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Analysis of survey of 800
commuters in the District of

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Columbia area.

In the past few years,
interest in plug-in electric
vehicles (PEVs) has grown.
Advances in battery and
other technologies, new
federal standards for carbon-
dioxide emissions and fuel

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economy, state zero-emission-vehicle requirements, and the current administration's goal of putting millions of alternative-fuel vehicles on the road have all highlighted PEVs as a transportation alternative.

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Consumers are also beginning to recognize the advantages of PEVs over conventional vehicles, such as lower operating costs, smoother operation, and better acceleration; the ability to fuel up at home; and zero

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tailpipe emissions when the vehicle operates solely on its battery. There are, however, barriers to PEV deployment, including the vehicle cost, the short all-electric driving range, the long battery charging time,

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uncertainties about battery life, the few choices of vehicle models, and the need for a charging infrastructure to support PEVs. What should industry do to improve the performance of PEVs and make

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them more attractive to consumers? At the request of Congress, Overcoming Barriers to Deployment of Plug-in Electric Vehicles identifies barriers to the introduction of electric vehicles and recommends ways

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to mitigate these barriers. This report examines the characteristics and capabilities of electric vehicle technologies, such as cost, performance, range, safety, and durability, and assesses how these factors

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might create barriers to widespread deployment. Overcoming Barriers to Deployment of Plug-in Electric Vehicles provides an overview of the current status of PEVs and makes recommendations to spur the

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industry and increase the attractiveness of this promising technology for consumers. Through consideration of consumer behaviors, tax incentives, business models, incentive programs, and infrastructure

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needs, this book studies the state of the industry and makes recommendations to further its development and acceptance.

Rising Oil Prices, Declining
National Security?
Hearings Before the

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Committee on Finance, United
States Senate, Ninety-fourth
Congress, First Session, on
H.R. 6860 ...

DAILY LABOR REPORT: TODAY'S
SUMMARY AND ANALYSIS -
FEDERAL COURTS REMAIN
DIVIDED ON CIVIL RIGHTS

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RETROACTIVITY

Federal supplement. [First
Series.]

Hearing Before the
Subcommittee on Department
Operations, Oversight,
Dairy, Nutrition, and
Forestry of the Committee on

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Agriculture, House of
Representatives, One Hundred
Ninth Congress, Second
Session, May 22, 2006,
Rochester, MI.

Industrial Organization

BLACK ENTERPRISE is the ultimate
source for wealth creation for African

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American professionals, entrepreneurs and corporate executives. Every month, BLACK ENTERPRISE delivers timely, useful information on careers, small business and personal finance. Examines Japan's innovative, highly successful production methods
The Global Rise of the Modern Plug-In

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Electric Vehicle

Repeatability Program Dummy
Variability Analysis. Volume I. Final
Report

Annual Report of General Motors
Corporation

Wall Street Journal Index

Auto Fuel Efficiency Standards

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A Behavioral Study
Includes advertising
matter.

Pepall's Industrial
Organization:
Contemporary Theory and
Empirical Applications,

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5th Edition offers an accessible text in which topics are organized in a manner that motivates and facilitates progression from one chapter to the next. It

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serves as a complete,
but concise,
introduction to modern
industrial economics.
The text uniquely uses
the tools of game
theory, information

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economics, contracting issues, and practical examples to examine multiple facets of industrial organization. The fifth edition is more broadly accessible,

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balancing the tension
between making modern
industrial analysis
accessible while also
presenting the formal
abstract modeling that
gives the analysis its

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power. The more overtly mathematical content is presented in the Contemporary Industrial Organization text (aimed at the top tier universities) while this

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Fifth Edition will be less mathematical (aimed at a wider range of four-year colleges and state universities).

Assessment of Fuel
Economy Technologies for

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Light-Duty Vehicles

U.S. Auto Trade Problems

Chicago Tribune Index

Transportation Energy

Data Book

Incentives and

Disincentives for

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Ridesharing

*Repeatability Program Dummy
Variability Analysis. Volume
II. Final
Report* *Repeatability Program
Dummy Variability Analysis.*

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*Volume I. Final
Report Decisions and Orders
of the National Labor
Relations Board Ad \$ Summary
45*

*The Car Hacker's Handbook
Editorials on File
How Far Can We Go?*

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Ward's Automotive Yearbook

Automotive News

USA Today Index

**Advertising expenditure data
across multiple forms of media,
including: consumer magazines,
Sunday magazines, newspapers,**

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outdoor, network television, spot television, syndicated television, cable television, network radio, and national spot radio. Lists brands alphabetically and shows total expenditures, media used, parent company and PIB

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classification for each brand.

Also included in this report are industry class totals and rankings of the top 100 companies in each of the media.

This volume presents realistic estimates for the level of fuel

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economy that is achievable in the next decade for cars and light trucks made in the United States and Canada. A source of objective and comprehensive information on the topic, this book takes into account real-

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world factors such as the financial conditions in the automotive industry, costs and benefits to consumers, and marketability of high-efficiency vehicles. The committee is composed of experts from the

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fields of science, technology, finance, and regulation and offers practical evaluations of technological improvements that could contribute to increased fuel efficiency. The volume also examines potential barriers to

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improvement, such as high production costs, regulations on safety and emissions, and consumer preferences. This practical book is of considerable interest to car and light truck manufacturers, policymakers,

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federal and state agencies, and
the public.

Congressional Record

Black Enterprise

Automotive Fuel Economy

Repeatability Program Dummy

Variability Analysis. Volume II.

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Final Report

Energy Conservation and
Conversion Act of 1975

The Wall Street Journal

***From Chinese factories
making cheap toys for
export, to sweatshops in***

Bangladesh where name-brand garments are sewn—studies on the impact of globalization on workers have tended to focus on the worst jobs and the worst conditions. But in

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***When Good Jobs Go Bad,
Jeffrey Rothstein looks at
the impact of globalization
on a major industry—the
North American auto
industry—to reveal that
globalization has had a***

***deleterious effect on even
the most valued of blue-
collar jobs. Rothstein
argues that the
consolidation of the
Mexican and U.S.-Canadian
auto industries, the***

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***expanding number of
foreign automakers in
North America, and the
spread of lean production
have all undermined
organized labor and
harmed workers. Focusing***

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***on three General Motors
plants assembling
SUVs—an older plant in
Janesville, Wisconsin; a
newer and more viable
plant in Arlington, Texas;
and a “greenfield site” (a***

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brand-new, state-of-the-art facility) in Silao, Mexico—When Good Jobs Go Bad shows how global competition has made nonstop, monotonous, standardized routines

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crucial for the survival of a plant, and it explains why workers and their local unions struggle to resist. For instance, in the United States, General Motors forced workers to accept

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intensified labor by threatening to close plants, which led local unions to adopt “keep the plant open” as their main goal. At its new factory in Silao, GM had hand-picked the

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union—one opposed to strikes and committed to labor-management cooperation—before it hired the first worker. Rothstein's engaging comparative analysis,

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which incorporates the viewpoints of workers, union officials, and management, sheds new light on labor's loss of bargaining power in recent decades, and highlights the

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***negative impact of
globalization on all jobs,
both good and bad, from
the sweatshop to the
assembly line.
Various combinations of
commercially available***

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***technologies could greatly
reduce fuel consumption in
passenger cars, sport-
utility vehicles, minivans,
and other light-duty
vehicles without
compromising vehicle***

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***performance or safety.
Assessment of
Technologies for Improving
Light Duty Vehicle Fuel
Economy estimates the
potential fuel savings and
costs to consumers of***

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available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates,

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***adopting the full
combination of improved
technologies in medium
and large cars and pickup
trucks with spark-ignition
engines could reduce fuel
consumption by 29 percent***

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at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost

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of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of

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\$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of

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fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions

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in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

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***The Future of Renewable
Fuels and Flex-Fuel
Vehicles, Serial No. 109-32,
May 22, 2006, 109-2
Hearing, *
Brief for Ahira H. Rose, Jr.,
Appellant***

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***Final Report
Machine that Changed the
World
Hearings Before the
Subcommittee on
Commerce, Transportation,
and Tourism of the***

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***Committee on Energy and
Commerce, House of
Representatives, Ninety-
eighth Congress, First
Session, on H.R. 1234 ...
April 12, 28, and May 6,
1983***

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Federal Register

The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain

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**designs, alternative
fuels, advanced
materials and
significant changes to
the vehicle body are
being driven by
increasingly stringent**

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**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,**

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**emit less air
pollutants, have more
safety features, and
will be more expensive
to purchase relative to
current vehicles. Though
the gasoline-powered**

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**spark ignition engine
will continue to be the
dominant powertrain
configuration even
through 2030, such
vehicles will be
equipped with advanced**

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**technologies, materials,
electronics and
controls, and
aerodynamics. And by
2030, the deployment of
alternative methods to
propel and fuel vehicles**

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and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will

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**some technologies be
more effective than
others? Written to
inform The United States
Department of
Transportation's
National Highway Traffic**

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**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**

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**technologies for next-
generation light-duty
vehicles. Cost,
Effectiveness, and
Deployment of Fuel
Economy Technologies for
Light-Duty Vehicles**

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**estimates the cost,
potential efficiency
improvements, and
barriers to commercial
deployment of
technologies that might
be employed from 2020 to**

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**2030. This report
describes these
promising technologies
and makes
recommendations for
their inclusion on the
list of technologies**

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**applicable for the
2017-2025 CAFE
standards.**

**We may be standing on
the precipice of a
revolution in propulsion
not seen since the**

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**internal combustion
engine replaced the
horse and buggy. The
anticipated
proliferation of
electric cars will
influence the daily**

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**lives of motorists, the
economies of different
countries and regions,
urban air quality and
global climate change.
If you want to
understand how quickly**

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**the transition is likely
to occur, and the
factors that will
influence the
predictions of the pace
of the transition, this
book will be an**

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illuminating read.

General Motors

Corporation v.

Unemployment

Compensation Commission,

321 MICH 604 (1948)

Unsafe at Any Speed

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**When Good Jobs Go Bad
Contemporary Theory and
Empirical Applications
Cost, Effectiveness, and
Deployment of Fuel
Economy Technologies for
Light-Duty Vehicles**

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Decisions and Orders of the National Labor Relations Board

Modern cars are more computerized than ever. Infotainment and navigation systems, Wi-Fi, automatic software updates, and other

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innovations aim to make driving more convenient. But vehicle technologies haven't kept pace with today's more hostile security environment, leaving millions vulnerable to attack. The Car Hacker's Handbook will give you a

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deeper understanding of the computer systems and embedded software in modern vehicles. It begins by examining vulnerabilities and providing detailed explanations of communications over the CAN bus and between devices and systems.

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Then, once you have an understanding of a vehicle ' s communication network, you ' ll learn how to intercept data and perform specific hacks to track vehicles, unlock doors, glitch engines, flood communication, and more.

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With a focus on low-cost, open source hacking tools such as Metasploit, Wireshark, Kayak, canutils, and ChipWhisperer, The Car Hacker ' s Handbook will show you how to: – Build an accurate threat model for your vehicle – Reverse

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engineer the CAN bus to fake engine signals – Exploit vulnerabilities in diagnostic and data-logging systems – Hack the ECU and other firmware and embedded systems – Feed exploits through infotainment and vehicle-to-vehicle communication

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systems – Override factory settings
with performance-tuning techniques
– Build physical and virtual test
benches to try out exploits safely If
you ' re curious about automotive
security and have the urge to hack a
two-ton computer, make The Car

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Hacker 's Handbook your first stop.
Proceedings and Debates of the ...
Congress
Energy Conservation and Conversion
Act of 1975: July 10, 11, and 14, 1975
Hearing Before the Subcommittee on
Energy Conservation and Power of

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the Committee on Energy and
Commerce, House of
Representatives, Ninety-eighth
Congress, First Session
Globalization, De-unionization, and
Declining Job Quality in the North
American Auto Industry

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Automobile Marketing Strategies,
Pricing, and Product Planning
A Guide for the Penetration Tester