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This authoritative history shows how forensics, as practiced in the United States, was an uneasy fusion of contradictory premises that began as a significant part of the tradition of American public address. Forensics in America: A History is significant in providing a context for understanding the role forensics may play in the 21st Century. The book expands the study of American public address, focuses on the pedagogy of forensics training, and explores cultural dimensions of forensics activities.

Wind Energy Engineering: A Handbook for Onshore and Offshore Wind Turbines is the most advanced, up-to-date and research-focused text on all aspects of wind energy engineering. Wind energy is pivotal in global electricity generation and for achieving future essential energy demands and targets. In this fast moving field this must-have edition starts with an in-depth look at the present state of wind

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Focuses on the first control systems course of BTech, JNTU, this book helps the student prepare for further studies in modern control system design. It offers a profusion of examples on various aspects of study.

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.

The Book Provides An Integrated Treatment Of Continuous-Time And Discrete-Time Systems For Two Courses At Undergraduate Level Or One Course At Postgraduate Level. The Stress Is On The Interdisciplinary Nature Of The Subject And Examples Have Been Drawn From Various Engineering Disciplines To Illustrate The Basic System Concepts. A Strong Emphasis Is Laid On Modeling Of Practical Systems Involving Hardware; Control Components Of A Wide Variety Are Comprehensively Covered. Time And Frequency Domain Techniques Of Analysis And Design Of Control Systems Have Been Exhaustively Treated And Their Interrelationship Established. Adequate Breadth And Depth Is Made Available For A Second Course. The Coverage Includes Digital Control Systems: Analysis, Stability And Classical Design; State Variables For Both Continuous-Time And Discrete-Time Systems; Observers And Pole-Placement Design; Liapunov Stability; Optimal Control; And Recent Advances In Control Systems: Adaptive Control, Fuzzy Logic Control, Neural Network Control. Salient Features * State Variables Concept Introduced Early In Chapter 2 * Examples And Problems Around Obsolete Technology Updated. New Examples Added * Robotics Modeling And Control Included * Pid Tuning Procedure Well Explained And Illustrated * Robust Control Introduced In A Simple And Easily Understood Style * State Variable Formulation And Design Simplified And Generalizations Built On Examples * Digital Control; Both Classical And Modern Approaches, Covered In Depth * A Chapter On Adaptive, Fuzzy Logic And Neural Network Control, Amenable To Undergraduate Level Use, Included * An Appendix On Matlab With Examples From Time And Frequency Domain Analysis And Design, Included

Emissions of carbon dioxide from the burning of fossil fuels have ushered in a new epoch where human activities will largely determine the evolution of Earth's climate. Because carbon dioxide in the atmosphere is long lived, it can effectively lock the Earth and future generations into a range of impacts, some of which could become very severe. Emissions reductions decisions made today matter in determining impacts experienced not just over the next few decades, but in the coming centuries and millennia. According to Climate Stabilization Targets: Emissions, Concentrations, and Impacts Over Decades to Millennia, important policy decisions can be informed by recent advances in climate science that quantify the relationships between increases in carbon dioxide and global warming, related climate changes, and resulting impacts, such as changes in streamflow, wildfires, crop productivity, extreme hot summers, and sea level rise. One way to inform these choices is to consider the projected climate changes and impacts that would occur if greenhouse gases in the atmosphere were stabilized at a particular concentration level. The book quantifies the outcomes of different stabilization targets for greenhouse gas concentrations using analyses and information drawn from the scientific literature. Although it does not recommend or justify any particular stabilization target, it does

provide important scientific insights about the relationships among emissions, greenhouse gas concentrations, temperatures, and impacts. Climate Stabilization Targets emphasizes the importance of 21st century choices regarding long-term climate stabilization. It is a useful resource for scientists, educators and policy makers, among others.

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