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Plus, Hamilton signs on for two more years, 2021 Kia Stinger reviewed, and Will Smith celebrates Independence Day.

2022 BMW 2 Series Photo, Chinese Brand Patents Beetle-Copy Design In EU, And Bye Bye Bezos: Your Morning Brief

The "Global and China Lidar Market Insight Report, 2021-2025" report has been added to

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ResearchAndMarkets.com's offering. At present, the mainstream sensing sensors have their own performance ...

Global and China Lidar Market Report, 2021-2025: Luminar, Innoviz, Ibeo, Sagitar, Velodyne and Aeva Are Leading in Supporting and Cooperating With OEM

Puskar) LEXINGTON, Ohio (AP) – On the final lap of warmup before the IndyCar race at Mid-Ohio Sports Car Course, Josef Newgarden heard “an audible vibration” in his engine that concerned ... citing ...

Newgarden snaps streak on 50th anniversary of 1st Penske win

4,69,900. As for the highlights, the two-wheeler has an attractive look and draws power from a 500cc, parallel-twin, liquid-cooled engine that generates 46.8hp of power. Here are more details.

Benelli Leoncino 500 bike becomes costlier by Rs. 11,000

Compared to normal motorbikes, the high costs are attributed to their wiring, battery power, design, and motor engine. Though, the costs are mainly dependent on quality and grade. The geographical ...

The global e-bike market is estimated to project a CAGR of 9.16% during the forecast period, 2021-2028

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engine that compares hundreds of flights from all major airlines and travel agents, finding you the best deal on cheap plane tickets to Houston from ...

Hybrid drives and the operation of hybrid vehicles are characteristic of contemporary automotive technology. Together with the electronic driver assistant systems, hybrid technology is of the greatest importance and both cannot be ignored by today's car drivers. This technical reference book provides the reader with a firsthand comprehensive description of significant components of automotive technology. All texts are complemented by numerous detailed illustrations.

The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas

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emission standards. By the end of the next decade, cars and light-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 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, 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 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 estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that

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might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017–2025 CAFE standards.

This is a print on demand edition of a hard to find publication. Explores whether sufficient data exists to examine the temporal and spatial relationships that existed in terrorist group planning, and if so, could patterns of preparatory conduct be identified? About one-half of the terrorists resided, planned, and prepared for terrorism relatively close to their eventual target. The terrorist groups existed for 1,205 days from the first planning meeting to the date of the actual/planned terrorist incident. The planning process for specific acts began 2–3 months prior to the terrorist incident. This study examined selected terrorist groups/incidents in the U.S. from 1980–2002. It provides for the potential to identify patterns of conduct that might lead to intervention prior to the commission of the actual terrorist incidents. Illustrations.

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