These tasks require readers to perform multiple-feature matches and to integrate or synthesize information from complex or lengthy passages. More complex inferences are needed to perform successfully. Conditional information is frequently present in tasks in this level and must be taken into consideration by the reader.

Average difficulty value of tasks in this level: 352
Percentage of adults performing in this level: 17%

A prose task with a difficulty value of 328 requires the reader to synthesize the repeated statements of an argument from a newspaper column in order to generate a theme or organizing principle. In this instance, the supporting statements are elaborated in different parts of a lengthy text.

A more challenging task (with a difficulty value of 359) directs the reader to contrast the two opposing views stated in the newspaper feature reprinted here that discusses the existence of technologies that can be used to produce more fuel-efficient cars.

Contrast Dewey's and Hanna's views about the existence of technologies that can be used to produce more fuel-efficient cars while maintaining the size of the cars.
Face-Off: Getting More Miles Per Gallon

Demand cars with better gas mileage

By Robert Dewey
Guest columnist

WASHINGTON — Warning: Automakers are resurrecting their heavy-metal dinosaurs, aka gas guzzlers.

Government reports show that average new-car mileage has declined to 23.2 miles per gallon — the 1986 level. To reverse this trend, Congress must significantly increase existing gas-mileage standards.

More than half our Nobel laureates and 700 members of the National Academy of Sciences recently called global warming "the most serious environmental threat of the 21st century." In 1988, oil imports climbed to a near-record 46% of U.S. consumption. Increasing gas mileage is the single biggest step we can take to reduce oil imports and curb global warming. Greater efficiency also lowers our trade deficit (all imports represent 40% of it) and decreases the need to drill in pristine areas.

Bigger engines and bigger cars mean bigger profits for automakers, who offer us the products they want us to buy. More than ever, Americans want products that have less of an environmental impact. But with only a few fuel-efficient cars to choose from, how do we find ones that meet all our needs?

Government studies show automakers have the technology to dramatically improve gas mileage — while maintaining the 1987 levels of comfort, performance and size mix of vehicles. Automakers also have the ability to make their products safer. The cost of these improvements will be offset by savings at the gas pump.

Cars can average 45 mpg and light trucks 35 mpg primarily by utilizing engine and transmission technologies already on a few cars today. Further improvements are possible by using technologies like the two-stroke engine and better aerodynamics that have been developed but not used.

When the current vehicle efficiency standards were proposed in 1974, Ford wrongly predicted that they "would require either all sub-Pinto-sized vehicles or some mix of vehicles ranging from a sub-subcompact to perhaps a Maverick." At that time, Congress required a 100% efficiency increase; raising gas mileage to 46 mpg requires only a 60% increase.

Americans want comfortable, safe and efficient cars. If automakers won't provide them, Congress must mandate them when it considers the issue this summer.

Let's hope lawmakers put the best interest of the environment and the nation ahead of the automakers' lobbyists and political action committees.

Robert Dewey is a conservation analyst for the Environmental Action Foundation. Reprinted by permission of USA Today.

Don't demand end to cars people want

By Thomas H. Hanna
Guest columnist

DETROIT — Do Americans look forward to the day when they'll have to haul groceries, shuttle the kids to and from school or take family vacations in compact and subcompact cars?

I doubt it — which is why U.S. and import carmakers oppose the 40-miles-per-gallon to 46 mpg corporate average fuel economy mandates that some are pushing in Congress, either to curb tailpipe carbon dioxide emissions because of alleged global warming or for energy conservation.

Since the mid-1970s, automakers have doubled the fleet average fuel economy of new cars to 28 mpg — and further progress will be made.

Compact and subcompact cars with mileage of 40 mpg or better are now available, yet they appeal to only 5% of U.S. car buyers.

But to achieve a U.S. fleet average of 40 mpg to 46 mpg, carmakers would have to sharply limit the availability of family-size models and dramatically trim the size and weight of most cars.

There simply are not magic technologies to meet such a standard.

Almost every car now sold in the USA would have to be drastically downsized, and many would be obsolete.

As a result, Americans each year would be unable to buy the vehicles most suited for their needs: mid- and family-size models, luxury automobiles, mini-vans, small trucks and utility vehicles.

The fleet shift to compacts and subcompacts could also force the closing of assembly plants, supplier firms and dealerships, at a cost of thousands of U.S. jobs.

Although a growing number of scientists are skeptical of global warming, the issue deserves thorough international scientific evaluation, not premature unilateral U.S. action.

Carbon dioxide emissions from U.S. vehicles total less than 2.5% of worldwide "greenhouse" gases. Even doubling today's corporate average fuel economy for U.S. cars — if technically possible — would cut those gases about 5%.

Whatever the motivation — alleged global warming or energy conservation — the stakes are high for millions of Americans and thousands of U.S. jobs in unrealistic corporate average fuel economy mandates.

Thomas H. Hanna is president and chief executive officer of the Motor Vehicle Manufacturers Association of the United States. Reprinted by permission of USA Today.