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Finally, a rebuild and performance guide for GM 6.2 and 6.5L diesel engines! In the late 1970s and early 1980s, there was considerable pressure on the Detroit automakers to increase the fuel efficiency for their automotive and light-truck lines. While efficient electronic engine controls and computer-controlled gas engine technology was still in the developmental stages, the efficiency of diesel engines was already well documented during this time period. As a result, General Motors added diesel engine options to its car and truck lines in an attempt to combat high gas prices and increase fuel efficiency. The first mass-produced V-8 diesel engines of the era, the 5.7L variants, appeared in several General Motors passenger-car models beginning in 1978 and are often referred to as the Oldsmobile Diesels because of the number of Oldsmobile cars equipped with this option. This edition faded from popularity in the early 1980s as a result of falling gas prices and quality issues with diesel fuel suppliers, giving the cars a bad reputation for dependability and reliability. The 6.2L appeared in 1982 and the 6.5L in 1992, as the focus for diesel applications shifted from cars to light trucks. These engines served faithfully and remained in

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production until 2001, when the new Duramax design replaced it in all but a few military applications. While very durable and reliable, most of these engines have a lot of miles on them, and many are in need of a rebuild. This book will take you through the entire rebuild process step by step from diagnosis to tear down, inspection to parts sourcing, machining, and finally reassembly. Also included is valuable troubleshooting information, detailed explanations of how systems work, and even a complete Stanadyne DB2 rebuild section to get the most out of your engine in the modern era. If you have a 6.2, or 6.5L GM diesel engine, this book is a must-have item for your shop or library.

Contents: Pt. 1: Introduction. Container trade growth - an introduction -- Container handling techniques and trends -- Trends in vessel design and container characteristics - the implications for terminal development. Pt. 2: Terminal design. Systems analysis - a terminal design tool -- Basic operational design of sea container terminals -- Terminal capacity -- Terminal design with particular reference to civil engineering. Pt. 3: Terminal operations. Limited-user container terminals with particular reference to Southampton -- A multi-user terminal based on rail mounted yard gantry cranes -- A common-user terminal based on the rubber tyred yard gantry system -- A multi-user container terminal based on straddle carrier handling with particular reference to Bremerhaven -- The combi-terminal concept with particular reference to Antwerp. Pt. 4: Terminal equipment. Equipment selection --

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Equipment - engineering features -- Equipment specification and tender evaluation -- Equipment maintenance. Pt. 5: Other operating factors. The manpower aspects of container terminal operation -- Documentation and control at a multi-user terminal -- Container safety -- Security -- Costs and charges. Pt. 6: Container service operating philosophy. Integrated deep-sea service based on sea-land philosophy -- An integrated short-sea container service -- A ro-ro philosophy explained. Pt. 7: The inland interface. Inland ports - the UK containerbase system -- Rail transport - the freightliner system -- Containers and the road transport industry in Europe. Pt. 8: Developing countries. Planning for the change to containers in developing countries. App. 1. Simulation to test the viability of the proposed operating system -- App. 2. A combined physical/computer model for simulation of terminal operations -- App. 3. Estimating container yard and container freight station space requirements -- App. 4. Establishing terminal operational control procedures -- App. 5. Extracts from reports or telexes sent on terminals becoming operational in the early 1970s -- App. 6. Basic specification outline for a dockside crane -- App. 7. Computers in the maintenance environment -- App. 8. A maintenance management computer system -- App. 9. International comparison of container ship productivity.

The third edition of this best-selling comprehensive introduction to servicing medium-heavy duty trucks has been significantly updated and expanded. Coverage added includes twelve new or expanded chapters, including a comprehensive introduction to electricity and electronics, the

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latest on electronic automatic transmissions, updated braking systems including ABS, and completely revised chapters on air-conditioning to make it compliant with today's standards. In addition to the revisions to the book, there is now a comprehensive support package including an all new workbook featuring numerous and practical job-sheets for lab activities.

Now in its 48th edition, Lowe's Transport Manager's and Operator's Handbook 2018 is the most comprehensive guide available to the operational rules and guidelines governing the UK, Ireland and the EU's road transport operators. This best-selling, exclusive handbook is an essential reference and explores in detail the most pressing issues in today's road transport industry. It includes details on professional competence, rules on working times and driving hours, licensing and penalties, insurance, road traffic law, maintenance advice and the international road haulage market. This manual includes guidance for drivers in the Republic of Ireland and mainland Europe, along with the rules and penalties governing these regions. Lowe's Transport Manager's and Operator's Handbook 2018 is the essential reference source for any transport manager, fleet operator, owner-driver haulier or student with an involvement in the industry. This new edition has been thoroughly updated and revised to reflect the latest developments in legislation and regulations, including information on driving test changes, the new Vehicle Operator Licensing System (VOL), new penalties for mobile phone use, vehicle maintenance plans, and the introduction of the Ultra Low Emission Zone (ULEZ) and T-Charge in central London.