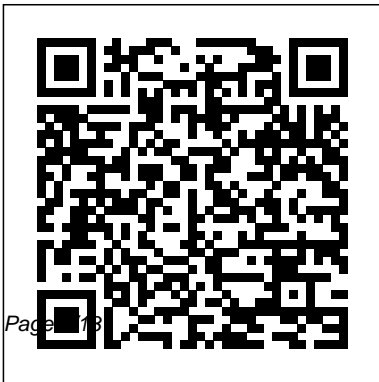

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with Harry Potter than the Society of Automotive Engineers GM's 2012 Volt electric car is a mixture of hype and hypocrisy from the car company that "killed" its own electric car more than a decade ago You can save \$2,000 by cutting freight fees and "administrative" charges Diesel annual urea fill-up scams can cost you \$300, including an \$80 "handling" charge for \$25 worth of urea Lemon-Aid's 2011-12 Endangered Species List: the Chinese Volvo, the Indian Jaguar and Land Rover, the Mercedes-Benz Smart Car, Mitsubishi, and Suzuki

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Cumulated Index to the Books

Dundurn

The objectives of this study were to: (1) evaluate a new low-

cost approach for measuring on-road tailpipe emissions of highway vehicles; (2) investigate factors that affect the amount and variability of on-road emissions, using statistical methods; and (3) devise and demonstrate methods for designing and conducting observational experiments that realistically evaluate pollution prevention strategies for on-road vehicles. Portable instruments were used for measuring carbon monoxide (CO), nitric oxide (NO), and hydrocarbon (HC) emissions and vehicle activity (e.g., vehicle speed, engine parameters) on a

second-by-second basis. Data collection, quality assurance, reduction, and analysis protocols were developed. Field data collection occurred in a pilot and an evaluation phase. In total, over 1,200 one-way trips were made with more than 20 vehicles, 4,000 vehicle-miles traveled, 160 hours of data, and 10 drivers. The pilot study was used to identify key factors influencing on-road emissions and as input to the design of the evaluation study. In the evaluation study, data were collected intensively with a small number of vehicles on two corridors before and after

signal timing and coordination changes were implemented. For the first corridor, changes in signal timing and coordination did not result in a significant change in traffic flow or emissions. However, substantial reductions in emissions were estimated for uncongested versus congested traffic flow when comparing travel in the same direction at different times of day. For the second corridor, there were significant improvements in traffic flow and some reduction in emissions for three of the four time period and travel direction combinations evaluated. The

impact of signal timing and coordination changes with respect to non-priority movements involving cross-streets was evaluated. For the first corridor, there was no statistically significant observed change in emissions for non-priority movements. For the second corridor, there typically was a decrease in average speed and an increase in emissions for non-priority movements; however, many of the observed changes were not statistically significant. The study also demonstrated other analysis methods, including: (a) macro-scale analysis of trip average emissions and traffic parameters; (b) micro-scale analysis of second-by-second emissions and vehicle operation; (c) mesoscale analysis of modal emission rates; and (d) spatial analysis of emissions at specific locations along the corridors. Both statistical and theoretical-based approaches were evaluated. The implications of the study results for pollution prevention strategies are discussed. Conclusions are presented regarding instrumentation, protocols, analysis techniques, and case study-specific findings. Recommendations are given

regarding future applications of on-board measurements.

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Focus On: 100 Most Popular Sedans
Chilton Book Company

The author, a licensed Professional Engineer, has family roots in the Detroit area and has also been employed in an engineering capacity by all Big Three automakers; GM, Ford, & Chrysler. He has often wondered

how the auto industry got its beginning in such a place as Detroit, Michigan, way off the beaten path, in an isolated glove-shaped piece of land thrust up between two lakes, where weather can be severe. Ohio and Indiana, who were also very active in the creation of the auto industry, are in the same general area of the country as Michigan and share the same climate. Why would anyone favor this three state area? One would think that other parts of the country would be more conducive to the formation of such an important part of the history of this nation. After all, Michigan, Ohio, and Indiana were not members of the original 13 states and therefore have to be considered less developed territories than the original thirteen states around the turn of the 19th century when the American Gasoline-powered automobile was invented. Read how the author has searched for the answers to these somewhat perplexing questions on why Detroit became the Motor City.

Motor Auto Repair Manual.
Intellichoice Incorporated
Canada's automotive Dr. Phil says there's never been a better time to buy a new car or truck, thanks to a stronger Canadian dollar, a worldwide recession driving prices downward, and a more competitive Japanese auto industry that's still reeling from a series of natural disasters.

American Book Publishing Record

Cumulative 2000 Texas Criminal and pulls no punches. His Lemon-Aid is Traffic Law Manual Judicial Edition more potent and provocative than "The automotive maven and former ever. Member of Parliament might be the **Lemon-Aid Used Cars and Trucks** most trusted man in Canada, an **2009-2010** Lulu.com inverse relationship to the people he writes about." - The Globe and Mail Lemon-Aid shows car and truck buyers how to pick the cheapest and most reliable vehicles from the past 30 years of auto production. This brand-new edition of the bestselling guide contains updated information on secret service bulletins that can save you money. Phil describes sales and service scams, lists which vehicles are factory goofs, and sets out the prices you should pay. As Canada's automotive "Dr. Phil" for over 40 years, Edmonston