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It all began way back in 1984 when I began my career in the field of dynamometer and engine testing when after years of gut-feeling and study I realized that there is a need for a book on dynamometer and its application to engine testing. As automotive and dynamometer industry is growing worldwide the concern eventually became so great I felt a book devoted to the subject was warranted. The book *Dynamometer-Theory and Application to Engine Testing* is a book dedicated to various

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dynamometers and how they are applied to engine testing. The book also discusses the essentials of modern test cell and the instrumentation, data acquisition system and other accessories that are employed in modern test cell. After having worked in the filed of industrial compressors, pumps, material handling equipment, dynamometer field and software industry I decided to write this book which will help the people working in the automotive industry, engine and vehicle testing, people working in the dynamometer and instrumentation industry and electrical motor industry. The book will be of interest to the studenrs of mechanical and automobile engineering. The book

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will be of great value to the incumbents entering in the automotive and dynamometer fields.

The story of how diesel engines and gas turbines, used to power cargo ships and jet airplanes, made today's globally integrated economy possible. The many books on globalization published over the past few years range from claims that the world is flat to an unlikely rehabilitation of Genghis Khan as a pioneer of global commerce. Missing from these accounts is a consideration of the technologies behind the creation of the globalized economy. What makes it possible for us to move billions of tons of raw materials and manufactured

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goods from continent to continent? Why are we able to fly almost anywhere on the planet within twenty-four hours? In *Prime Movers of Globalization*, Vaclav Smil offers a history of two key technical developments that have driven globalization: the high-compression non-sparking internal combustion engines invented by Rudolf Diesel in the 1890s and the gas turbines designed by Frank Whittle and Hans-Joachim Pabst von Ohain in the 1930s. The massive diesel engines that power cargo ships and the gas turbines that propel jet engines, Smil argues, are more important to the global economy than any corporate structure or international trade agreement. Smil compares the

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efficiency and scale of these two technologies to prime movers of the past, including the sail and the steam engine. The lengthy processes of development, commercialization, and diffusion that the diesel engine and the gas turbine went through, he argues, provide perfect examples of gradual technical advances that receive little attention but have resulted in epochal shifts in global affairs and the global economy.

In the 1960s and 1970s, John Deere's tractors evolved dramatically from small machines into large, powerful tractors with modern advances and muscular engines; it was a period of the greatest changes since the 1920s. Deere christened these

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Service the New Generation. This book in the Tractor Legacy series examines these Big Green machines in detail, with archival and current photography of restored tractors, a thorough historical text, and details of model specifications and variations.

Highlighting the importance of regional and national differences in industrial development, this book is a pioneering long term comparison of the two regions of Lancashire and Kansai.

While the military use of drones has been the subject of much scrutiny, the use of drones for humanitarian purposes has so far received little attention. As the

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Starting point for this study, it is argued that the prospect of using drones for humanitarian and other life-saving activities has produced an alternative discourse on drones, dedicated to developing and publicizing the endless possibilities that drones have for "doing good".

Furthermore, it is suggested that the Good Drone narrative has been appropriated back into the drone warfare discourse, as a strategy to make war "more human". This book explores the role of the Good Drone as an organizing narrative for political projects, technology development and humanitarian action. Its contribution to the debate is to take stock of the multiple logics and rationales according to which

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Drones are "good", with a primary objective to initiate a critical conversation about the political currency of "good". This study recognizes the many possibilities for the use of drones and takes these possibilities seriously by critically examining the difference the drones' functionalities can make, but also what difference the presence of drones themselves – as unmanned and flying objects – make. Discussed and analysed are the implications for the drone industry, user communities, and the areas of crisis where drones are deployed.

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