

## Re: TuoZu7827eSGBBe@KqaUi

**Source:** <http://sci.tech-archive.net/Archive/sci.chem/2005-02/0955.html>

---

**From:** Schweinkolben (*nospam\_at\_nospam.com*)

**Date:** 02/18/05

Date: Fri, 18 Feb 2005 09:00:52 -0600

<ranjit\_mathews@yahoo.com> wrote in message  
news:1108724198.448174.175530@c13g2000cwb.googlegroups.com...

>

> *Dr. Jai Maharaj wrote:*

> > *VW has produced a concept car that gets 235 mpg*

> >

> > *WOW, Volkswagon has produced a two-passenger concept car that gets  
> 235 mpg*

> >

> > <http://freerepublic.com/focus/f-news/1345811/posts>

>

> *That's 470 passenger miles per gallon if it gets that mileage with 2  
> passengers. That's not very different from the fuel economy of an  
> efficient (15 mpg) bus.*

Busses get 3 miles per gallon max and have typically have only 6 passengers,  
so that is 18 passenger miles per gallon.

That is exceedingly low, 18 compared with 470.  
the car is 26 times more efficient than the bus

Bus costs 220,000, car cost 15,000

Bus maintenance per year is 7,000

Car maintenance is 200

Bus driver costs 65,000 per year

In 10 years the bus costs  $220,000 + 7,000 \cdot 10 + 10 \cdot 65,000 + (100,000$   
 $\text{mi} \cdot \$2/\text{gal}) / 3 \text{ miles per gallon} = \$421,666$

In 10 years the car costs  $15,000 + 10 \cdot 200 + (100,000 \text{ mi} \cdot \$2/\text{gal}) / 235 \text{ mile}$   
per gallon =  
\$17,851

So the lifetime cost of the bus is 23 times more than a car. Therefore the  
bus would ave to carry at least 25 people simply to break even with using

cars.

An then there is the pollution factor, busses generate far more pollution than equivalent number of cars.