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2c Turbo Engine Of Cooling The 2C was a long running diesel engine, with some models (e.g. Corona, Townace, Liteace) receiving the turbo version 2C-T which provided 65 kW. It was replaced by the more economical 3C-TE in the above models from 1999.

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The 2C was a long running diesel engine, with some models (e.g. Corona, Townace, Liteace) receiving the turbo version 2C-T which provided 65 kW. It was replaced by the more economical 3C-TE in the above models from 1999. 2C, 2C-L. Output: 2C, 2C-L: 73 hp (54 kW) at 4700 rpm, and torque 97 lb·ft (132 N·m) at 3000 rpm; Applications:

Toyota C engine - Wikipedia

The turbo's water lines should be plumbed into the engine's existing cooling system, and can be teed off of the heater lines if they are still present in the vehicle and convenient. Engine coolant (antifreeze) can be used without worry - water-cooled Garrett turbochargers are qualified during heat soak-back testing using a typical 50/50 ...

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Water cooling means convective movement of the coolant when the engine's not turning the water pump, which means the turbo is still getting cooled. Unless you're turning the engine off right after a dynamometer test (that is, full-power tests, in which case convective cooling wouldn't be sufficient over the lifetime of a car), it's not even ...

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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 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, 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 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.

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

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Electrical Engineer's Reference Book, Fourteenth Edition focuses on electrical engineering. The book first discusses units, mathematics, and physical quantities, including the international unit system, physical properties, and electricity. The text also looks at network and control systems analysis. The book examines materials used in electrical engineering. Topics include conducting materials, superconductors, silicon, insulating materials, electrical steels, and soft irons and relay steels. The text underscores electrical metrology and instrumentation, steam-generating plants, turbines and diesel plants, and nuclear reactor plants. The book also discusses alternative energy sources. Concerns include wind, geothermal, wave, ocean thermal, solar, and tidal energy. The text then looks at alternating-current generators. Stator windings, insulation, output equation, armature reaction, and reactants and time-constraints are described. The book also examines overhead lines, cables, power transformers, switchgears and protection, supply and control of reactive power, and power systems operation and control. The text is a vital source of reference for readers interested in electrical engineering.

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