E E Architecture Delphi Automotive

Semi-active Suspension Control provides an overview of vehicle ride control employing smart semi-active damping systems. These systems are able to tune the amount of damping in response to measured vehicle-ride and handling indicators. Two physically different dampers (magnetorheological and controlled-friction) are analysed from the perspectives of mechatronics and control. Ride comfort, road holding, road damage and human-body modelling are studied. Mathematical modelling is balanced by a large and detailed section on experimental implementation, where a variety of automotive applications are described offering a well-rounded view. The implementation of control algorithms with regard to real-life engineering constraints is emphasised. The applications described include semi-active suspensions for a saloon car, seat suspensions for vehicles not equipped with a primary suspension, and control of heavy-vehicle dynamic-tyre loads to reduce road damage and improve handling.

A one-stop reference for automotive and other engineers involved in vehicle and automotive technologies. The book provides essential information on each of the main automotive systems (engines; powertrain and chassis; bodies; electrical systems) plus critical external factors that engineers need to engage with, such as hybrid technologies, vehicle efficiency, emissions control and performance optimization. * Definitive content by the leading authors in the field * A thorough resource, providing all the essential material needed by automotive and mechanical engineers on a day-to-day basis * Fundamentals, key techniques, engineering best practice and know-how together in one quick-reference sourcebook * Focuses on what engineers need to know: engineering fundaments, key associated technologies, environmental and efficiency engineering, and sustainability, as well as market-driven requirements such as reliability, safety, and comfort * Accompanied by multi-body dynamics and tire dynamic modeling software

Learn how automotive Ethernet is revolutionizing in-car networking from the experts at the core of its development. Providing an in-depth account of automotive Ethernet, from its background and development, to its future prospects, this book is ideal for industry professionals and academics alike.

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. Enterprise architecture is leading IT's way to the executive boardroom, as CIOs are now taking their place at the management table. Organizations investing their time, money, and talent in enterprise architecture (EA) have realized significant process improvement and competitive advantage. However, as these organizations discovered, it is one thing to acquire a game-changing technology but quite another to discover ways to use it well. A project of the Society for Information Management's Enterprise Architecture Working Group and edited by Leon A. Kappelman, The SIM Guide to Enterprise Architecture provides insights from leading authorities on EA, including John Zachman, Larry DeBoever, George Paras, Jeanne Ross, and Randy Hite. The book supplies a solid understanding of key concepts for effectively leveraging EA to redesign business processes, integrate services, and become an Information Age enterprise. Beginning with a look at current theory and frameworks, the book discusses the practical application of enterprise architecture and includes a wealth of best practices, resources, and references. It contains the SIM survey of IT organizations' EA activities, which provides important metrics for evaluating progress and success. Successful businesses exploit synergy among business functions and push the boundaries of process design. IT's cross-functional position uniquely qualifies it to lead process innovation. EA lets CIOs integrate technology with business vision and is the roadmap for implementing new systems, changing behavior, and driving value. This book explores the vision, foundation, and enabling technology required to successfully transform organizations with enterprise architecture.

Lead-Acid Batteries for Future Automobiles provides an overview on the innovations that were recently introduced in automotive lead-acid batteries and other aspects of current research. Innovative concepts are presented, some of which aim to make lead-acid technology a candidate for higher levels of powertrain hybridization, namely 48-volt mild or high-volt full hybrids. Lead-acid batteries continue to dominate the market as storage devices for automotive starting and power supply systems, but are facing competition from alternative storage technologies and being challenged by new application requirements, particularly related to new electric vehicle functions and powertrain electrification. Presents an overview of development trends for future automobiles and the demands that they place on the battery Describes how to adapt LABs for use in micro and mild hybrid EVs via collector construction and materials, via carbon additives, via new cell construction (bipolar), and via LAB hybrids with Li-ion and supercap systems System integration of LABs into vehicle power-supply and hybridization concepts Short description of competitive battery technologies

This book throws a lifeline to designers wading through mounds of antenna array patents looking for the most suitable systems for their projects. Drastically reducing the research time required to locate solutions to the latest challenges in automotive communications, it sorts and systematizes material on cutting-edge antenna arrays that feature multi-element communication systems with enormous potential for the automotive industry. These new systems promise to make driving safer and more efficient, opening up myriad applications, including vehicle-to-vehicle traffic that prevents collisions, automatic toll collection, vehicle location and fine-tuning for cruise control systems. This book's exhaustive coverage begins with currently deployed systems, frequency ranges and key parameters. It proceeds to examine system geometry, analog and digital beam steering technology (including "smart" beams formed in noisy environments), maximizing signal-to-noise ratios, miniaturization, and base station technology that facilitates in-car connectivity while on the move. An essential guide for technicians working in a fast-developing field, this new volume will be warmly welcomed as a powerful aid in their endeavors.

For a century, almost all light-duty vehicles (LDVs) have been powered by internal combustion engines operating on petroleum fuels. Energy security concerns about petroleum imports and the effect of greenhouse gas (GHG) emissions on global climate are driving interest in alternatives. Transitions to Alternative Vehicles and Fuels assesses the potential for reducing petroleum consumption and GHG emissions by 80 percent across the U.S. LDV fleet by 2050, relative to 2005. This report examines the current capability and estimated future performance and costs for each vehicle type and non-petroleum-based fuel technology as options that could significantly contribute to these goals. By analyzing scenarios that combine various fuel and vehicle pathways, the report also identifies barriers to implementation of these technologies and suggests policies to achieve the desired reductions. Several scenarios are promising, but strong, and effective policies such as research and development, subsidies, energy taxes, or regulations will be necessary to overcome barriers, such as cost and consumer choice.

This book addresses the practical issues for commercialization of current and future electric and plug-in hybrid electric vehicles (EVs/PHEVs). The volume focuses on power electronics and motor drives based solutions for both current as well as future EV/PHEV technologies. Propulsion system requirements and motor sizing for EVs is also discussed, along with practical system sizing examples. PHEV power system architectures are discussed in detail. Key EV battery technologies are explained as well as corresponding battery management issues are summarized. Advanced power electronic converter topologies for current and future charging infrastructures will also be discussed in detail. EV/PHEV interface with renewable energy is discussed in detail, with practical examples.

Model-based development methods, and supporting technologies, can provide the techniques and tools needed to address the dilemma between reducing system development costs and time, and developing increasingly complex systems. This book provides the information needed to understand and apply model-drive engineering (MDE) and model-drive architecture (MDA) approaches to the development of embedded systems. Chapters, written by experts from academia and industry, cover topics relating to MDE practices and methods, as well as emerging MDE technologies. Much of the writing is based on the presentations given at the Summer School "MDE for Embedded Systems" held at Brest, France, in September 2004.

This book presents operational and practical issues of automotive mechatronics with special emphasis on the heterogeneous automotive vehicle systems approach, and is intended as a graduate text as well as a reference for scientists and engineers involved in the design of automotive mechatronic control systems. As the complexity of automotive vehicles increases, so does the dearth of high competence, multi-disciplined automotive scientists and engineers. This book provides a discussion into the type of mechatronic control systems found in modern vehicles and the skills required by automotive scientists and engineers working in this environment. Divided into two volumes and five parts, Automotive Mechatronics aims at improving automotive mechatronics education and emphasises the training of students' experimental hands-on abilities, stimulating and promoting experience among high education institutes and produce more automotive mechatronics and automation engineers. The main subject that are treated are: VOLUME I: RBW or XBW unibody or chassis-motion mechatronic control hypersystems; DBW AWD propulsion mechatronic control systems; BBW AWB dispulsion mechatronic control systems; VOLUME II: SBW AWS diversion mechatronic control systems; ABW AWA suspension mechatronic control systems. This volume was developed for undergraduate and postgraduate students as well as for professionals involved in all disciplines related to the design or research and development of automotive vehicle dynamics, powertrains, brakes, steering, and shock absorbers (dampers). Basic knowledge of college mathematics, college physics, and knowledge of the functionality of automotive vehicle basic propulsion, dispulsion, conversion and suspension systems is required.

The aim of the book is to be a reference book in automotive technology, as far as automotive chassis (i.e. everything that is inside a vehicle except the engine and the body) is concerned. The book is a result of a decade of work heavily sponsored by the FIAT group (who supplied material, together with other automotive companies, and sponsored the work). The first volume deals with the design of automotive components and the second volume treats the various aspects of the design of a vehicle as a system.

Focusing on the vehicle's most important subsystems this book features an introduction by the editor and 40 SAE technical papers. The papers are organised in the following sections, which parallel the steps to be followed while building a complete final system: Introduction to Safety-Critical Automotive Systems; Safety Process and Standards; Requirements, Specifications, and Analysis; Architectural and Design Methods and Techniques; Prototyping and Target Implementation; and Testing, Verifications, and Validation Methods.

Combining superb investigative reporting with incisive analysis, Jerry Mashaw and David Harfst provide a compelling account of the attempt to regulate auto safety in America. Their penetrating look inside the National Highway Traffic Safety Administration (NHTSA) spans two decades and reveals the complexities of regulating risk in a free society. Hoping to stem the tide of rising automobile deaths and injuries, Congress passed the National Traffic and Motor Vehicle Safety Act in 1966. From that point on, automakers would build cars under the watchful eyes of the federal regulators at NHTSA. Curiously, however, the agency abandoned its safety mission of setting, monitoring, and enforcing performance standards in favor of the largely symbolic act of recalling defective autos. Mashaw and Harfst argue that the regulatory shift from rules to recalls was neither a response to a new vision of the public interest nor a result of pressure by the auto industry or other interest groups. Instead, the culprit was the legal environment surrounding NHTSA and other regulatory agencies such as the EPA, OSHA, and the Consumer Product Safety Commission. The authors show how NHTSA's decisions as well as its organization, processes, and personnel were reoriented in order to comply with the demands of a legal culture that proved surprisingly resistant to regulatory pressures. This broad-gauged view of NHTSA has much to say about political idealism and personal ambition, scientific commitment and professional competition, long-range vision

and political opportunism. A fascinating illustration of America's ambivalence over whether government is a source of--or solution to--social ills, The Struggle for Auto Safety offers important lessons about the design and management of effective health and safety regulatory agencies today.

Suitable for bookstore catalogue

The practice of enterprise application development has benefited from the emergence of many new enabling technologies. Multi-tiered object-oriented platforms, such as Java and .NET, have become commonplace. These new tools and technologies are capable of building powerful applications, but they are not easily implemented. Common failures in enterprise applications often occur because their developers do not understand the architectural lessons that experienced object developers have learned. Patterns of Enterprise Application Architecture is written in direct response to the stiff challenges that face enterprise application developers. The author, noted object-oriented designer Martin Fowler, noticed that despite changes in technology--from Smalltalk to CORBA to Java to .NET--the same basic design ideas can be adapted and applied to solve common problems. With the help of an expert group of contributors, Martin distills over forty recurring solutions into patterns. The result is an indispensable handbook of solutions that are applicable to any enterprise application platform. This book is actually two books in one. The first section is a short tutorial on developing enterprise applications, which you can read from start to finish to understand the scope of the book's lessons. The next section, the bulk of the book, is a detailed reference to the patterns themselves. Each pattern provides usage and implementation information, as well as detailed code examples in Java or C#. The entire book is also richly illustrated with UML diagrams to further explain the concepts. Armed with this book, you will have the knowledge necessary to make important architectural decisions about building an enterprise application and the proven patterns for use when building them. The topics covered include · Dividing an enterprise application into layers · The major approaches to organizing business logic · An in-depth treatment of mapping between objects and relational databases · Using Model-View-Controller to organize a Web presentation · Handling concurrency for data that spans multiple transactions · Designing distributed object interfaces

This book details the design and technology of the on-line electric vehicle (OLEV) system and its enabling wireless power-transfer technology, the "shaped magnetic field in resonance" (SMFIR). The text shows how OLEV systems can achieve their three linked important goals: reduction of CO_2 produced by ground transportation; improved energy efficiency of ground transportation; and contribution to the amelioration or prevention of climate change and global warming. SMFIR provides power to the OLEV by wireless transmission from underground cables using an alternating magnetic field and the reader learns how this is done. This cable network will in future be part of any local smart grid for energy supply and use thereby exploiting local and renewable energy generation to further its aims. In addition to the technical details involved with design and realization of a fleet of vehicles combined with extensive subsurface charging infrastructure, practical issues such as those involved with pedestrian safety are considered. Furthermore, the benefits of reductions in harmful emissions without recourse to large banks of batteries are made apparent. Importantly, the use of Professor Suh's axiomatic design paradigm enables such a complicated transportation system to be developed at reasonable cost and delivered on time. The book covers both the detailed design and the relevant systems-engineering knowledge and draws on experience gained in the successful implementation of OLEV systems in four Korean cities. The introduction to axiomatic design and the in-depth discussion of system and technology development provided by The On-line Electric Vehicle is instructive to graduate students in electrical, mechanical and transportation engineering and will help engineers and designers to master the efficient, timely and to-cost implementation of large-scale networked systems. Managers responsible for the running of large transportation infrastructure projects and concerned with technology management more generally will also find much to interest them in this book.

Vols. for 1970-71 includes manufacturers' catalogs.

Globalization has been a key force in the development of business in recent decades. But with nationalism on the rise in Europe, the United States and elsewhere, the future of global trade and international business has been thrown into doubt. In this new and challenging context, innovative companies have the opportunity not only to find new ways to operate across borders, but also to help forge a new system of relations between people of different nationalities and cultures. This book features a collection of case studies that illustrate how companies from different corners of the globe are succeeding in reaching out to distant customers, stakeholders and partners. It features inspiring examples of leaders who are actively developing imaginative ways to connect across continents. It is a vital reference tool for companies that plan to continue operating globally or to expand their international presence. A clarion call for the renewed relevance and importance of globalized business, this book suggests a future where companies can contribute positively to achieving sustainable growth and a fairer distribution of wealth across the globe.

Optimal Control of Hybrid Vehicles provides a description of power train control for hybrid vehicles. The background, environmental motivation and control challenges associated with hybrid vehicles are introduced. The text includes mathematical models for all relevant components in the hybrid power train. The power split problem in hybrid power trains is formally described and several numerical solutions detailed, including dynamic programming and a novel solution for state-constrained optimal control problems based on the maximum principle. Real-time-implementable strategies that can approximate the optimal solution closely are dealt with in depth. Several approaches are discussed and compared, including a state-of-the-art strategy which is adaptive for vehicle conditions like velocity and mass. Three case studies are included in the book: • a control strategy for a micro-hybrid power train; • experimental results obtained with a real-time strategy implemented in a hybrid electric truck; and • an analysis of the optimal component sizes for a hybrid power train. Optimal Control of Hybrid Vehicles will appeal to academic researchers and graduate students interested in hybrid vehicle control or in the applications of optimal control. Practitioners working in the design of control systems for the automotive industry will also find the ideas propounded in this book of interest.

Diagnostics, or fault finding, is a fundamental part of an automotive technician's work, and as automotive systems become increasingly complex there is a greater need for good diagnostic skills. Advanced Automotive Fault Diagnosis is the only book to treat automotive diagnostics as a science rather than a check-list procedure. Each chapter includes basic principles and examples of a vehicle system followed by the appropriate diagnostic techniques, complete with useful diagrams, flow charts, case studies and self-assessment questions. The book will help new students develop diagnostic skills and help experienced technicians improve even further. This new edition is fully updated to the latest technological developments. Two new chapters have been added – On-board diagnostics and Oscilloscope diagnostics – and the coverage has been matched to the latest curricula of motor vehicle qualifications, including: IMI and C&G Technical Certificates and NVQs; Level 4 diagnostic units; BTEC National and Higher National qualifications from Edexcel; International Motor Vehicle qualifications such as C&G 3905; and ASE certification in the USA.

This fifth review of the Partnership for a New Generation of Vehicles assesses progress made in the program towards the development of high fuel economy vehicles. One of the goals of the program is to develop midsize sedans with up to three times the fuel economy of today's vehicles. Concept vehicles are slated for 2000 and production prototypes for

2004. The book addresses engine technologies, batteries for energy storage, fuel cells, lightweight materials, fuels, emissions control systems, power electronics, and vehicle systems engineering.

A Clear Outline of Current Methods for Designing and Implementing Automotive Systems Highlighting requirements, technologies, and business models, the Automotive Embedded Systems Handbook provides a comprehensive overview of existing and future automotive electronic systems. It presents state-of-the-art methodological and technical solutions in the areas of in-vehicle architectures, multipartner development processes, software engineering methods, embedded communications, and safety and dependability assessment. Divided into four parts, the book begins with an introduction to the design constraints of automotive-embedded systems. It also examines AUTOSAR as the emerging de facto standard and looks at how key technologies, such as sensors and wireless networks, will facilitate the conception of partially and fully autonomous vehicles. The next section focuses on networks and protocols, including CAN, LIN, FlexRay, and TTCAN. The third part explores the design processes of electronic embedded systems, along with new design methodologies, such as the virtual platform. The final section presents validation and verification techniques relating to safety issues. Providing domain-specific solutions to various technical challenges, this handbook serves as a reliable, complete, and well-documented source of information on automotive embedded systems.