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Modern cars are more computerized than ever. Infotainment and navigation systems, Wi-Fi, automatic software updates, and other 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 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. 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. With a focus on low-cost, open source hacking tools such as Metasploit, Wireshark,

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Kayak, can-utils, and ChipWhisperer, The Car Hacker's Handbook will show you how to:

- Build an accurate threat model for your vehicle
- Reverse engineer the CAN bus to fake engine signals
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- Hack the ECU and other firmware and embedded systems
- Feed exploits through infotainment and vehicle-to-vehicle communication 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 Hacker's Handbook your first stop.

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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,

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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



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report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

"This textbook covers all the theory and technology sections that students need to learn in order to pass level 1, 2 and 3 automotive courses from the Institute of Motor Industry, City & Guilds and other exam boards. It has been produced in partnership with ATT Training and is a companion to their online learning resources. Learning is made more enjoyable and effective as the topics in the book are supported with online activities, video footage, assessments and further reading. If you are using ATT Training materials then this is the ideal textbook for your course"--

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Hunter Allen and Andy Coggan, PhD have completely revised the book that made power meters understandable for amateur and professional cyclists and triathletes. Power meters have become essential tools for competitive cyclists and triathletes. No training tool can unlock as much speed and endurance as a power meter--for

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those who understand how to interpret their data. A power meter displays and records exactly how much energy a cyclist expends, which lends unprecedented insight into that rider's abilities and fitness. With the proper baseline data, a cyclist can use a power meter to determine race strategy, pacing, and tactics. Training and Racing with a Power Meter makes it possible to exploit the incredible usefulness of the power meter by explaining how to profile strengths and weaknesses, measure fitness and fatigue, optimize workouts, time race readiness, and race using power. This new edition: Enables athletes to predict future performance and time peak form Introduces fatigue profiling, a new testing method to pinpoint weaknesses Includes two training plans to raise functional threshold power and time peaks for race day Offers 75 power-based workouts tuned for specific training goals This

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updated edition also includes new case studies, a full chapter on triathlon training and racing, and improved 2-color charts and tables throughout. *Training and Racing with a Power Meter*, will continue to be the definitive guide to the most important training tool ever developed for endurance sports.

With this new edition, *Science and Technical Writing* confirms its position as the definitive style resource for thousands of established and aspiring technical writers. Editor Philip Rubens has fully revised and updated his popular 1992 edition, with full, authoritative coverage of the techniques and technologies that have revolutionized electronic communications over the past eight years.

The popularity of the Internet and the affordability of IT hardware

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and software have resulted in an explosion of applications, architectures, and platforms. Workloads have changed. Many applications, including mission-critical ones, are deployed on a variety of platforms, and the System z® design has adapted to this change. It takes into account a wide range of factors, including compatibility and investment protection, to match the IT requirements of an enterprise. This IBM® Redbooks® publication discusses the IBM zEnterprise System, an IBM scalable mainframe server. IBM is taking a revolutionary approach by integrating separate platforms under the well-proven System z hardware management capabilities, while extending System z qualities of service to those platforms. The zEnterprise System consists of the IBM zEnterprise 114 central processor complex, the IBM zEnterprise Unified Resource Manager, and the IBM zEnterprise

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BladeCenter® Extension. The z114 is designed with improved scalability, performance, security, resiliency, availability, and virtualization. The z114 provides up to 18% improvement in uniprocessor speed and up to a 12% increase in total system capacity for z/OS®, z/VM®, and Linux on System z over the z10™ Business Class (BC). The zBX infrastructure works with the z114 to enhance System z virtualization and management through an integrated hardware platform that spans mainframe, POWER7™, and System x technologies. The federated capacity from multiple architectures of the zEnterprise System is managed as a single pool of resources, integrating system and workload management across the environment through the Unified Resource Manager. This book provides an overview of the zEnterprise System and its functions, features, and associated software support.

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Greater detail is offered in areas relevant to technical planning. This book is intended for systems engineers, consultants, planners, and anyone wanting to understand the zEnterprise System functions and plan for their usage. It is not intended as an introduction to mainframes. Readers are expected to be generally familiar with existing IBM System z technology and terminology.

Introduced in 1997, the GM LS engine has become the dominant V-8 engine in GM vehicles and a top-selling high-performance crate engine. GM has released a wide range of Gen III and IV LS engines that deliver spectacular efficiency and performance. These compact, lightweight, cutting-edge pushrod V-8 engines have become affordable and readily obtainable from a variety of sources. In the process, the LS engine has become the most popular V-8

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engine to swap into many American and foreign muscle cars, sports cars, trucks, and passenger cars. To select the best engine for an LS engine swap, you need to carefully consider the application.

Veteran author and LS engine swap master Jefferson Bryant reveals all the criteria to consider when choosing an LS engine for a swap project. You are guided through selecting or fabricating motor mounts for the project. Positioning the LS engine in the engine compartment and packaging its equipment is a crucial part of the swap process, which is comprehensively covered. As part of the installation, you need to choose a transmission crossmember that fits the engine and vehicle as well as selecting an oil pan that has the correct profile for the crossmember with adequate ground clearance. Often the brake booster, steering shaft, accessory pulleys, and the exhaust system present clearance challenges, so this book



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offers you the best options and solutions. In addition, adapting the computer-control system to the wiring harness and vehicle is a crucial aspect for completing the installation, which is thoroughly detailed. As an all-new edition of the original top-selling title, *LS Swaps: How to Swap GM LS Engines into Almost Anything* covers the right way to do a spectrum of swaps. So, pick up this guide, select your ride, and get started on your next exciting project.

The MATSim (Multi-Agent Transport Simulation) software project was started around 2006 with the goal of generating traffic and congestion patterns by following individual synthetic travelers through their daily or weekly activity programme. It has since then evolved from a collection of stand-alone C++ programs to an integrated Java-based framework which is publicly hosted, open-

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source available, automatically regression tested. It is currently used by about 40 groups throughout the world. This book takes stock of the current status. The first part of the book gives an introduction to the most important concepts, with the intention of enabling a potential user to set up and run basic simulations. The second part of the book describes how the basic functionality can be extended, for example by adding schedule-based public transit, electric or autonomous cars, paratransit, or within-day replanning. For each extension, the text provides pointers to the additional documentation and to the code base. It is also discussed how people with appropriate Java programming skills can write their own extensions, and plug them into the MATSim core. The project has started from the basic idea that traffic is a consequence of human behavior, and thus humans and their behavior should be the starting

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point of all modelling, and with the intuition that when simulations with 100 million particles are possible in computational physics, then behavior-oriented simulations with 10 million travelers should be possible in travel behavior research. The initial implementations thus combined concepts from computational physics and complex adaptive systems with concepts from travel behavior research. The third part of the book looks at theoretical concepts that are able to describe important aspects of the simulation system; for example, under certain conditions the code becomes a Monte Carlo engine sampling from a discrete choice model. Another important aspect is the interpretation of the MATSim score as utility in the microeconomic sense, opening up a connection to benefit cost analysis. Finally, the book collects use cases as they have been undertaken with MATSim. All current users of MATSim were

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invited to submit their work, and many followed with sometimes crisp and short and sometimes longer contributions, always with pointers to additional references. We hope that the book will become an invitation to explore, to build and to extend agent-based modeling of travel behavior from the stable and well tested core of MATSim documented here.

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