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*Truck Diesel  
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***Auto Repair For  
Dummies, 2nd  
Edition  
(9781119543619)  
was previously  
published as  
Auto Repair For***

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**Dummies, 2nd  
Edition**

**(9780764599026).**

***While this  
version features  
a new Dummies  
cover and  
design, the  
content is the  
same as the  
prior release  
and should not  
be considered a  
new or updated***

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**product. The top-selling auto repair guide--400,000 copies sold--now extensively reorganized and updated Forty-eight percent of U.S. households perform at least some automobile maintenance on their own, with**

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*women now  
accounting for  
one third of  
this \$34 billion  
automotive do-it-  
yourself market.  
For new or would-  
be do-it-  
yourself  
mechanics, this  
illustrated how-  
to guide has  
long been a must  
and now it's*

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***even better. A complete reorganization now puts relevant repair and maintenance information directly after each automotive system overview, making it much easier to find hands-on fix-it instructions.***

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***Author Deanna Sclar has updated systems and repair information throughout, eliminating discussions of carburetors and adding coverage of hybrid and alternative fuel vehicles. She's also revised***

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***schedules for  
tune-ups and oil  
changes,  
included driving  
tips that can  
save on  
maintenance and  
repair costs,  
and added new  
advice on  
troubleshooting  
problems and  
determining when  
to call in a***

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**professional mechanic. For anyone who wants to save money on car repairs and maintenance, this book is the place to start.**  
**Deanna Sclar (Long Beach, CA), an acclaimed auto repair expert and consumer**



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***advocate, has contributed to the Los Angeles Times and has been interviewed on the Today show, NBC Nightly News, and other television programs.***

***Cummins Inc., in partnership with the Department***

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***of Energy, has developed technology for a new highly efficient, very low emission, diesel engine for light trucks and sport utility vehicles. This work began in April 1997, and started with***

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**very aggressive goals for vehicles in the 5751 to 8500 pound GCW weight class. The primary program goals were as follows: (1) EMISSIONS--NO(subscript x) = 0.50 g/mi; PM = 0.05 g/mi; CO = 2.8 g/mi; and NMHC =**

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**0.07 g/mi.**

**California**  
*decided to issue  
new and even  
tougher LEV II  
light truck  
regulations late  
in 1999. EPA  
also issued its  
lower Tier 2  
regulations late  
in 2000. The net  
result was that  
the targets for*

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*this diesel engine project were lowered, and these goals were eventually modified by the publication of Federal Tier 2 emission standards early in 2000 to the following:*

*$\text{NO}(\text{subscript } x)$   
 $= 0.07 \text{ g/mi};$  and*

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***PM = 0.01 g/mi.***

**(2) FUEL**

***ECONOMY--The fuel economy goal was 50 percent MPG improvement (combined city/highway) over the 1997 gasoline powered light truck or sport utility vehicle in the***

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**vehicle class for which this diesel engine is being designed to replace. The goal for fuel economy remained at 50 percent MPG improvement, even with the emissions goal revisions. (3)**

**COOPERATIVE DEVELOPMENT--Regular**

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*design reviews  
of the engine  
program will be  
conducted with a  
vehicle  
manufacturer to  
insure that the  
concepts and  
design specifics  
are commercially  
feasible.*

*(DaimlerChrysler  
has provided  
Cummins with*



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*this design  
review input.)*

*Cummins has  
essentially  
completed a  
demonstration of  
proof-of-  
principle for a  
diesel engine  
platform using  
advanced  
combustion and  
fuel system  
technologies.*

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***Cummins reported very early progress in this project, evidence that new diesel engine technology had been developed that demonstrated the feasibility of the above emissions goals.***

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***Emissions levels of NOx = 0.4 g/mi and PM = 0.06 g/mi were demonstrated for a 5250 lb. test weight vehicle with passive aftertreatment only. These results were achieved using the full chassis dynamometer***

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***FTP-75 test procedure that allowed compliance with the Tier 2 Interim Bin 10 Standards and would apply to vehicles in MY2004 through MY2007 timeframe. In further technology***

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***development with  
active  
aftertreatment  
management,  
Cummins has been  
able to report  
that the  
emissions goals  
for the Tier 2  
Bin 5 standards  
were met on an  
engine running  
the full FTP-75  
test procedure.***

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***The fuel economy on the chassis tests was measured at over 59 percent MPG improvement over the gasoline engines that are offered in typical SUVs and light trucks. The above demonstration used only in-***

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**cylinder fueling  
for management  
of the  
aftertreatment  
system.**

**Provides  
extensive  
information on  
state-of the art  
diesel fuel  
injection  
technology.**

**Early  
Experiences with**

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**Conception,  
Design,  
Implementation,  
Evaluation and  
Deployment  
Modern Diesel  
Technology:  
Diesel Engines  
Field and Depot  
Maintenance for  
Engine, Diesel  
(multifuel), Tur  
bosupercharged,  
Fuel Injected,**



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*Water Cooled,  
6-cylinder, Assembly-2815-897-50  
61, (Continental  
Model LDS-427-2)  
and Clutch,  
Assembly (ORD  
7748995), (Long  
Model 13CF) :  
End Item  
Application,  
Truck, Cargo, 2  
1/2 Ton, 6 X 6,  
M35A1,*

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**(multifuel) -- (TM  
9-2320-235).**

## **Gasoline and Gas Engines**

*The light-duty vehicle  
fleet is expected to  
undergo substantial  
technological changes  
over the next several  
decades. New  
powertrain designs,  
alternative fuels,*

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*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-duty trucks will be more fuel efficient,*

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*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 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 of transportation,*

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*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 Transportation's National Highway*

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***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 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 Vehicles*



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*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*

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

**MODERN DIESEL  
TECHNOLOGY:  
DIESEL ENGINES,  
Second Edition,  
provides a thorough,  
reader-friendly  
introduction to diesel**

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*engine theory,  
construction,  
operation, and service.  
Combining a simple,  
straightforward  
writing style, ample  
illustrations, and step-  
by-step instruction,  
this trusted guide  
helps aspiring  
technicians develop  
the knowledge and  
skills they need to*

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*service modern,  
computer-controlled  
diesel engines. The  
book provides an  
overview of essential  
topics such as shop  
safety, tools and  
equipment, engine  
construction and  
operation, major  
engine systems, and  
general service and  
repair concepts.*

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*Dedicated chapters then explore engine, fuel, and vehicle computer control subsystems, as well as diesel emissions.*

*Thoroughly revised to reflect the latest technology, trends, and techniques—including current ASE Education*

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***Foundation  
standards—the  
Second Edition  
provides an accurate,  
up-to-date  
introduction to  
modern diesel engines  
and a solid  
foundation for  
professional success.***

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*product description or  
the product text may  
not be available in the  
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*As evidenced by recent  
lawsuits brought  
against operators of  
large diesel truck  
fleets [1] and by the  
Consent Decree  
brought against the  
heavy-duty diesel  
manufacturers [2],*

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*the environmental and health effects of diesel engine emissions continue to be a significant concern. Reduction of diesel engine emissions has traditionally been achieved through a combination of fuel system, combustion chamber, and engine*



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*control modifications*  
[3]. *Catalytic*

*aftertreatment has become common on modern diesel vehicles, with the predominant device being the diesel oxidation catalytic converter [3]. To enable advanced after-treatment devices and to directly reduce*

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*emissions, significant recent interest has focused on reformulation of diesel fuel, particularly the reduction of sulfur content. The EPA has man-dated that diesel fuel will have only 15 ppm sulfur content by 2007, with current diesel specifications*

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*requiring around 300 ppm [4]. Reduction of sulfur will permit sulfur-sensitive aftertreatment devices, continuously regenerating particulate traps, NOx control catalysts, and plasma assisted catalysts to be implemented on diesel vehicles [4]. Another*

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*method of reformulating diesel fuel to reduce emissions is to incorporate oxygen in the fuel, as was done in the reformulation of gasoline. The use of methyl tertiary butyl ether (MTBE) in reformulated gasoline has resulted in contamination of*

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*water resources across the country [5].*

*Nonetheless, by relying on the lessons learned from MTBE, oxygenation of diesel fuel may be accomplished without compromising water quality. Oxygenation of diesel fuel offers the possibility of reducing particulate*

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*matter emissions significantly, even for the current fleet of diesel vehicles. The mechanism by which oxygen content leads to particulate matter reductions is still under debate, but recent evidence shows clearly that "smokeless" engine operation is possible*

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*when the oxygen content of diesel fuel reaches roughly 38% by weight [6]. The potential improvements in energy efficiency within the transportation section, particularly in sport utility vehicles and light-duty trucks, that can be provided by*

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*deployment of diesel engines in passenger cars and trucks is a strong incentive to develop cleaner burning diesel engines and cleaner burning fuels for diesel engines. Thus, serious consideration of oxygenated diesel fuels is of significant practical interest and*



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*value to society. In the present work, a diesel fuel reformulating agent, CETANERTM, has been examined in a popular light-medium duty turbodiesel engine over a range of blending ratios. This additive is a mixture of glycol ethers and can be produced from*

*dimethyl ether, which itself can be manufactured from synthesis gas using Air Products' Liquid Phase Dimethyl Ether (LPDME™) technology.*

*CETANERTM is a liquid, has an oxygen content of 36 wt.%, has a cetane number over 100 and is highly*

*miscible in diesel fuel. This combination of physical and chemical properties makes CETANERTM an attractive agent for oxygenating diesel fuel. The present study considered CETANERTM ratios from 0 to 40 wt.% in a California Air Resources Board*

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***(CARB) specification  
diesel fuel.***

***Particulate matter  
emissions, gaseous  
emissions and in-  
cylinder pressure  
traces were monitored  
over the AVL 8-Mode  
engine test protocol  
[7]. This paper  
presents the results  
from these  
measurements and***

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*discusses the  
implications of using  
high cetane number  
oxygenates in diesel  
fuel reformulation.*

*Diesel Engine  
Electronics and Fuel  
Management Systems  
Highway Safety  
Literature  
Fuel Pump PT (type  
R) Calibration  
Popular Science*

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***Technologies and  
Approaches to***

***Reducing the Fuel  
Consumption of  
Medium- and Heavy-  
Duty Vehicles***

Gain a sound  
understanding of  
electronically  
controlled diesel  
engines as well as  
maintenance and

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diagnostic  
procedures. This  
book uses the  
ASE L2  
"composite" diesel  
engine as a  
platform for  
fostering a detailed  
understanding of  
current truck  
engine  
management

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systems including  
electronic unit  
injector (EUI),  
hydraulically  
actuated electronic  
unit injector  
(HEUI), electronic  
unit pump (EUP),  
time-pressure  
injection (HPI-TP),  
computer-  
controlled pump-



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line-nozzle (PLN),  
and diesel

common rail (CR)  
fuel management  
systems.

Coverage is  
comprehensive in  
scope, addressing  
vehicle

management  
computers,  
electronic service

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tools (ESTs), connector and wiring repair, and the principles of multiplexing, as well as each major system of the various fuel management systems used on today's diesel powered trucks.

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Written by a practitioner, this comprehensive guide presents all the information and skills needed by the proficient diesel mechanic. Throughout, the material emphasizes the practical, nuts-and-

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bolts aspects of the trade. Each chapter contains a brief introduction, a list of objectives, and a general treatment of the subject at hand, a treatment of related component parts and nomenclature that

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familiarizes readers with terms and parts and a detailed discussion of the theory of operation, repair and overhaul, assembly, testing, and adjustment. Procedures are highlighted for easy reference.

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Also included are practical advice and approaches to troubleshooting as well as summaries, lists of review questions, and numerous illustrations.

In the fast-developing world of Industry 4.0,

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which combines  
Extended Reality  
(XR) technologies,  
such as Virtual  
Reality (VR) and  
Augmented Reality  
(AR), creating  
location aware  
applications to  
interact with smart  
objects and smart  
processes via

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Cloud Computing  
strategies enabled  
with Artificial  
Intelligence (AI)  
and the Internet of  
Things (IoT),  
factories and  
processes can be  
automated and  
machines can be  
enabled with self-  
monitoring



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capabilities. Smart objects are given the ability to analyze and communicate with each other and their human co-workers, delivering the opportunity for much smoother processes, and freeing up workers

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for other tasks.

Industry 4.0

enabled smart  
objects can be  
monitored,  
designed, tested  
and controlled via  
their digital twins,  
and these  
processes and  
controls are  
visualized in

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VR/AR. The Industry 4.0 technologies provide powerful, largely unexplored application areas that will revolutionize the way we work, collaborate and live our lives. It is important to

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understand the opportunities and impact of the new technologies and the effects from a production, safety and societal point of view.

Energy Research  
Abstracts

Cummins Diesel  
Engines Shop

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Manual  
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Service Manual,  
International  
D-358 Diesel  
Engine and Fuel  
System  
Diesel Fuel  
Injection  
Advanced Direct  
Injection  
Combustion  
Engine

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**Technologies and Development Based on the 2004 NATEF Task list as part of certification standard six (6), this book includes most of the newer electronically managed diesel fuel systems that are in use today. It includes diesel**

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**starting and charging systems for complete coverage of engine electronics. It will provide readers with a great source for reference materials on system component operation and troubleshooting. Covers the basics of electricity and**

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**electronics to enable better troubleshooting and repair of the more complex electronically managed fuel systems. Also features detailed information on diesel fuel, mechanical fuel injection systems, engine tune-ups,**



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**electrical and  
electronic testing  
and measuring  
processes, and  
handling of  
hazardous waste  
material and safety  
in the automotive  
shop. For truck  
technicians and  
anyone looking for  
additional  
knowledge of diesel  
fuel system**

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**electronic controls.  
Various  
combinations of  
commercially  
available  
technologies could  
greatly reduce fuel  
consumption in  
passenger cars,  
sport-utility  
vehicles, minivans,  
and other light-duty  
vehicles without  
compromising**

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**vehicle performance  
or safety.**

**Assessment of  
Technologies for  
Improving Light  
Duty Vehicle Fuel  
Economy estimates  
the potential fuel  
savings and costs  
to consumers of  
available technology  
combinations for  
three types of  
engines: spark-**

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**ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29**

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**percent at an additional cost of \$2,200 to the consumer.**

**Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle,**

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**and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a**

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**given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel**

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**purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.**

**The most comprehensive**



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**guide to highway  
diesel engines and  
their management  
systems available  
today,**

**MEDIUM/HEAVY  
DUTY TRUCK  
ENGINES, FUEL &  
COMPUTERIZED  
MANAGEMENT  
SYSTEMS, Fourth  
Edition, is a user-  
friendly resource  
ideal for aspiring,**

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**entry-level, and experienced technicians alike. Coverage includes the full range of diesel engines, from light duty to heavy duty, as well as the most current diesel engine management electronics used in the industry. The extensively updated fourth edition**

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**features nine new chapters to reflect industry trends and technology, including a decreased focus on outdated hydromechanical fuel systems, additional material on diesel electric/hydraulic hybrid technologies, and information on**

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**the principles and practices underlying current and proposed ASE and NATEF tasks. With an emphasis on today's computer technology that sets it apart from any other book on the market, this practical, wide-ranging guide helps prepare you for**

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**career success in  
the dynamic field of  
diesel engine  
service. Important  
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Emerging Extended  
Reality  
Technologies for**

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**Industry 4.0**

**Assessment of Fuel**

**Economy**

**Technologies for**

**Light-Duty Vehicles**

**Catalog of**

**Instructional**

**Programs**

**Automotive Service:**

**Inspection,**

**Maintenance, Repair**

**Diesel Engine and**

**Fuel System Repair**

**"Fundamentals**

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of System Diagram  
Medium/Heavy  
Duty Diesel  
Engines, Second  
Edition offers  
comprehensive  
coverage of  
every ASE task  
with clarity and  
precision in a  
concise format  
that ensures

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student  
comprehension  
and encourages  
critical thinking.  
This edition  
describes safe  
and effective  
diagnostic,  
repair, and  
maintenance  
procedures for  
today's medium



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and heavy  
vehicle diesel  
engines"--

MODERN DIESEL  
TECHNOLOGY:  
LIGHT DUTY  
DIESELS

provides a  
thorough  
introduction to  
the light-duty  
diesel engine,

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now the power plant of choice in pickup trucks and automobiles to optimize fuel efficiency and longevity. While the major emphasis is on highway usage, best-selling author Sean

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Bennett also covers small stationary and mobile off-highway diesels. Using a modularized structure, Bennett helps the reader achieve a conceptual

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grounding in  
diesel engine  
technology.

After exploring  
the tools  
required to  
achieve hands-  
on technical  
competency, the  
text explores  
major engine  
subsystems and

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fuel management systems used over the past decade, including the common rail fuel systems that manage almost all current light duty diesel engines. In

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in addition, this text covers engine management systems, computer controls, multiplexing electronics, diesel emissions and the means used to control

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them. All generations of CAN-bus technology are examined, including the latest automotive CAN-C multiplexing and the basics of network bus troubleshooting.

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ASE A-9  
certification  
learning  
objectives are  
addressed in  
detail. Important  
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description or



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In July 2010, the  
National  
Research  
Council (NRC)  
appointed the  
Committee to  
Review the 21st  
Century Truck

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Partnership,  
Phase 2, to  
conduct an  
independent  
review of the  
21st Century  
Truck  
Partnership  
(21CTP). The  
21CTP is a  
cooperative  
research and

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development  
(R&D)

partnership  
including four  
federal agencies-  
the U.S.

Department of  
Energy (DOE),  
U.S. Department  
of  
Transportation  
(DOT), U.S.

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Department of  
Defense (DOD),  
and the U.S.  
Environmental  
Protection  
Agency  
(EPA)-and 15  
industrial  
partners. The  
purpose of this  
Partnership is to  
reduce fuel

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consumption  
and emissions,  
increase heavy-  
duty vehicle  
safety, and  
support  
research,  
development,  
and  
demonstration  
to initiate  
commercially

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viable products and systems.

This is the NRC's second report on the topic and it includes the committee's review of the Partnership as a whole, its major areas of focus, 21CTP's

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management  
and priority  
setting, efficient  
operations, and  
the new  
SuperTruck  
program.

IMPACT OF  
OXYGENATED  
FUEL ON DIESEL  
ENGINE  
PERFORMANCE

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AND EMISSIONS.  
Review of the  
21st Century  
Truck  
Partnership,  
Second Report  
Medium/Heavy  
Duty Truck  
Engines, Fuel &  
Computerized  
Management  
Systems



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Advanced  
Technology Fuel  
System for  
Heavy Duty  
Diesel Engines  
Systems and  
Components  
The Diesel  
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Nature  
Succeed in your  
career in the

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dynamic field of  
commercial truck  
engine service with  
this latest edition  
of the most  
comprehensive  
guide to highway  
diesel engines and  
their management  
systems available  
today! Ideal for  
students, entry-

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level technicians,  
and experienced  
professionals,  
MEDIUM/HEAVY  
DUTY TRUCK  
ENGINES, FUEL  
&  
COMPUTERIZED  
MANAGEMENT  
SYSTEMS, Fifth  
Edition, covers the  
full range of

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commercial vehicle diesel engines, from light- to heavy-duty, as well as the most current management electronics used in the industry. In addition, dedicated chapters deal with natural gas (NG) fuel systems (CNG

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and LPG),  
alternate fuels,  
and hybrid drive  
systems. The book  
addresses the  
latest ASE  
Education  
Foundation tasks,  
provides a unique  
emphasis on the  
modern  
multiplexed

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chassis, and will serve as a valuable toolbox reference throughout your career. Important Notice: Media content referenced within the product description or the product text may not be available in

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the ebook version.  
The aim of this work, consisting of 9 individual, self-contained booklets, is to describe commercial vehicle technology in a way that is clear, concise and illustrative.

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Compact and easy to understand, it provides an overview of the technology that goes into modern commercial vehicles. Starting from the customer's fundamental requirements, the



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characteristics and  
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systems that

define the design

of the vehicles are

presented

knowledgeably in

a series of articles,

each of which can

be read and

studied on their

own. This volume,

The Diesel Engine,

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provides an initial overview of the vast topic that is the diesel engine. It offers basic information about the mechanical functioning of the engine. The integration of the engine in the vehicle and major

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systems such as the cooling system, the fuel system and the exhaust gas treatment system are explained so that readers in training and in a practical setting may gain an understanding of

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the diesel engine.

Renault

Component

Service Manual,

Bosch Diesel

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Injection System

Group:5, fuel

pump PT (type G)

calibration

The Contribution

of the Fuel

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Injection System to  
Meeting Future

Demands on Truck  
Diesel Engines

Cost,

Effectiveness, and

Deployment of

Fuel Economy

Technologies for

Light-Duty

Vehicles

5-ton, 6x6, M809

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Series Trucks  
(diesel) : Truck,  
Chassis, M809,  
M809A1, M810 ...  
Truck, Stake,  
Bridge  
Transporting,  
M821

**This reference book  
provides a  
comprehensive  
insight into today's**

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**diesel injection systems and electronic control. It focusses on minimizing emissions and exhaust-gas treatment.**

**Innovations by Bosch in the field of diesel-injection technology have made a significant contribution to the**

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**diesel boom. Calls for lower fuel consumption, reduced exhaust-gas emissions and quiet engines are making greater demands on the engine and fuel-injection systems. Technologies and Approaches to Reducing the Fuel Consumption of**



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**Medium- and Heavy-Duty Vehicles**

**evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends**

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**approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The**

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**miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should**

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**use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption**

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**(LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up**

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**to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time**

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frame.

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**Featuring three new chapters on hybrid and electric vehicles, this fully updated 5th edition of AUTOMOTIVE SERVICE: INSPECTION, MAINTENANCE, REPAIR helps students develop the knowledge and skills they need to**

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**be successful in a range of automotive careers. Known for its clear explanations and high quality art, this best-selling text covers all eight major course areas of automotive technology, from an introduction to shop management to theories of vehicle**



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**systems operations  
with step-by-step  
procedures for  
trouble shooting  
and repair.**

**Technically  
reviewed by  
instructors and  
industry experts and  
reflecting the latest  
ASE Education  
Foundation's  
Automobile Program  
Standards, this**

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**edition is ideal for students enrolled in ASE Education Foundation-accredited programs. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.**

**Modern Diesel  
Technology**

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**Model curriculum  
for training tractor-  
trailer drivers**

**Electronic Diesel  
Engine Diagnosis  
Auto Repair For  
Dummies**

**Diesel Engine  
Management**

***"Jones &  
Bartlett***

***Learning CDX A  
utomotive"--Co***

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**ver**

***One of the only texts of its kind to devote chapters to the intricacies of electrical equipment in diesel engine and fuel system repair, this cutting-edge manual***

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***incorporates  
the latest in  
diesel engine  
technology,  
giving students  
a solid  
introduction to  
the technology,  
operation, and  
overhaul of  
heavy duty  
diesel engines  
and their***

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**respective fuel  
and electronics  
systems.**

**Direct injection  
enables precise  
control of the  
fuel/air mixture  
so that engines  
can be tuned  
for improved  
power and fuel  
economy, but  
ongoing**

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**research  
challenges  
remain in  
improving the  
technology for  
commercial  
applications. As  
fuel prices  
escalate DI  
engines are  
expected to  
gain in  
popularity for**

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**automotive  
applications.**

***This important  
book, in two  
volumes,  
reviews the  
science and  
technology of  
different types  
of DI  
combustion  
engines and  
their fuels.***



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***Volume 1 deals with direct injection gasoline and CNG engines, including history and essential principles, approaches to improved fuel economy, design,***

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***optimisation,  
optical  
techniques and  
their  
applications.  
Reviews key  
technologies  
for enhancing  
direct injection  
(DI) gasoline  
engines  
Examines  
approaches to***

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***improved fuel  
economy and  
lower emissions  
Discusses DI  
compressed  
natural gas  
(CNG) engines  
and biofuels  
Common-rail  
Fundamentals  
of  
Medium/Heavy  
Duty Diesel***

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**Engines  
The Diesel  
Engine  
Diesel Fuel-  
injection  
System  
Development of  
Technologies  
for a High  
Efficiency, Very  
Low Emission,  
Diesel Engine  
for Light Trucks**

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**and Sport  
Utility Vehicles**

**Cummins Inc., in partnership with the Department of Energy, has developed technology for a new highly efficient, very low emission, diesel engine for light trucks and sport utility vehicles.**

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***This work began in April 1997, and started with very aggressive goals for vehicles in the 5751 to 8500 pound GCW weight class. The primary program goals were as follows: (1) EMISSIONS -- NO<sub>x</sub> = 0.50 g/mi; PM = 0.05 g/mi; CO = 2.8 g/mi; and NMHC =***

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**0.07 g/mi.**

**California decided to issue new and even tougher LEV II light truck regulations late in 1999. EPA also issued its lower Tier 2 regulations late in 2000. The net result was that the targets for this diesel engine project were**

***lowered, and these goals were eventually modified by the publication of Federal Tier 2 emission standards early in 2000 to the following: NO<sub>x</sub> = 0.07 g/mi; and PM = 0.01 g/mi. (2)***  
***FUEL ECONOMY --***  
***The fuel economy goal was 50***



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**percent MPG  
improvement  
(combined  
city/highway) over  
the 1997 gasoline  
powered light  
truck or sport  
utility vehicle in  
the vehicle class  
for which this  
diesel engine is  
being designed to  
replace. The goal  
for fuel economy**

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***remained at 50 percent MPG improvement, even with the emissions goal revisions. (3) COOPERATIVE DEVELOPMENT -- Regular design reviews of the engine program will be conducted with a vehicle manufacturer to insure that the***

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***concepts and design specifics are commercially feasible.***

***(DaimlerChrysler has provided Cummins with this design review input.) Cummins has essentially completed a demonstration of proof-of-principle for a diesel engine***

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***platform using  
advanced  
combustion and  
fuel system  
technologies.***

***Cummins reported  
very early progress  
in this project,  
evidence that new  
diesel engine  
technology had  
been developed  
that demonstrated  
the feasibility of***

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***the above emissions goals. Emissions levels of  $NO_x = 0.4$  g/mi and  $PM = 0.06$  g/mi were demonstrated for a 5250 lb. test weight vehicle with passive aftertreatment only. These results were achieved using the full chassis***

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***dynamometer  
FTP-75 test  
procedure that  
allowed  
compliance with  
the Tier 2 Interim  
Bin 10 Standards  
and would apply to  
vehicles in MY2004  
through MY2007  
timeframe. In  
further technology  
development with  
active***

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***aftertreatment management, Cummins has been able to report that the emissions goals for the Tier 2 Bin 5 standards were met on an engine running the full FTP-75 test procedure. The fuel economy on the chassis tests was measured at***

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***over 59 percent  
MPG improvement  
over the gasoline  
engines that are  
offered in typical  
SUVs and light  
trucks. The above  
demonstration  
used only in-  
cylinder fueling for  
management of the  
aftertreatment  
system.***

***Popular Science***

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***gives our readers  
the information  
and tools to  
improve their  
technology and  
their world. The  
core belief that  
Popular Science  
and our readers  
share: The future  
is going to be  
better, and science  
and technology are  
the driving forces***

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*that will help make  
it better.*  
***Modern Diesel  
Technology: Light  
Duty Diesels  
student's manual***