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## **KEY=30 - DANIELLE JAYLEN**

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### **FUEL CELL TECHNOLOGY HANDBOOK**

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***CRC Press* Fuel cell systems have now reached a degree of technological maturity and appear destined to form the cornerstone of future energy technologies. But the rapid advances in fuel cell system development have left current information available only in scattered journals and Internet sites. The even faster race toward fuel cell commercialization further**

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## **HYDROGEN ENGINE PERFORMANCE ANALYSIS PROJECT**

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### **SECOND ANNUAL REPORT**

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### **MOTORSPORT GOING GLOBAL**

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#### **THE CHALLENGES FACING THE WORLD'S MOTORSPORT INDUSTRY**

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*Springer* This book provides the definitive economic study of the global motorsport industry. Drawing on a decade of research, and interviews with top industry executives and international commentators, the global grid of motorsport is analyzed and the world's national motorsport industries benchmarked. Motorsport Going Global concludes on scenarios for the global industry as it enters a new era of market growth and global

opportunity.

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## **MOTOR CYCLING AND MOTORING**

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## **TODAY'S TECHNICIAN: AUTOMOTIVE ENGINE REPAIR & REBUILDING, CLASSROOM MANUAL AND SHOP MANUAL, SPIRAL BOUND VERSION**

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*Cengage Learning* **TODAY'S TECHNICIAN: AUTOMOTIVE ENGINE REPAIR & REBUILDING, CLASSROOM MANUAL AND SHOP MANUAL**, Sixth Edition, delivers the theoretical and practical knowledge technicians need to repair and service modern automotive engines and prepare for the Automotive Service Excellence (ASE) Engine Repair certification exam. Designed to address all ASE Education Foundation standards for Engine Repair, this system-specific text addresses engine construction, engine operation, intake and exhaust systems, and engine repair, as well as the basics of engine rebuilding. Forward-looking discussions include advances in hybrid technology, factors affecting engine performance, and the design and function of modern engine components. Long known for its technical accuracy and concise writing style, the Sixth Edition of this reader-friendly text includes extensive updates to reflect the latest ASE Education Foundation standards, new information on current industry trends and developments, additional drawings and photos, and a variety of electronic

tools for instructors. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

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## **POPULAR SCIENCE**

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Popular Science 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 that will help make it better.

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## **AUTO BODY REPAIR TECHNOLOGY**

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*Cengage Learning* **AUTO BODY REPAIR TECHNOLOGY, Sixth Edition**, features extensive new and updated material reflecting the latest automotive technology and current industry best practices. In addition to incorporating current ASE Education Foundation Collision Repair and Refinish Program Standards and Task Lists, this market-leading book provides detailed information on working with hybrid and electric vehicles, using environmentally friendly water-based paints, and other cutting-edge methods and materials. Celebrated for its clear, reader-friendly explanations and detailed, accurate information, this proven guide also includes abundant full-color photos and illustrations to make even complex concepts easier to understand and apply. Available supplements include a tech manual with shop assignments and job sheets, as well as interactive online resources ideal for today's learners. Providing comprehensive coverage of collision repair—from initial evaluation and estimating, to structural and mechanical repairs, to repainting and refinishing—this trusted guide helps you quickly and confidently learn the skills and procedures you need to succeed as a professional automotive technician. **Important Notice:** Media content referenced within the product description or the product text may not be available in the ebook version.

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## REPORT ON TOYOTA PRIUS MOTOR THERMAL MANAGEMENT

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In the current hybrid vehicle market, the Toyota Prius drive system is considered the leader in electrical, mechanical, and manufacturing innovations. It is a significant accomplishment that Toyota is able to manufacture and sell the vehicle for a profit. The Toyota Prius traction motor design approach for reducing manufacturing costs and the motor's torque capability have been studied and tested. The findings were presented in two previous Oak Ridge National Laboratory (ORNL) reports. The conclusions from this report reveal, through temperature rise tests, that the 2004 Toyota Prius (THSII) motor is applicable only for use in a hybrid automobile. It would be significantly undersized if used in a fuel cell vehicle application. The power rating of the Prius motor is limited by the permissible temperature rise of the motor winding (170 C) and the motor cooling oil (158 C). The continuous ratings at base speed (1200 rpm) with different coolant temperatures are projected from test data at 900 rpm. They are approximately 15 kW with 105 C coolant and 21 kW with 35 C coolant. These continuous ratings are much lower than the 30 kW specified as a technical motor target of the U.S. Department of Energy FreedomCAR Program. All tests were conducted at about 24 C ambient temperature. The load angle of each torque adjustment was monitored to prevent a sudden stop of the motor if the peak torque were exceeded, as indicated by the load angle in the region greater than 90 electrical degrees. For peak power with 400 Nm torque at 1200 rpm, the permissible running time depends upon the initial winding temperature condition. The projected rate of winding temperature rise is approximately 2.1 C/sec. The cooling-oil temperature does not change much during short peak power operation. For light and medium load situations, the efficiency varies from 80% to above 90%, and the power factor varies from 70% to above 90%, depending on the load and speed. When the motor is loaded heavily near the peak-torque (400-Nm) region, the efficiency goes down to the 40-50% range, and the power factor is nearly 100%. The efficiency is not a major concern at the high-torque region. The water-ethylene-glycol heat exchanger attached to the motor is small. During continuous operation, it dissipates about 76% of the total motor heat loss with 35 C coolant. The heat exchanger is less effective when the coolant temperature increases. With 75 C coolant, the heat exchanger dissipates about 38% of the motor heat. When the coolant temperature is 105 C, the heat exchanger not only stops cooling the motor but also adds heat to the large motor housing that acts as an air-cooled heat sink. From start to the base speed, 400 Nms of torque can be produced by the Prius motor with a reasonably low stator current. However, the permissible running time of the motor depends on the load drawn from the motor and the coolant temperature. In the Toyota Prius hybrid configuration, if the motor gets too hot and cannot keep running, the load can be shifted back to the engine. The motor acts to improve the system efficiency without being overly designed. A detailed thermal model

was developed to help predict the temperature levels in key motor components. The model was calibrated and compared with the experimentally measured temperatures. Very good agreement was obtained between model and experiment. This model can now be used to predict the temperature of key motor components at a variety of operating conditions and to evaluate the thermal characteristics of new motor designs. It should be pointed out that a fuel-cell motor does not have an engine to fall back on to provide the needed wheel power. Therefore, the design philosophy of a fuel-cell motor is very different from that of a hybrid Prius motor. Further thermal management studies in the high-speed region of the Prius motor, fed by its inverter, are planned.

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## **FEDERAL REGISTER**

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## **ENERGY RESEARCH ABSTRACTS**

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## **LEMON-AID USED CARS AND TRUCKS 2011-2012**

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*Dundurn* As Toyota skids into an ocean of problems and uncertainty continues in the U.S. automotive industry, Lemon-Aid Used Cars and Trucks 20112012 shows buyers how to pick the cheapest and most reliable vehicles from the past 30 years. Lemon-Aid guides are unlike any other car and truck books on the market. Phil Edmonston, Canada's automotive Dr. Phil for 40 years, pulls no punches. Like five books in one, Lemon-Aid Used Cars and Trucks is an expos of car scams and gas consumption lies; a do-it-yourself service manual; an independent guide that covers beaters, lemons, and collectibles; an archive of secret service bulletins granting free repairs; and a legal primer that even lawyers cant beat! Phil delivers the goods on free fixes for Chrysler, Ford, and GM engine, transmission, brake, and paint defects; lets you know about Corvette and Mustang tops that fly off; gives the lowdown on Honda, Hyundai, and Toyota engines and

transmissions; and provides the latest information on computer module glitches.

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## **ADVANCED MATERIALS 1991-1992**

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### **I. SOURCE BOOK**

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*Elsevier Advanced Materials 1991-1992, I. Source Book* focuses on the properties, characteristics, reactions, applications, and composition of ceramics, composites, and plastics. The publication first elaborates on ceramics, including markets, materials, applications, processing, equipment, standards, health, safety, the environment, research initiatives, and industry news. Topics include joint ventures/agreements, powder processing, furnaces, bioceramics, electronics, superconductors, oxide films, silica, sensors, and superconductors. The manuscript also takes a look at composites, as well as markets, materials, applications, processing, non-destructive evaluation, testing, health, safety, and the environment, research initiatives, and industry news. Concerns include restructuring, takeovers and mergers, recycling, health and safety, test development, data generation, manufacturing processes, tooling, coatings, general engineering, aerospace, automotive, and boom in advanced composites. The book then ponders on plastics, including markets, materials, applications, processing, equipment, health, safety, the environment, and industry news. The publication is a valuable reference for readers interested in the properties, applications, processing, and composition of ceramics, composites, and plastics.

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### **INSIDE THE MIND OF TOYOTA**

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#### **MANAGEMENT PRINCIPLES FOR ENDURING GROWTH**

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*CRC Press Winner of a Shingo Research and Professional Publication Award* Toyota's sustained growth attracts the attention of economists and industrialists around the world eager to learn the secrets of Toyota's lasting success. In *Inside the Mind of Toyota: Management Principles for Enduring Growth*, Satoshi Hino examines the source of Toyota's strength: the fundamental thinking and management structures that lie beneath the creation of its famed Toyota Production System. From the perspective of a professional with 30 years experience in the auto industry, Hino presents a fresh and detailed analysis of Toyota's essential management system, from

its very beginnings into the 21st century. The ultimate goal is not simply to mimic Toyota's formula, but to learn from it and, in doing so, surpass it. From the Translator's Foreword: Unlike most Toyota watchers, Hino urges us to set our sights not on replicating Toyota's success, but on surpassing it. This point is crucial, because it moves our attention away from slavish imitation of what is visible on the surface and challenges us to tap into deeper and more powerful mechanisms of excellence. This is not a cookbook and it is not 'Toyota Lite.' It deserves serious study, application and experimentation. Learn how Toyota thinks, Hino is telling us. Learn Toyota's strengths, make them your own and then exceed them. —Andrew Dillon, September

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## **AUTOMOTIVE SPARK-IGNITED DIRECT-INJECTION GASOLINE ENGINES**

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*Elsevier* The process of fuel injection, spray atomization and vaporization, charge cooling, mixture preparation and the control of in-cylinder air motion are all being actively researched and this work is reviewed in detail and analyzed. The new technologies such as high-pressure, common-rail, gasoline injection systems and swirl-atomizing gasoline fuel injections are discussed in detail, as these technologies, along with computer control capabilities, have enabled the current new examination of an old objective; the direct-injection, stratified-charge (DISC), gasoline engine. The prior work on DISC engines that is relevant to current GDI engine development is also reviewed and discussed. The fuel economy and emission data for actual engine configurations have been obtained and assembled for all of the available GDI literature, and are reviewed and discussed in detail. The types of GDI engines are arranged in four classifications of decreasing complexity, and the advantages and disadvantages of each class are noted and explained. Emphasis is placed upon consensus trends and conclusions that are evident when taken as a whole; thus the GDI researcher is informed regarding the degree to which engine volumetric efficiency and compression ratio can be increased under optimized conditions, and as to the extent to which unburned hydrocarbon (UBHC), NO<sub>x</sub> and particulate emissions can be minimized for specific combustion strategies. The critical area of GDI fuel injector deposits and the associated effect on spray geometry and engine performance degradation are reviewed, and important system guidelines for minimizing deposition rates and deposit effects are presented. The capabilities and limitations of emission control techniques and after treatment hardware are reviewed in depth, and a compilation and discussion of areas of consensus on attaining European, Japanese and North American emission standards presented. All known research, prototype and production GDI engines worldwide are reviewed as to performance, emissions and fuel economy advantages, and for areas requiring further development. The engine schematics, control diagrams and specifications are compiled, and the emission control strategies are illustrated and discussed. The influence of lean-NO<sub>x</sub> catalysts on the

**development of late-injection, stratified-charge GDI engines is reviewed, and the relative merits of lean-burn, homogeneous, direct-injection engines as an option requiring less control complexity are analyzed.**