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Provides detailed information on
such environmental science topics

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as acid rain, air pollution, coal combustion, solar heating, and water power

Alphabetically arranged articles cover energy production and use, legal and policy issues, and technological and environmental concerns

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This book contains the proceedings of the International Symposium on Alternative and Advanced Automotive Engines, held in Vancouver, B.C., on August 11 and 12, 1986. The symposium was sponsored by EXPO 86 and The University of British

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Columbia, and was part of the specialized periods program of EXPO 86, the 1986 world's fair held in Vancouver. Some 80 attendees were drawn from 11 countries, representing the academic, auto motive and large engine communities. The purpose

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of the symposium was to provide a critical review of the major alternatives to the internal combustion engine. The scope of the symposium was limited to consideration of combustion engines, so that electric power, for example, was not considered. This

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was not a reflection on the possible contribution which electric propulsion may make in the future, but rather an attempt to focus the proceedings more sharply than if all possible propulsion systems had been considered. In this way all of the

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contributors were able to participate in the sometimes lively discussion sessions following the presentation of each paper.

The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New

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powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-

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duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the

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dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes

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of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others?

Written to inform The United States Department of

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Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National

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Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty

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Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their

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inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

[Trade-marks Journal](#)

[Diesel Common Rail and Advanced Fuel Injection Systems](#)

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[First Biomass Conference of the Americas--Energy, Environment, Agriculture, and Industry, August 30-September 2, 1993, Burlington, Vermont](#)

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V.1: (A-I); v.2: (J-Z).

Contributions by Surhid Gautam and Lit-Mian Chan. This book presents a state-of-the art review of vehicle emission standards and

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regulations and provides a synthesis of worldwide experience with vehicle emission control technologies and their applications in both industrial and developing countries. Topics covered include: *

The two principal international systems of vehicle emission

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standards: those of North America and Europe * Test procedures used to verify compliance with emissions standards and to estimate actual emissions * Engine and aftertreatment technologies that have been developed to enable new vehicles to comply with emission

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standards, as well as the cost and other impacts of these technologies

* An evaluation of measures for controlling emissions from in-use vehicles * The role of fuels in reducing vehicle emissions, the benefits that could be gained by reformulating conventional gasoline

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and diesel fuels, the potential benefits of alternative cleaner fuels, and the prospects for using hydrogen and electric power to run motor vehicles with ultra-low or zero emissions. This book is the first in a series of publications on vehicle-related pollution and control

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measures prepared by the World Bank in collaboration with the United Nations Environment Programme to underpin the Bank's overall objective of promoting transport that is environmentally sustainable and least damaging to human health and welfare.

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Since the mid-1990s, the emergence of hydrogen economy and the speed with which it will arrive have been vigorously debated. As a disruptive technology, dominant designs for the production, storage and distribution of hydrogen have not yet been established. Not have

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performance characteristics been achieved to compete with the existing combustion engine, though the efficiency and durability of hydrogen fuel cells are improving. This publication highlights the uncertainties involved in making choices about hydrogen and fuel

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cells in planning the development policies on national energy, environment and transport sector. Donny is the Winner of the 2012 International Book Awards. Donny Petersen has been educating motorcycle enthusiasts about Harley-Davidson bikes for years.

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Now, he has combined all his knowledge into a twelve-volume series masterpiece and this third book is one that every rider will treasure. Petersen, who has studied privately with Harley-Davidson engineers and has spent thirty-six years working on motorcycles, is

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sharing all of his secrets! As the founder of Toronto's Heavy Duty Cycles in 1974, North America's premier motorcycle shop, the dean of motorcycle technology teaches about the theory, design, and mechanical aspects of Harleys. In this third volume, discover: 1. How

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to identify the Evolution models. 2. Why the Evolution models are better. 3. Everything you need to know about engines. 4. Troubleshooting every facet of the Evolution. And so much more! The Harley-Davidson Evolution The Japanese had more than quality.

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Their arsenal included acceleration and speed combining with good braking and handling. They could design, tool-up and build a new motorcycle in a mere eighteen months. The flavor of the day could easily be accomplished with this organizational skill and dexterity.

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On top of this they had lower prices. The Gang of 13 took over a failing company or did they? By 1982, Harley-Davidson sales went into a tailspin with plunging production. The USA was in a deep recession. Adding to the perfect storm was the flood of Asian

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imports that many believe were being sold in the U.S. below their manufactured costs. Whether this was true or not, how did a small country a half-world away manufacture a quality product that was faster, handled better, and was less expensive? Furthermore, these

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import motorcycles were more functional. Well, of course they did because USA motorcycle manufacturing offered old clunker styling that was slower, did not handle well, and broke down all the time! And for all of this, Harley-Davidson's cost more. Insulting if

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one thinks about it. It is not that the Evolution was that good relative to their competitors because in my opinion it was not. However, the Evolution was stellar relative to what went before. I was a loyal Shovelhead rider, necessarily becoming a mechanic along the

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way. I like the rest of my ilk would never consider riding any other product. I did not care that a Honda might be functionally better, less expensive, and not require my newfound mechanical skills. Honda simply did not give what my psyche craved. Importantly, H-D dropped

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its lackadaisical attitude towards copyright infringement, particularly with knock-off products. Harley-Davidson became extremely aggressive against the counterfeiting of their trademarks. It licensed use of its logos with all manner merchandise that was

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embraced by mainstream America followed by the world including the Japanese. H-D then saw the birth of HOG, the most successful marketing and loyalty campaign in the annals of corporate sustenance. The world embraced this pasteurized version of the outlaw

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subculture. You might meet the nicest people on a Honda but Harley riders are all about cool. They adapt a pseudo-outlaw lifestyle that emulates freedom and individualism. They spend much of their time adopting one charity or another to prove they really aren't

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bad. Many charities benefitted greatly during the Harley boom. Can these riders be contesting the Honda mantra of niceness? The previous owners AMF deserve much credit for the success of Harley-Davidson. They gave the Gang of 13 a platform from, which

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to launch. These new guys were brighter than bright. They put a management team together that knew no bounds in success. I am sure that Marketing 101 in every business school teaches and will continue to teach their brilliant story. Harley-Davidson became the

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epitome of American manufacturing and marketing, the darling of capitalism at its finest. Think about it! How could a rusty old manufacturer whose time had drifted by reach such pinnacles of success? Well, H-D had a little help along the way with two main

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sociological factors: 1. The post World War II baby boom, the aging bulge in American demographics looking for adventure and whatever (safely) came their way. 2. A generation that worked hard; raised families and then looked back at what they had missed in their

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youth. Harley-Davidson embodied the freedom and adventure they lacked. Harley-Davidson was granted two decades, in which to plan a lasting and viable future. It sought to be the motorcycle of mainstream America. The world would follow. This venerable

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company almost pulled it off. The Motor Company updated technology both in their manufacturing venue and in the product itself. H-D balanced on a near-impossible fulcrum, maintaining tradition on one side and complying with environmental

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dictates on the other. The Evolution's successor, the air-cooled Twin Cam introduced in 1999 with great success. H-D continued to grow and prosper. I have always viewed the Twin Cam as a transitional model embracing the past but leading into a future of

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overhead cams and water jackets. The new H-D V-Rod's technological marvels are a wonderful attempt but as much as the Factory hoped, mainstream Harley riders did not take the bait en masse. After all they had their psychological needs. These attempts did not prevent dark

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clouds from appearing on the horizon: 1. Inexorably, the post World War II baby boom's bulge has grown older, losing interest in reclaiming youth with interests shifting elsewhere. Who is to take over this downsizing market? Who will be left to support the Motor

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Company in the style it has become accustomed? 2. In my humble opinion, the masters of marketing did not fill the coming void of consumers. I think H-D is good at pretty much everything except lowering prices for the incoming generations. Nor have they

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developed affordable and desirable product lines for the youth. Certainly, the Factory began to enjoy economies of scale in manufacturing. I for one do not think they have used their profits wisely for continued prosperity. Will I continue to ride a Harley at age

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62? Sure I will but I was riding them before they became cool. I am not a dentist looking for a safe walk on the wild side or a movie star acquiring the in-bauble of the day. The Evolution motorcycle saved the Hog's bacon but a new savior is now required.

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practice tests, including an AFQT practice test

Practical advice for anyone looking to increase the power of their motorcycle through turbocharging or supercharging. This valuable guide contains

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sections on ram air induction, fueling, electronic fuel injection, nitrous oxide, plus chapters on choosing the right bike for power boosting and factory turbo bikes. How to wire a car from scratch. The race fan and beginner's

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Written by leading experts in the field, the first edition of this textbook was the first of its kind to address numerous potential applications such as the technology of high-voltage insulation in pulsed inhomogeneous fields, and

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applications related to cavitation development in liquid dielectrics, treatment of different materials and plasma medicine. This second edition addresses the development of the theory over the past few years and features extensive

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revisions, as well as some expanded chapters. A new inclusion is an explanation of how the critical pressure at which cavitation is initiated is determined according to the surface tension coefficient at the boundary of small

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nanovoids and microbubbles. Discussion of the quantum mechanical nature of the cavitation inception in liquid helium is also provided, along with the derived values of critical negative pressure for the appearance of cavitation,

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and its characteristics at low temperatures.

Converted! is much more than an installation manual - although it serves as that as well. You will learn everything you need to know to take water and put it through a

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process called electrolysis to separate the hydrogen from the oxygen as you drive. It silently flows into your vehicle's combustion system and give better economy, a quieter cooler engine and less engine wear. This process, properly

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installed and tuned, is safe and effective because it creates hydrogen on demand and radically improves the fuel economy of a vehicle. In language understandable by virtually anyone the book explains the process.

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There are many photos and illustrations to guide you through. You can purchase the parts you need on your own but Richie has done all the work for you and will send you a complete kit at a very reasonable price if you decide to go

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ahead and save money while you reduce the pollution in the environment.

"This textbook covers all the theory and technology sections that students need to learn in order to pass level 1, 2 and 3 automotive

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Millions of Americans use e-cigarettes. Despite their popularity, little is known about their health effects. Some suggest that e-cigarettes likely confer lower risk compared to combustible tobacco cigarettes,

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because they do not expose users to toxicants produced through combustion.

Proponents of e-cigarette use also tout the potential benefits of e-cigarettes as devices that could help combustible tobacco

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cigarette smokers to quit and thereby reduce tobacco-related health risks. Others are concerned about the exposure to potentially toxic substances contained in e-cigarette emissions, especially in

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individuals who have never used tobacco products such as youth and young adults. Given their relatively recent introduction, there has been little time for a scientific body of evidence to develop on the

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health effects of e-cigarettes. Public Health Consequences of E-Cigarettes reviews and critically assesses the state of the emerging evidence about e-cigarettes and health. This report makes recommendations

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for the improvement of this research and highlights gaps that are a priority for future research.

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