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uses idlers and/or
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such as a water pump or oil pump. Pulleys and idlers are either: Smooth—located on the back side of the belt and Guide Timing Belt Carisma ...

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drives the camshaft
(s) ("top end") from
the rotation of the

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Crankshaft ("bottom end"). The belt keeps the piston and valves in "time" during operation. Serious internal engine damage can occur when the piston and valves come into contact with each other "out-of-time" caused by a damaged belt etc.

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The cambelt, or timing belt, is one of the most crucial bits of kit in the engine. It's a rubber belt with teeth that synchronises the rotation of the crankshaft and the camshaft. What does a cambelt do? It regulates the way your engine works.

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each other.

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this is the most

common system used today. It is economic and easier to use.

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and fascinating Van Allen radiation belts that surround the planet This collection of articles provides broad and detailed information about NASA's Van Allen Probes (formerly known as the Radiation Belt Storm Probes) twin-spacecraft Earth-orbiting mission. The

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mission has the objective of achieving predictive understanding of the dynamic, intense, energetic, dangerous, and presently unpredictable belts of energetic particles that are magnetically trapped in Earth's space environment above the atmosphere. It

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Detailed information is provided about the Van Allen Probes mission design, the spacecraft, the science investigations, and the onboard

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mechanisms and the effects on the atmosphere. There is a direct link between what gets lost in the magnetospheric radiation environment and the energy deposited in the layers of our atmosphere. Very recently, NASA's Living With a Star

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Program identified a new, targeted research topic that addresses this question, highlighting the timeliness of this precise science. The Dynamic Loss of Earth's Radiation Belts brings together scientists from the space and atmospheric science communities to

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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

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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

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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

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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

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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

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compression ratio can be increased under optimized conditions, and as to the extent to which unburned hydrocarbon (UBHC), NO_x and particulate emissions can be minimized for specific combustion strategies. The critical area of GDI fuel injector deposits and

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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

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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

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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

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discussed. The influence of lean-NOx 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.

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This open access book presents the outcomes of the “Design for Future – Managed Software Evolution” priority program 1593, which was launched by the German Research Foundation (“Deutsche Forschungsgemeinschaft (DFG)”) to develop

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new approaches to software engineering with a specific focus on long-lived software systems. The different lifecycles of software and hardware platforms lead to interoperability problems in such systems. Instead of separating the development, adaptation and

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Evolution of software and its platforms, as well as aspects like operation, monitoring and maintenance, they should all be integrated into one overarching process. Accordingly, the book is split into three major parts, the first of which includes an introduction to the nature of software

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evolution, followed by an overview of the specific challenges and a general introduction to the case studies used in the project. The second part of the book consists of the main chapters on knowledge carrying software, and cover tacit knowledge in software evolution,

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Continuous design decision support, model-based round-trip engineering for software product lines, performance analysis strategies, maintaining security in software evolution, learning from evolution for evolution, and formal verification of evolutionary changes.

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In turn, the last part of the book presents key findings and spin-offs. The individual chapters there describe various case studies, along with their benefits, deliverables and the respective lessons learned. An overview of future research topics rounds out the coverage. The book

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was mainly written for scientific researchers and advanced professionals with an academic background. They will benefit from its comprehensive treatment of various topics related to problems that are now gaining in importance, given the higher costs for maintenance and

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comparison to the initial development, and the fact that today, most software is not developed from scratch, but as part of a continuum of former and future releases.

A deficiency of one or more of the eight plant micronutrients (boron, chlorine,

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copper, iron, manganese, molybdenum, nickel and zinc) will adversely affect both the yield and quality of crops. Micronutrient deficiencies in crops occur in many parts of the world, at various scales (from one to millions of hectares), but differences in soil conditions, climate,

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Bolt crop genotypes and management, result in marked variations in their occurrence. The causes, effects and alleviation of micronutrient deficiencies in crops in: Australia, India, China, Turkey, the Near East, Africa, Europe, South America and the United States of

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America, are covered, and these are representative of most of the different conditions under which crops are grown anywhere in the world. Links between low contents of iodine, iron and zinc (human micronutrients) in staple grains and the incidence of human

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Health problems are discussed, together with the ways in which the micronutrient content of food crops can be increased and their bioavailability to humans improved. Detailed treatment of topics, such as: soil types associated with deficiencies, soil testing and plant analysis, field

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experiments,

innovative treatments,
micronutrients in the
subsoil, nutrient
interactions, effects of
changing cropping
systems,
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and hidden
deficiencies in various
chapters provides
depth to the broad
coverage of the book.

This book provides a

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valuable guide to the requirements of crops for plant micronutrients and the causes, occurrence and treatment of deficiencies. It is essential reading for many agronomy, plant nutrition and agricultural extension professionals.

The ARTEMIS

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mission was initiated by skillfully moving the two outermost Earth-orbiting THEMIS spacecraft into lunar orbit to conduct unprecedented dual spacecraft observations of the lunar environment. ARTEMIS stands for Acceleration, Reconnection,

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Both heliophysics and planetary physics. Originally published in Space Science Reviews, Vol. 165/1-4, 2011.

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intensification by means of technological and institutional innovations in agriculture. The research insights re from Sub-Saharan Africa and South Asia. The purpose of this book is to be a reference for students, scholars and practitioners in the

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Bears have fascinated

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of years, during which time we have also competed with bears for shelter and food. In modern times, bears have come under pressure through encroachment on their habitats, climate change, and illegal trade in their body parts, including the Asian bear bile

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market. The IUCN lists six bears as vulnerable or endangered, and even the least concern species, such as the brown bear, are at risk of extirpation in certain countries. The poaching and international trade of these most threatened

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Bear populations are prohibited, but still ongoing. Covering all bears species worldwide, this beautifully illustrated volume brings together the contributions of 200 international bear experts on the ecology, conservation status, and management of the

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