

Abb. 46: Mengen- und zeitspezifische Verbrauchsfunktion des Benzinverbrauchs (4. Gang)

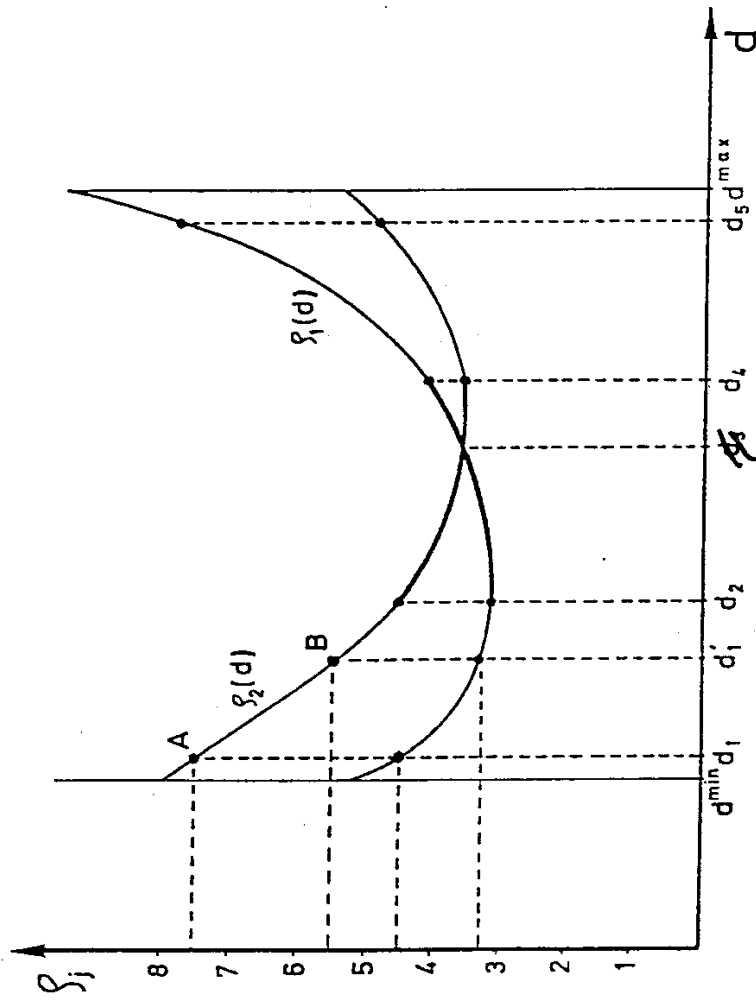


Abb. 58: Verbrauchsfunktion zweier Verbrauchsfaktoren

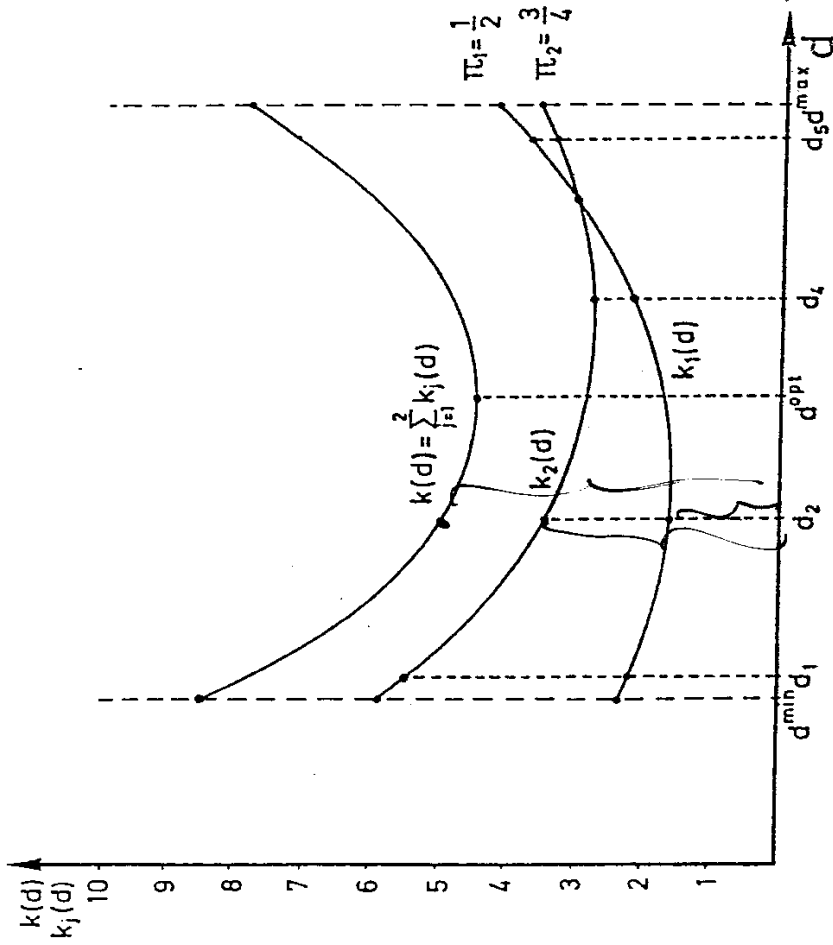
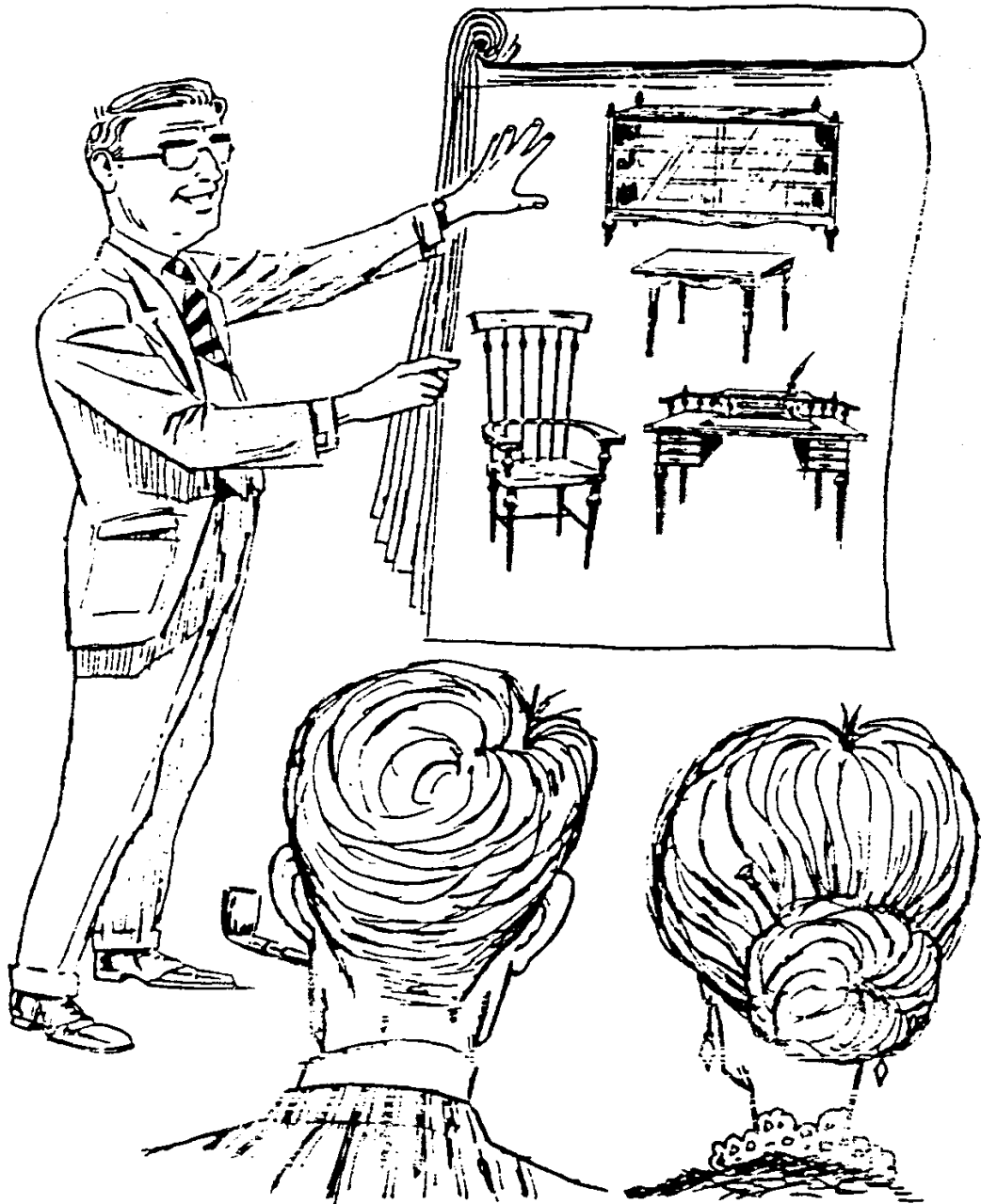
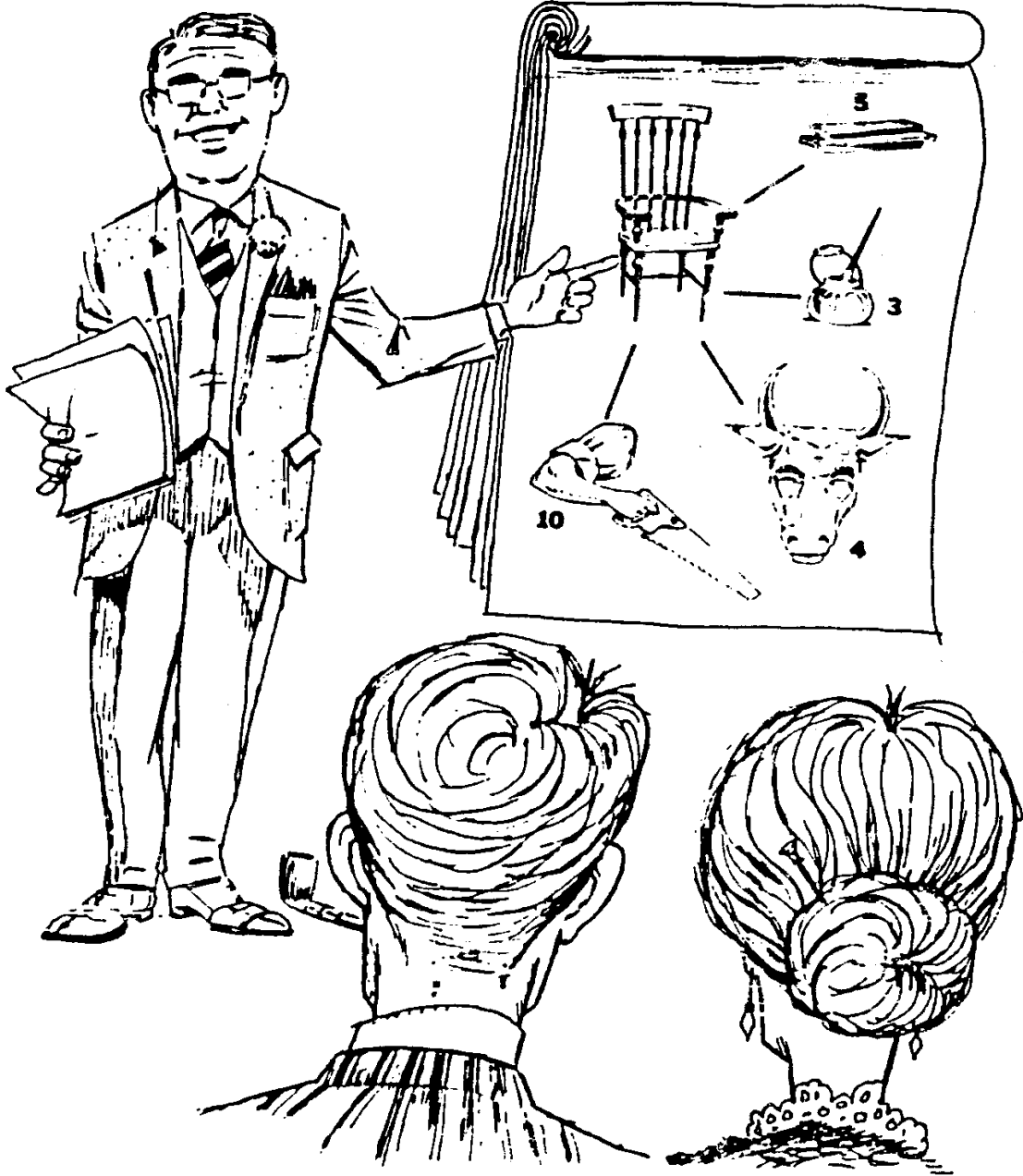
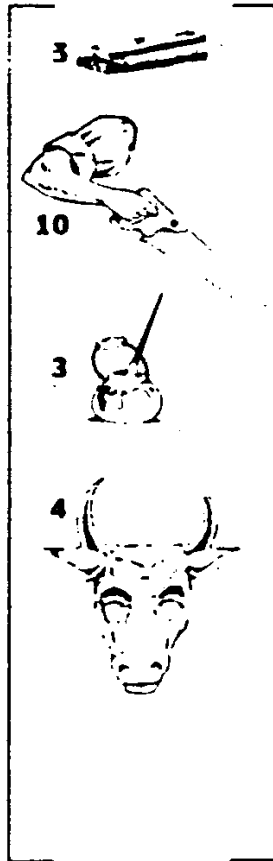


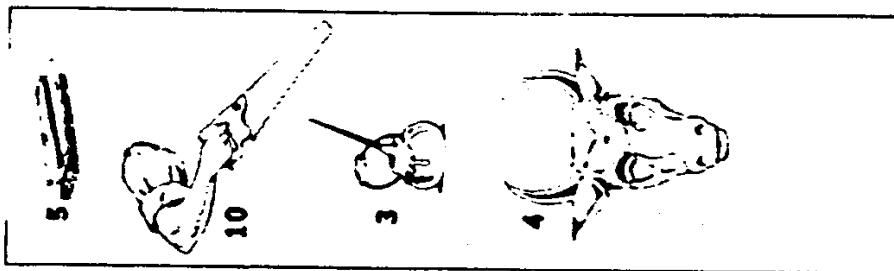
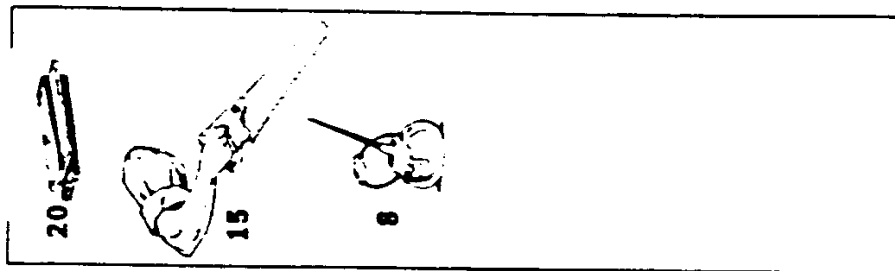
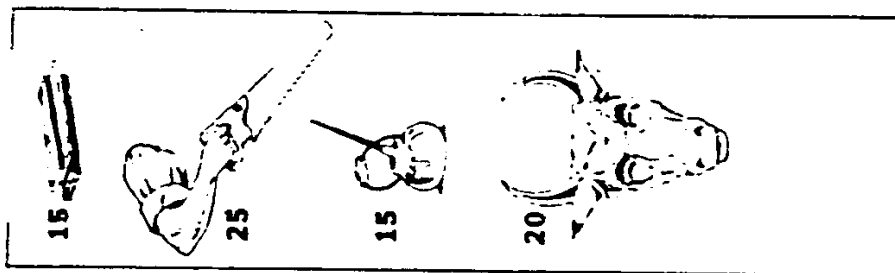
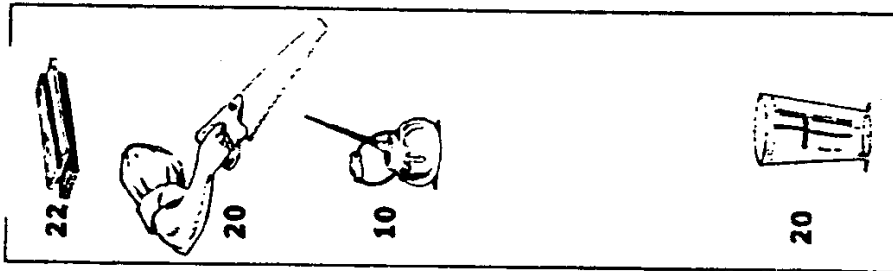
Abb. 65: Bewertete Verbrauchsfunktionen zweier Verbrauchsfaktoren und mengen-spezifische Kostenfunktion




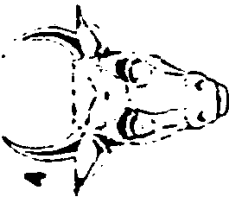






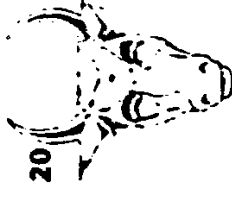




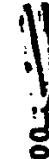










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|  |  |  |   |
|--|--|--|---|
| 5<br>     | 10<br>  | 3<br>   | 4<br>   |
| $c +$  |  |  |   |
| 20<br>    | 15<br>  | 8<br>   |   |
| $t +$  |  |  |   |
| 15<br>    | 25<br>   | 15<br>  | 20<br>  |
| $d +$  |  |  |   |
| 22<br>      | 20<br>    | 10<br>    | 20<br>   |
| $b \leq$   |  |  |   |
| 20,000<br>  | 4,000<br> | 2,000<br> | 3,000<br> |
| $500$<br> |  |  |   |

45 c + 80 t + 100 r + 55 b → max!

FBI