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The Competition version of the M5 adds 17 horsepower over the standard model to create a German-engineered rocket ship ...

~~Driving BMW's M5 Plus — a 4-Door Sedan That Competes With Supercars~~

There's a new, heavy-duty four-wheel drive coming to Australia that looks a lot like the original Land Rover

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Defender. Here's what we know so far. The ...

~~All you need to know about the 2022 Ineos Grenadier~~
Lording over the \$100K M50i model with which it shares its foundation and twin-turbo 4.4-liter V-8, the Alpina ... is a retuning of the ZF eight-speed automatic transmission, which connects ...

~~Tested: 2021 Alpina XB7 Brings What BMW M Won't~~
The first interior photos of the Ineos Grenadier have been released before production of the off-roader starts in mid-2022. The Grenadier is the brainchild of billionaire Sir Jim Ratcliffe, the owner ...

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~~This Is The Interior Of The Upcoming Ineos Grenadier Off-Reader~~

Faster, sharper, and wilder to look at, Aston's special edition coupe makes up for a lot of what we don't love about the base model.

~~The Aston Martin Vantage F1 Edition Is What This Car Should Have Been All Along~~

The Sport's centre-mounted 8-inch touchscreen has a useful ... and 250 pound-feet of torque. The lone transmission is a ZF nine-speed automatic that's known for its harsh upshifts and slow ...

~~Buying Used: 2015-2020 Land Rover Discovery Sport~~

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If you move down from the highest level of performance cars, there is a mass of normal models which feature various types of auto transmission ... converters like the ZF 8-speed auto, which ...

~~Best automatic cars 2020~~

to the rear wheels by way of a ZF eight-speed automatic transmission, allowing the car to reach 60 mph (97 km/h) from a standstill in 3.6 seconds. On top of that, the GTA/GTAm are 220 lb (100 kg) ...

~~Alfa Romeo Giulia GTA & GTAm To Make An Appearance At Goodwood Festival Of Speed~~

In the first instance, Fiat Chrysler Automobiles intended to

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switch the Challenger and Charger to the Giorgio vehicle architecture of the brand-new Jeep Grand Cherokee. The late Sergio Marchionne then ...

~~Next-Generation Dodge Muscle Cars May Be Previewed on July 8th~~

Expected with the dual-screen iDrive 8.0 infotainment system, the second-generation 2 Series will be available with a good ol' stick shift and a tried-and-tested automatic transmission from ZF ...

~~2022 BMW 2 Series Coupe G42 Leaked Pictures Reveal Fugly Rear End~~

Also see: Review: The 2021 Audi Q5 is tops among luxury

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compact SUVs All Cayenne models use an 8-speed ZF automatic transmission. Although not as fast as the PDK dual-clutch transmission used on ...

~~The 2021 Porsche Cayenne is hands-down one of the best-handling SUVs~~

One buyer noted that the Pacifica converts from a school bus to a pickup truck ready to schlep 4×8 plywood sheets ... front wheels through a ZF nine-speed automatic transmission that's seen ...

~~Buying Used: 2017-2020 Chrysler Pacifica~~

Being in an SL, we didn't get a chance to try out the 2022 Pathfinder's new 12.3-inch digital dashboard or the new

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10.8-inch ... CVT transmission in favor of a ZF-sourced nine-speed automatic.

~~2022 Nissan Pathfinder First Drive: Once Lost, Now Found~~
UPDATE 6/4/21: This review has been updated with test results. The 2021 Porsche Cayenne GTS Coupe's twin-turbo V-8 makes it feel powerful and fast. Its massive exhaust pipes make it sound cool.

~~Tested: 2021 Porsche Cayenne GTS Coupe Sings a V-8 Anthem~~

Punchy performance for pampered passengers There's a ready market for mid-size performance passenger cars that deliver practicality and prestige in the one package. That's a

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lot of 'p' words, but Audi ...

~~Audi S5 Sportback 2021 Review~~

Automatic 8-speed transmission with manual mode shift lever on steering wheel 4.714:1 first gear ratio 3.143:1 second gear ratio 2.106:1 third gear ratio 1.667:1 fourth gear ratio 1.285:1 ...

Powertrains for commercial vehicles have evolved since the late nineteenth-century invention of the ICE. In the revised second edition of *Advanced Hybrid Powertrains for Commercial Vehicles*, the authors explore commercial

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powertrains through history from the ICE through the introduction of the hybrid powertrain in commercial vehicles. Readers are given an understanding of the ICE as well as the classification of commercial vehicle hybrid powertrains, the variety of energy storage systems, fuel-cell hybrid powertrain systems, and commercial vehicle electrification. The authors review the legislation of vehicle emissions and the regulation necessary to promote the production of fuel-efficient vehicles.

This book gives a full account of the development process for automotive transmissions. Main topics: - Overview of the traffic – vehicle – transmission system - Mediating the power flow in vehicles - Selecting the ratios - Vehicle transmission systems - basic design principles - Typical designs of vehicle

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transmissions - Layout and design of important components, e.g. gearshifting mechanisms, moving-off elements, pumps, retarders - Transmission control units - Product development process, Manufacturing technology of vehicle transmissions, Reliability and testing The book covers manual, automated manual and automatic transmissions as well as continuously variable transmissions and hybrid drives for passenger cars and commercial vehicles. Furthermore, final drives, power take-offs and transfer gearboxes for 4-WD-vehicles are considered. Since the release of the first edition in 1999 there have been a lot of changes in the field of vehicles and transmissions. About 40% of the second edition's content is new or revised with new data.

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Starting in 1956 when Ford officially entered motor racing, this book takes the reader on a journey of how and why things happened the way they did. Who were the personalities behind the all the different Ford GT development programs, old and new.

Includes advertising matter.

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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

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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,

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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.

Nonlinear Estimation and Control of Automotive Drivetrains discusses the control problems involved in automotive drivetrains, particularly in hydraulic Automatic Transmission (AT), Dual Clutch Transmission (DCT) and Automated Manual Transmission (AMT). Challenging estimation and

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control problems, such as driveline torque estimation and gear shift control, are addressed by applying the latest nonlinear control theories, including constructive nonlinear control (Backstepping, Input-to-State Stable) and Model Predictive Control (MPC). The estimation and control performance is improved while the calibration effort is reduced significantly. The book presents many detailed examples of design processes and thus enables the readers to understand how to successfully combine purely theoretical methodologies with actual applications in vehicles. The book is intended for researchers, PhD students, control engineers and automotive engineers. Hong Chen is a professor at the State Key Laboratory of Automotive Simulation and Control, and the Department of Control Science and Engineering at

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Jilin University. Bingzhao Gao is an associate professor at the State Key Laboratory of Automotive Simulation and Control at Jilin University.

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