

Evaluation of the minimum number of local driving cycles required to represent the traffic of distinct cities: a case study of two Brazilian metropolises

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Transportation research record

2024; 2678(4):849-864

ARTICLE IDENTIFIERS

DOI: 10.1177/03611981231186977

PMID: unavailable

PMCID: not available

JOURNAL IDENTIFIERS

LCCN: 74032372

pISSN: 0361-1981

eISSN: 2169-4052

OCLC ID: 01259379

CONS ID: not available

US National Library of Medicine ID: 101481512

This article was identified from a query of the SafetyLit database.