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Polish Winged Hussar 1576–1775



Richard Brzezinski • Illustrated by Velimir Vuksic

Chapter 9

Automotive Engine
Designs and Diagnosis

AUTOMOTIVE TECHNOLOGY / Fourth Edition, 6th Edition / JACK BRUCE, BOB THOMPSON

Author & Automotive Expert James D. Halderman

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Halderman newsletter May 2019

What's new with Jim?

Automotive Technology
Principles, Diagnosis, and Service
James D. Halderman

IN THIS ISSUE

Auto Tech
TAG
Service ASE
Tech Tip
Special Tip

What's Jim?

- May 2: Attending the advisory committee meeting for Chevrolet High School in Greenville, Ohio
- May 9: Presenting at the Auto Detail Institute in Michigan, Ontario, Ill
- May 14: Attending the Missouri Auto Action in Independence, Mo
- May 18-19: Attending the Ford Truck expo in Poplar Forge, TN

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Puzzle of the month

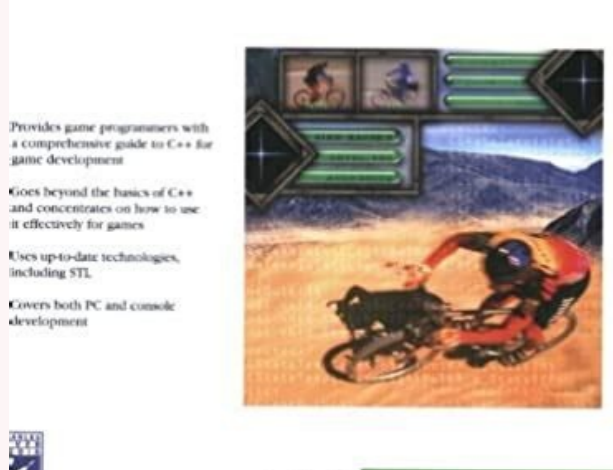
Find the month's puzzle of the month at this site, and test your students' knowledge on engine condition diagnosis.

I am pleased to announce that the new edition of my big book, **Automotive Technology-6th**, is now out and available to be ordered for fall classes. Copyright 2020. Large book format 12" x 9.1" x 2.5". 8.5 pounds. Textbook ISBN: 9780135257272. Textbook with access card (Cengage) ISBN: 9780135577769. eBook ISBN: 9780135257494. Task sheets (printed) ISBN: 9780135257630.

NEW THIS EDITION: Based on the suggestions and recommendations from automotive instructors and reviewers, the following changes



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Fo syad eht eht For this, they are like whiteboards, so there are infinite possibilities to help the automotive community grow and evolve. new technology, particularly how car construction is evolving, means that car repair workshops should update so techniques and equipment. a specific area of concern is the increased use of aluminum in car design. aluminum body panels were once a privilege reserved primarily for high-performance cars; but it is expected to change, and rumored that more manufacturers, like Ford, are designing completely new vehicles with aluminum body [source: wernle]. This is mainly because the material is light and strong, which helps cars comply with the federal fuel economy and safety regulations, but experienced technicians are used to working in steel cars, and aluminum requires a totally new strategy. Aluminum body panels usually cannot be remodeled as steel counterparts can; the panel usually needs to be replaced, which requires riveting tools and aluminum-specific welding equipment. these changes can increase the cost of repairing the automatic body, but there are some lifts. As cars become stronger and smarter, experts hope that they will also last longer. Moreover, the new security technology, such as backup cameras and collision warning systems, means that accidents must become less frequent and less serious, as cars turn into hot dots wifi rolling, manufacturers have found some practical ways to oar this technology. wireless software updates the correct execution problems, improvesfuel consumption and address other performance or safety problems. Sometimes, concessionaires update the software during the regular vehicle service. In more important situations, such as a problem of early 2014 with anti -lock brakes in a couple of millions of toyotas, a retreat ensures that updates are completed in a timely manner. Tesla Motors made waves with its automobile eligric model s, which can be updated unchanged from home, similar to an intelligent phono or a computer, and so it seems to be working pretty well. Of course, tesla is also known to compensate the traditional dealership model, so the company does not need to worry about the franchised of the angry dealers: if cars do not need to receive withdrawals, there is less opportunity to increase and earn revenue, some dealers say. security is also a concern, because anything that is wireless has the potential to be hacked or manipulated. It is no secret that major car manufacturers are unwilling to take as many risks as a tesla, but if the wireless data transmission strategy proves to be reliable, it can soon become much more common. new cars present complicated and sometimes dangerous (service technicians) electronic or hybrid transmissions, increasingly detailed computerized components, up-to-date security systems to meet new federal regulations and a labyrinth of sensors everywhere that control virtually everything, these expensive components are already changing the way cars are repaired. But there are still more changes in the horizon. soon, the augmented reality could mean that car technicians can wear google glass headsets that feed visual information about the car to a computer that guides the mechanic through the process and an application program that can help the technician visualize areas that are out of sight or out of sight. range. volkswagen was one of the first manufacturers to float the idea of such technology and introduced an interface called marta for the next vw xl1, which presents an intricate diesel-hybrid transmission [source: okulski.]marta (technical resistance of mobile increased reality) can save valuable technicians time learning theof an unusual vehicle and, the hopes of Volkswagen, can even improve safety at work. Researchers say that someday you can write augmented reality applications for consumers to use them for repairs on the go, combined with smart phone cameras. Future versions of increased reality technology could even replace theManual pamphlet of the owner of the paper [source: stewart], true, 3-D printing already exists, but much of its potential still has no exploitation. In short, 3-D printing uses computers and other computerized components to recreate an existing object, or create a completely new custom object of user design. This could be especially useful to repair older cars with a supply of hard to find or non-existent parts, just remove what was broken, scanned and spit out a new one. Although classic car enthusiast jay leno talked about the use of such techniques in 2009, it is still out of reach for most people. most high quality 3-D systems remain very expensive, large and complicated to hear. In other words, the 3-D printing of indotrial force has travelled a long way, with car manufacturers who smell the technology to create prototype parts and insurance companies that consider ways to recreate complete classic cars; however, consumers and average fans still have a time to wait until reliable systems are affordable and affordable systems are reliable. making toys and trinkets with a 3-D printer at home is one thing, but the bets are a little higher if you print a set of brake clamps. I'm positively proud every time I see a new seth stevenson article. I would play it if I could, and I would keep a copy for me, but the technology is not ready yet. So, when I saw his slate piece this winter, about so experiments in 3-D printing, I was pretty sure it would be good. the wired magazine has been pressing the fairly strong three-dimensional print agenda, and although seth is as good a storyteller as anyone who writes for wired, that seems (at least in part) because of exploitsThey don't go so well. For example, the cast plastic, like the type that flows from the consumer grade 3-D desktop printer, is supposed to be soft, but not in the hands of Seth. After three failed attempts, he surrendered. However, it is worth reading the article because these are theI imagine playing in the hands of fans, no matter what "Wired" wants you to believe. I know the plastic thread, as the type used for the printer in the article, will never be able to heavy car pieces. But I think that technology, in general, is a bit detris what they tell us. Related articlesBullis, Kevin. "Why your car will not receive remote software updates at any time." 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