4-CYLINDER CONFIGURATIONS.

FACTORS AFFECTING FUEL EFFICIENCY

SEVERAL FACTORS INFLUENCE THE REAL-WORLD FUEL ECONOMY OF A 2006 HONDA ACCORD. WHILE THE EPA RATINGS PROVIDE A STANDARD MEASURE, ACTUAL MILEAGE CAN VARY BASED ON EXTERNAL AND INTERNAL VARIABLES THAT AFFECT FUEL CONSUMPTION.

DRIVING HABITS AND CONDITIONS

DRIVING STYLE SIGNIFICANTLY IMPACTS FUEL EFFICIENCY. AGGRESSIVE ACCELERATION, FREQUENT BRAKING, AND HIGH-SPEED DRIVING CAN REDUCE MILES PER GALLON. CONVERSELY, SMOOTH ACCELERATION AND STEADY SPEEDS CONTRIBUTE TO BETTER FUEL ECONOMY. ADDITIONALLY, CITY DRIVING WITH STOP-AND-GO TRAFFIC TYPICALLY RESULTS IN LOWER MPG COMPARED TO STEADY HIGHWAY CRUISING.

VEHICLE LOAD AND AERODYNAMICS

CARRYING EXCESS WEIGHT IN THE VEHICLE OR USING ROOF RACKS CAN INCREASE AERODYNAMIC DRAG AND ROLLING RESISTANCE, REDUCING FUEL EFFICIENCY. THE 2006 HONDA ACCORD'S FUEL ECONOMY CAN BE OPTIMIZED BY MINIMIZING UNNECESSARY CARGO AND AVOIDING MODIFICATIONS THAT NEGATIVELY AFFECT AIRFLOW.

ENVIRONMENTAL FACTORS

EXTERNAL CONDITIONS SUCH AS TEMPERATURE, ROAD GRADE, AND WEATHER ALSO INFLUENCE FUEL ECONOMY. COLD WEATHER CAN LOWER FUEL EFFICIENCY DUE TO INCREASED ENGINE WARM-UP TIMES, WHILE HILLY TERRAIN REQUIRES MORE ENGINE POWER AND FUEL CONSUMPTION.

TIPS TO IMPROVE FUEL ECONOMY

OPTIMIZING THE 2006 HONDA ACCORD FUEL ECONOMY INVOLVES PRACTICAL STEPS THAT CAN BE IMPLEMENTED BY ANY DRIVER. THESE STRATEGIES NOT ONLY ENHANCE MILEAGE BUT ALSO CONTRIBUTE TO REDUCING EMISSIONS AND OVERALL VEHICLE WEAR.

REGULAR VEHICLE MAINTENANCE

KEEPING THE ACCORD WELL-MAINTAINED IS CRUCIAL FOR OPTIMAL FUEL EFFICIENCY. THIS INCLUDES TIMELY OIL CHANGES, AIR FILTER REPLACEMENTS, AND SPARK PLUG INSPECTIONS. A WELL-TUNED ENGINE RUNS MORE EFFICIENTLY AND USES FUEL MORE EFFECTIVELY.

PROPER TIRE INFLATION

MAINTAINING THE CORRECT TIRE PRESSURE REDUCES ROLLING RESISTANCE AND IMPROVES FUEL ECONOMY. UNDERINFLATED TIRES INCREASE DRAG AND FUEL CONSUMPTION, SO CHECKING AND ADJUSTING TIRE PRESSURE REGULARLY IS ESSENTIAL.

DRIVING TECHNIQUES

EMPLOYING SMOOTH ACCELERATION, MAINTAINING CONSISTENT SPEEDS, AND ANTICIPATING TRAFFIC FLOW CAN SUBSTANTIALLY IMPROVE FUEL ECONOMY. USING CRUISE CONTROL ON HIGHWAYS AND AVOIDING UNNECESSARY IDLING ALSO CONSERVE FUEL.

REDUCING EXCESS WEIGHT AND DRAG

REMOVING UNNECESSARY ITEMS FROM THE VEHICLE AND AVOIDING ROOF RACKS OR CARRIERS WHEN NOT IN USE REDUCES WEIGHT AND AERODYNAMIC DRAG, CONTRIBUTING TO BETTER FUEL EFFICIENCY.

COMPARISON WITH COMPETITORS

THE 2006 HONDA ACCORD'S FUEL ECONOMY WAS COMPETITIVE WITHIN THE MIDSIZE SEDAN SEGMENT. WHEN COMPARED TO SIMILAR VEHICLES FROM THE SAME ERA, THE ACCORD GENERALLY OFFERED FAVORABLE MILEAGE FIGURES, PARTICULARLY IN ITS 4-CYLINDER VARIANTS.

COMPETITOR FUEL ECONOMY BENCHMARKS

POPULAR COMPETITORS INCLUDED THE TOYOTA CAMRY, NISSAN ALTIMA, AND FORD FUSION. THEIR FUEL ECONOMY RATINGS FOR 2006 WERE AS FOLLOWS:

- **TOYOTA CAMRY (4-CYLINDER AUTOMATIC):** APPROXIMATELY 24 MPG CITY / 33 MPG HIGHWAY
- **NISSAN ALTIMA (4-CYLINDER AUTOMATIC):** APPROXIMATELY 23 MPG CITY / 30 MPG HIGHWAY
- **FORD FUSION (4-CYLINDER AUTOMATIC):** APPROXIMATELY 21 MPG CITY / 30 MPG HIGHWAY

THE HONDA ACCORD'S FUEL ECONOMY WAS COMPARABLE OR SLIGHTLY BETTER IN SOME CONFIGURATIONS, REINFORCING ITS REPUTATION FOR EFFICIENCY.

MAINTENANCE AND ITS IMPACT ON FUEL ECONOMY

PROPER MAINTENANCE DIRECTLY AFFECTS THE 2006 HONDA ACCORD FUEL ECONOMY BY ENSURING THE ENGINE AND RELATED SYSTEMS OPERATE EFFICIENTLY. NEGLECTING ROUTINE CARE CAN LEAD TO DECREASED MILEAGE AND INCREASED FUEL COSTS.

ENGINE TUNE-UPS AND FUEL SYSTEM CARE

REGULAR ENGINE TUNE-UPS OPTIMIZE COMBUSTION AND REDUCE FUEL WASTE. KEEPING THE FUEL INJECTORS CLEAN AND THE IGNITION SYSTEM IN GOOD CONDITION PREVENTS MISFIRES AND INEFFICIENT FUEL USE.

TRANSMISSION AND EXHAUST SYSTEM MAINTENANCE

MAINTAINING THE TRANSMISSION FLUID AND ENSURING THE EXHAUST SYSTEM IS FREE FROM LEAKS OR BLOCKAGES SUPPORTS SMOOTH POWER DELIVERY AND REDUCES UNNECESSARY FUEL CONSUMPTION.

MONITORING WARNING INDICATORS

PAYING ATTENTION TO DASHBOARD WARNING LIGHTS AND ADDRESSING ISSUES PROMPTLY CAN PREVENT FUEL ECONOMY DEGRADATION. PROBLEMS SUCH AS A FAULTY OXYGEN SENSOR OR CLOGGED AIR FILTERS IMPACT ENGINE EFFICIENCY AND FUEL CONSUMPTION.

FREQUENTLY ASKED QUESTIONS

WHAT IS THE AVERAGE FUEL ECONOMY OF A 2006 HONDA ACCORD?

THE 2006 HONDA ACCORD TYPICALLY HAS AN AVERAGE FUEL ECONOMY OF AROUND 21 MILES PER GALLON (MPG) IN THE CITY AND 31 MPG ON THE HIGHWAY.

DOES THE 2006 HONDA ACCORD HAVE DIFFERENT FUEL ECONOMY RATINGS FOR DIFFERENT ENGINE TYPES?

YES, THE 2006 HONDA ACCORD'S FUEL ECONOMY VARIES DEPENDING ON THE ENGINE. THE 4-CYLINDER MODELS GENERALLY ACHIEVE BETTER FUEL ECONOMY THAN THE V6 MODELS, WITH THE 4-CYLINDER GETTING ABOUT 21/31 MPG (CITY/HIGHWAY) AND THE V6 AROUND 19/29 MPG.

HOW DOES THE FUEL ECONOMY OF THE 2006 HONDA ACCORD COMPARE TO NEWER MODELS?

THE 2006 HONDA ACCORD HAS LOWER FUEL EFFICIENCY COMPARED TO NEWER MODELS, WHICH BENEFIT FROM ADVANCED ENGINE TECHNOLOGY AND HYBRID OPTIONS. NEWER ACCORDS OFTEN ACHIEVE CLOSER TO 30 MPG CITY AND 38 MPG HIGHWAY.

WHAT FACTORS CAN AFFECT THE FUEL ECONOMY OF A 2006 HONDA ACCORD?

FACTORS AFFECTING FUEL ECONOMY INCLUDE DRIVING HABITS, MAINTENANCE CONDITION, TIRE PRESSURE, LOAD WEIGHT, AND WHETHER THE VEHICLE HAS A MANUAL OR AUTOMATIC TRANSMISSION.

IS IT BETTER FOR FUEL ECONOMY TO CHOOSE THE 4-CYLINDER OR V6 ENGINE IN THE 2006 HONDA ACCORD?

FOR BETTER FUEL ECONOMY, THE 4-CYLINDER ENGINE IS PREFERABLE AS IT GENERALLY OFFERS HIGHER MILES PER GALLON COMPARED TO THE V6 ENGINE IN THE 2006 HONDA ACCORD.

CAN MODIFICATIONS IMPROVE THE FUEL ECONOMY OF A 2006 HONDA ACCORD?

CERTAIN MODIFICATIONS LIKE USING LOW ROLLING RESISTANCE TIRES, REGULAR ENGINE TUNE-UPS, AND UPGRADING TO SYNTHETIC OIL CAN HELP IMPROVE FUEL ECONOMY, BUT GAINS ARE USUALLY MODEST.

WHAT IS THE FUEL TANK CAPACITY OF THE 2006 HONDA ACCORD, AND HOW DOES THAT AFFECT DRIVING RANGE?

THE 2006 HONDA ACCORD HAS A FUEL TANK CAPACITY OF APPROXIMATELY 18.5 GALLONS, WHICH, COMBINED WITH ITS FUEL ECONOMY, PROVIDES AN ESTIMATED DRIVING RANGE OF AROUND 385 TO 570 MILES DEPENDING ON ENGINE TYPE AND DRIVING CONDITIONS.

ADDITIONAL RESOURCES

1. *MAXIMIZING FUEL EFFICIENCY IN THE 2006 HONDA ACCORD*

THIS BOOK OFFERS PRACTICAL TIPS AND TECHNIQUES TO IMPROVE THE FUEL ECONOMY OF YOUR 2006 HONDA ACCORD. IT COVERS EVERYTHING FROM OPTIMAL DRIVING HABITS TO MAINTENANCE SCHEDULES THAT HELP KEEP YOUR ENGINE RUNNING EFFICIENTLY. READERS WILL FIND EASY-TO-FOLLOW ADVICE AIMED AT REDUCING FUEL CONSUMPTION AND SAVING MONEY AT THE PUMP.

2. THE 2006 HONDA ACCORD OWNER'S GUIDE TO FUEL ECONOMY

A COMPREHENSIVE MANUAL TAILORED SPECIFICALLY FOR 2006 HONDA ACCORD OWNERS, THIS GUIDE EXPLAINS HOW VARIOUS FACTORS AFFECT FUEL EFFICIENCY. IT INCLUDES DETAILED EXPLANATIONS OF THE CAR'S FUEL SYSTEM, RECOMMENDED FUEL TYPES, AND TROUBLESHOOTING COMMON FUEL ECONOMY ISSUES. THE BOOK IS PERFECT FOR OWNERS WHO WANT TO UNDERSTAND AND OPTIMIZE THEIR VEHICLE'S PERFORMANCE.

3. ECO-DRIVING TECHNIQUES FOR THE 2006 HONDA ACCORD

FOCUSED ON DRIVING STYLES THAT CONSERVE FUEL, THIS BOOK TEACHES ECO-DRIVING METHODS SUITED TO THE 2006 HONDA ACCORD. IT EMPHASIZES SMOOTH ACCELERATION, MAINTAINING STEADY SPEEDS, AND MINIMIZING IDLING. WITH REAL-WORLD EXAMPLES AND TIPS, DRIVERS CAN SIGNIFICANTLY REDUCE THEIR CARBON FOOTPRINT AND FUEL EXPENSES.

4. MAINTENANCE AND UPKEEP FOR BETTER FUEL ECONOMY IN THE 2006 HONDA ACCORD

THIS BOOK HIGHLIGHTS THE IMPORTANCE OF REGULAR MAINTENANCE IN ACHIEVING GOOD FUEL ECONOMY. IT PROVIDES STEP-BY-STEP INSTRUCTIONS FOR TASKS LIKE AIR FILTER REPLACEMENT, TIRE PRESSURE CHECKS, AND SPARK PLUG MAINTENANCE SPECIFICALLY FOR THE 2006 HONDA ACCORD. PROPER UPKEEP ENSURES THE VEHICLE RUNS EFFICIENTLY AND EXTENDS ITS LIFESPAN.

5. UNDERSTANDING FUEL CONSUMPTION METRICS IN THE 2006 HONDA ACCORD

IDEAL FOR CAR ENTHUSIASTS AND DATA-DRIVEN DRIVERS, THIS BOOK DELVES INTO HOW FUEL CONSUMPTION IS MEASURED AND REPORTED FOR THE 2006 HONDA ACCORD. IT EXPLAINS MPG RATINGS, FACTORS INFLUENCING THESE NUMBERS, AND HOW TO INTERPRET ONBOARD DIAGNOSTICS RELATED TO FUEL USE. THE BOOK EMPOWERS READERS TO MAKE INFORMED DECISIONS TO IMPROVE THEIR DRIVING EFFICIENCY.

6. AFTERMARKET MODIFICATIONS AND THEIR IMPACT ON 2006 HONDA ACCORD FUEL ECONOMY

EXPLORING THE EFFECTS OF VARIOUS AFTERMARKET MODIFICATIONS, THIS BOOK DISCUSSES WHICH CHANGES CAN IMPROVE OR HARM THE FUEL ECONOMY OF A 2006 HONDA ACCORD. TOPICS INCLUDE PERFORMANCE CHIPS, EXHAUST SYSTEMS, AND AERODYNAMIC ENHANCEMENTS. READERS WILL LEARN HOW TO CHOOSE MODIFICATIONS THAT ENHANCE FUEL EFFICIENCY WITHOUT COMPROMISING VEHICLE RELIABILITY.

7. COMPARING FUEL ECONOMY: 2006 HONDA ACCORD VS. COMPETITORS

THIS COMPARATIVE STUDY EVALUATES HOW THE 2006 HONDA ACCORD'S FUEL ECONOMY STACKS UP AGAINST OTHER MIDSIZE SEDANS FROM THE SAME YEAR. THE BOOK ANALYZES OFFICIAL RATINGS AND REAL-WORLD PERFORMANCE, HELPING PROSPECTIVE BUYERS UNDERSTAND THE ACCORD'S STRENGTHS AND WEAKNESSES. IT ALSO OFFERS INSIGHTS INTO WHY THE ACCORD REMAINS A POPULAR CHOICE FOR FUEL-CONSCIOUS DRIVERS.

8. FUEL ECONOMY MYTHS AND FACTS FOR THE 2006 HONDA ACCORD

THIS BOOK DEBUNKS COMMON MYTHS ABOUT FUEL ECONOMY RELATED TO THE 2006 HONDA ACCORD, SEPARATING FACT FROM FICTION. IT ADDRESSES MISCONCEPTIONS ABOUT FUEL ADDITIVES, IDLING, AND THE IMPACT OF AIR CONDITIONING ON MPG. READERS WILL GAIN A CLEARER UNDERSTANDING OF WHAT TRULY AFFECTS THEIR VEHICLE'S FUEL CONSUMPTION.

9. LONG-TERM FUEL ECONOMY TRENDS IN THE 2006 HONDA ACCORD

FOCUSING ON HOW FUEL ECONOMY CHANGES OVER TIME, THIS BOOK EXAMINES THE 2006 HONDA ACCORD'S PERFORMANCE ACROSS DIFFERENT MILEAGE INTERVALS. IT DISCUSSES FACTORS LIKE ENGINE WEAR, FUEL SYSTEM DEGRADATION, AND THE EFFECTS OF AGING COMPONENTS ON EFFICIENCY. THE BOOK PROVIDES GUIDANCE ON MAINTAINING OPTIMAL FUEL ECONOMY AS THE VEHICLE AGES.

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2006 honda accord fuel economy: Industry Genius Stephen Andersen, Durwood Zaelke, 2017-09-08 This book presents the inventive genius behind technological breakthroughs by ten global companies including Alcoa, DaimlerChrysler, Honda, ST Micro and Visteon. Readers will gain understanding and insight into how cutting-edge technology is helping protect the climate and/or the ozone layer, while contributing to the company's bottom line. Each chapter chronicles the challenge and triumph of invention, introduces the engineers and executives who overcome conventional wisdom, and demonstrates the contribution these companies are making to environmental protection. In full colour and crammed with graphics to illustrate the creative process of technological breakthroughs, the book is accessible and informative. The genius of these ten companies will inspire the engineer, the policy-maker, the student, the environmentalist, the CEO and the investor alike.

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2006 honda accord fuel economy: Used Car Buying Guide 2007 Consumer Reports (Firm), 2007-01-09 Buying a car can be a smart idea - a car loses the lion's share of its value when it is driven off the new car lot, so why let someone else take that loss? But buyer beware: A used car is likely to need more repairs and may come with a short warranty or none at all. In addition, used cars may lack the latest safety features. That is why it is so important for consumers to do extensive research so they can avoid all of the potential pitfalls of buying a used car. The auto experts at Consumer Reports have done the work for you and have compiled their extensive research and report their findings into the 2007 edition of USED CAR BUYING GUIDE. This fabulous tool will help steer any consumer who is in the market for a used car towards the better-performing and more reliable used car models and away from those models with a troubled past or substandard

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2006 honda accord fuel economy: The Consumer Response to Gasoline Price Changes Kenneth Thomas Gillingham, 2011 When gasoline prices rise, people notice: the news is filled with reports of pinched household budgets and politicians feeling pressure to do something to ameliorate the burden. Yet, raising the gasoline tax to internalize externalities is widely considered by economists to be among the most economic efficiency-improving policies we could implement in the transportation sector. This dissertation brings new evidence to bear on quantifying the responsiveness to changing gasoline prices, both on the intensive margin (i.e., how much to drive) and the extensive margin (i.e., what vehicles to buy). I assemble a unique and extremely rich vehicle-level dataset that includes all new vehicle registrations in California 2001 to 2009, and all of the mandatory smog check program odometer readings for 2002 to 2009. The full dataset exceeds 49 million observations. Using this dataset, I quantify the responsiveness to gasoline price changes on both margins, as well as the heterogeneity in the responsiveness. I develop a novel structural model of vehicle choice and subsequent utilization, where consumer decisions are modeled in a dynamic setting that explicitly accounts for selection on unobserved driving preference at both the time of purchase and the time of driving. This utility-consistent model allows for the analysis of the welfare implications to consumers and government of a variety of different policies, including gasoline taxes and feebates. I find that consumers are responsive to changing gasoline prices in both vehicle choice and driving decisions, with more responsiveness than in many recent studies in the literature. I estimate a medium-run (i.e., roughly two-year) elasticity of fuel economy with respect to the price of gasoline for new vehicles around 0.1 for California, a response that varies by whether the vehicle manufacturer faces a tightly binding fuel economy standard. I estimate a medium-run elasticity of driving with respect to the price of gasoline around -0.15 for new personal vehicles in the first six years. Older vehicles are driven much less, but tend to be more responsive, with an elasticity of roughly -0.3. I find that the vehicle-level responsiveness in driving to gasoline price changes varies by vehicle class, income, geographic, and demographic groups. I also find that not including controls for economic conditions and not accounting for selection into different types of new vehicles based on unobserved driving preference tend to bias the elasticity of driving away from zero -- implying a greater responsiveness than the true responsiveness. This is an important methodological point, for much of the literature estimating similar elasticities ignores these two issues. These results have significant policy implications for policies to reduce gasoline consumption and greenhouse gas emissions from transportation. The relatively inelastic estimated responsiveness on both margins suggests that a gasoline tax policy may not lead to dramatic reductions in carbon dioxide emissions, but is a relatively non-distortionary policy instrument to raise revenue. When the externalities of driving are considered, an increased gasoline tax may not only be relatively non-distortionary, but even economic efficiency-improving. However, I find that the welfare changes from an increased gasoline tax vary significantly across counties in California, an important

consideration for the political feasibility of the policy. Finally, I find suggestive evidence that the ``rebound effect" of a policy that works only on the extensive margin, such as a feebate or CAFE standards, may be closer to zero than the elasticity of driving with respect to the price of gasoline. This suggestive finding is particularly important for the analysis of the welfare effects of any policy that focuses entirely on the extensive margin.

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Edmonston, 2018-02-03 Steers buyers through the the confusion and anxiety of new and used vehicle purchases like no other car-and-truck book on the market. "Dr. Phil," along with George Iny and the Editors of the Automobile Protection Association, pull no punches.

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