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ACTROS | Gergolas Truck ...

The OM 501 LA-541 and the OM 502 LA-542. The OM 501 is a 12-litre V6, and has outputs ranging from 310 HP to 480 HP. The engine management system employed by this engine is the

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PLD (Pumpe Leitung Duese-German abbr) which incorporates single plug-in pumps for each cylinder supplying fuel under pressure (up to 1,600 bar) to the injection valves.

[Mercedes-Benz Actros - Wikipedia](#)

Manufacturer: Mercedes-Benz. Model:

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OM 501 LA (EuroMot 3B) Type: diesel engine, cylinder layout V, 90° electronic control. Charging: turbo compressor with air-air exchanger. Turbo compressor: fixed geometry and waste gate. Combustion: 4-stroke diesel with direct injection.

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synthetic and environmentally friendly
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blending technology, storage, re-
refining and condition monitoring of
lubricant in equipment

Surveys the systems, manufacturers

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and consultants within the global market. City by city, you can analyse and review both current operations and future plans. Provides traffic statistics, fleet lists and numbers in service. Provides contact details and background of approx. 1,500 manufacturers

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Das Buch spannt einen Bogen von einfachen thermodynamischen Grundlagen des Verbrennungsmotors hin zu komplexen Modellansätzen zur Beschreibung der Gemischbildung, Zündung, Verbrennung und Schadstoffbildung unter Beachtung

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der Motorperipherie von Otto- und Dieselmotoren. Damit liegt der inhaltliche Schwerpunkt des Buches auf den Simulationsmodellen und deren strömungstechnischen, thermodynamischen und verbrennungsschemischen Grundlagen, wie sie für die Entwicklung moderner

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Verbrennungsmotoren unentbehrlich sind. Neu in die aktuelle Auflage aufgenommen wurden die Themen: Auslegung von Verbrennungsmotoren, zukünftige Brennstoffe, Downsizing, Hybridantriebe und Range Extender, Nfz- und Groß- Dieselmotoren, Einspritz- und Aufladesysteme,

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

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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, weigh less, emit less air pollutants, have more safety features,

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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

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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

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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

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(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

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Light-Duty 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 inclusion on

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

This book presents WHO guidelines for the protection of public health from risks due to a number of chemicals commonly present in indoor air. The substances considered in this review,

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i.e. benzene, carbon monoxide, formaldehyde, naphthalene, nitrogen dioxide, polycyclic aromatic hydrocarbons (especially benzo[a]pyrene), radon, trichloroethylene and tetrachloroethylene, have indoor sources, are known in respect of their

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hazardousness to health and are often found indoors in concentrations of health concern. The guidelines are targeted at public health professionals involved in preventing health risks of environmental exposures, as well as specialists and authorities involved in the design and use of buildings, indoor

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materials and products. They provide a scientific basis for legally enforceable standards.

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

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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 standards: those of North

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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 standards, as well as the cost and

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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 and diesel fuels,
the potential benefits of alternative

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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 measures prepared by the World Bank in collaboration with the United Nations

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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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This contributed volume seeks to provide a unique window on the globalization process by analyzing the dynamics of Foreign Direct Investment (FDI) in Europe and Asia, as well as its influence on the renewal of public policies and regulations, both

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transnational and local. It discusses the link between the transnationalization of productive and business systems and the renewal of local regulations in the light of concerns over competitiveness and attractiveness, as well as new social tensions. Multinational corporations

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(MNCs) as key actors of globalization are central for understanding the new interactions between the global, regional and local dimensions as well as for highlighting the challenges of regulation both at transnational level and within national boundaries.

Research approaches along two broad

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lines are presented: First, a theoretical and empirical approach that examines links between the strategies of multinationals and local public policy in order to contribute to a better understanding of the institutional dynamics of social regulation. Second, a comparative approach that

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compares regional spaces, with particular attention to Europe on the one hand, and to the two great emerging powers, China and India, on the other.

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