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Fundamentals of Medium/Heavy Duty Commercial Vehicle Systems, Second Edition offers comprehensive coverage of basic concepts and fundamentals, building up to advanced instruction on the latest technology coming to market for medium- and heavy-duty trucks and buses. This industry-leading Second Edition includes six new chapters that reflect state-of-the-art technological innovations, such as distributed electronic control systems, energy-saving technologies, and automated driver-assistance systems.

In How to Rebuild and Modify Ford C4 and C6 Automatic Transmissions, author George Reid walks readers through the process step-by-step, from removing the transmission, to complete overhaul, to proper re-installation and road testing.

T. A. Peterman needed a better truck to haul logs in the northwest, so after experimenting and then acquiring Fageol Motors, he came up with a formula to create rugged, tough trucks to battle curvaceous, undependable mountain roads, earning the nickname 'betterbuilt' trucks. Peterman died in 1945, but management helped make Peterbilt a serious producer of heavy-duty trucks up to its sale to PACCAR in the late 1950s. In August 1960 Peterbilt moved to a new facility and became a division of PACCAR,

carrying on its own tradition while retaining its product line. A western builder, Peterbilt's popularity escalated throughout the states through the 1960s, leading the company to start a new plant in Tennessee by the end of the decade. At the height of their popularity, Peterbuilts are portrayed through large format photographs taken at the time when these heavy haulers were put to work. See them in action and read about both the trucks and owners who operated them.

In this, your guide to outstanding truck decoration in Western Europe and the United States, you will see a wide range of approaches and styles. Eighteen of the twenty-nine trucks featured are from Europe, eight are from North America and three are from the UK. In each case you are presented with a number of views of the vehicle to show the overall designs as well as the details of exteriors and interiors. French photographer Xavier Stefaniak is a trucker and designer specialising in capturing the finest truck photographs. His co-author, Ferdy De Martin, runs www.TOPRUN.ch, one of the most popular internet truck sites. Their text is enthusiastic and illuminating. Main sections are in English and they also provide brief summaries in French. Among these examples of their work are two from the United States. The stylish black-and-red 1981 Kenworth W900A comes from Lanita Transport and the cool yellow-and green Peterbilt 351 is from Maggini and Son. European styles are often more ornate. Hundreds of LEDs and delicate airbrushing cover the Mercedes MP4 'Xtar' tankers from the Finnish Kuljetus Auvinen Oy. The Scania T460 cab interior from Belgian J Peeters & Zn shows a more delicate approach. Some of the photographs set the trucks in their landscapes such as the English Yorkshire Dales where Fred Greenwood's Scania R580 gingerly threads its cattle truck along narrow lanes. The final example here is the rarely used violet of Van Dalen's Volvo FH16 700 'Bruce Springsteen'.

This report identifies potential improvements in terms of more effective safety and environmental regulation for trucks, backed by better systems of enforcement, and identifies opportunities for greater efficiency and higher productivity.

Machining is an essential part of high-performance engine building and stock rebuilding, as well as certain servicing procedures. Although you may not own the expensive tooling and machining to perform all or any of the machining required for a quality build, you need to understand the principles, procedures, and goals for machining, so you can guide the machining process when outsourced. Classic and older engines typically require extensive machining and almost every major component of engine, including block, heads, intake, crankshaft, and pistons, require some sort of machining and fitment. A detailed, authoritative, and thorough automotive engine-machining guide for the hard-core enthusiast has not been available until now. Mike Mavrigian, editor of Engine Building Professional, walks you through each important machining procedure. A stock 300-hp engine build has far different requirements than a 1,000-hp drag race engine, and Mavrigian reveals the different machining procedures and plans according to application and engine design. The author also shows you how to inspect, measure, and evaluate components so you can provide astute guidance and make the best machine work choices. Machining procedures included are cylinder boring, align boring/honing, decking, valveseat cutting, cam tunnel boring, and a multitude of other services. In addition, multi-angle valve jobs, setting the valveseats, altering rocker arm ratio, re-conditioning connecting rods, and machining and matching valvetrain components are also covered. Whether you're an enthusiast engine builder or prospective machining student who wants to pursue a career as an automotive machinist, this book will provide insight and in-depth instruction for performing the most common and important machining procedures.

Technologies and Approaches to Reducing the Fuel Consumption of 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 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 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 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 (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 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 frame.

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