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The light-duty vehicle

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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

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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-

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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

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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

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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

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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

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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

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Recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

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more than thirty years of experience to offer a uniquely informed vision of the steps that can transform impoverished countries into prosperous ones. Marrying vivid storytelling with rigorous analysis, Sachs lays out a clear conceptual map of the world economy.

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Explaining his own work in Bolivia, Russia, India, China, and Africa, he offers an integrated set of solutions to the interwoven economic, political, environmental, and social problems that challenge the world's poorest countries. Ten years after its initial publication, The

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looks ahead across the next fifteen years to 2030, the United Nations' target date for ending extreme poverty, offering new insights and recommendations.

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photographed in a
step-by-step
sequence so that
even a novice can do
the work.

From Newton to
Einstein is a book
devoted to classical
mechanics.

"Classical" here
includes the theory of
special relativity as
well because, as

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Engine in the book, it

is essentially

Newtonian mechanics

extended to very high

speeds. This

information is

expanded from the

author's popular Q&A

website, a site aimed

primarily at general

readers who are

curious about how

physics explains the

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Hence, the answers emphasize concepts over formalism, and the mathematics is kept to a minimum. Students new to physics will find discussion and quantitative calculations for areas often neglected in introductory courses (e.g. air drag and non-inertial frames). The

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author gives us a more intuitive approach to special relativity than normally taught in introductory courses.

One chapter discusses general relativity in a completely non-mathematical way emphasizing the equivalence principle and the generalized

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principle of relativity; the examples in this chapter can offer a new slant on applications of classical mechanics. Another chapter is devoted to the physics of computer games, sci-fi, superheros, and super weapons for those interested in the intersection of popular

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