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While medium- and heavy-duty vehicles have relied on R-134a in the past, this refrigerant has a GWP of 1,300. Some manufacturers of medium and heavy duty vehicles may wish to transition to HFO technology to contribute to environmental sustainability. For those making a change, Opteon™ YF is an R-134a replacement with a GWP of <1.

Opteon™ Refrigerants for Medium and Heavy Duty Vehicles

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Air conditioning (AC) is widely available in light-duty vehicles such as cars and small trucks with a
gross vehicle weight of less than 8,500 pounds.

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Refrigerant Change in Heavy Duty Vehicles? ... medium & heavy duty trucks but is lacking a willing
partner to move forward. 2017 MACS Training Event Economics Cost of the Refrigerant Cost Impact on the
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The new rule lists HFO-1234yf as acceptable, subject to use conditions, for limited HD vehicle types, such as medium-duty passenger vehicles, HD pickup trucks and complete HD vans. In other words, it allows the use of yf in medium and heavy duty vehicles with a GVWR of between 8,500 and 14,000 pounds (Classes 2b and 3). Keep in mind that at this point, it only applies to newly manufactured ...

New EPA rule allows R-1234yf in certain trucks | Mobile ...

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Here's how each truck class is broken down within medium- and heavy-duty truck categories: Medium-duty trucks. Medium trucks weigh between 14,001 and 26,000 pounds and are typically used for transporting goods or people from city to city within the same state. Examples include box trucks, firetrucks and school buses. They are divided into the following three classes: Class 4 - 14,001 to ...

Classifying Medium and Heavy-duty Trucks | FleetNet

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Fundamentals of Medium/Heavy Duty Commercial Vehicle Systems, Second Edition offers comprehensive coverage of basic concepts and fundamentals, building up to advanced instruction on the latest technology coming to market for medium- and heavy-duty trucks and buses. This industry-leading Second Edition includes six new chapters that reflect state-of-the-art technological innovations, such as distributed electronic control systems, energy-saving technologies, and automated driver-assistance systems.

Medium- and heavy-duty trucks, motor coaches, and transit buses - collectively, "medium- and heavy-duty vehicles", or MHDVs - are used in every sector of the economy. The fuel consumption and greenhouse gas emissions of MHDVs have become a focus of legislative and regulatory action in the past few years. This study is a follow-on to the National Research Council's 2010 report, Technologies and Approaches to Reducing the Fuel Consumption of Medium-and Heavy-Duty Vehicles. That report provided a series of findings and recommendations on the development of regulations for reducing fuel consumption of MHDVs. On September 15, 2011, NHTSA and EPA finalized joint Phase I rules to establish a comprehensive Heavy-Duty National Program to reduce greenhouse gas emissions and fuel consumption for on-road medium- and heavy-duty vehicles. As NHTSA and EPA began working on a second round of standards, the National Academies issued another report, Reducing the Fuel Consumption and Greenhouse Gas Emissions of Medium-and Heavy-Duty Vehicles, Phase Two: First Report, providing recommendations for the Phase II standards. This third and final report focuses on a possible third phase of regulations to be promulgated by these agencies in the next decade.

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HEAVY DUTY TRUCK SYSTEMS, 5th EDITION is a best-selling introduction to servicing medium-and heavy-duty trucks, providing a strong foundation of content on Electricity and Electronics, Power Train, Steering and Suspension, Brakes, and Accessories Systems. The fifth edition has been updated throughout including an introduction to Eaton DM clutches and comprehensive coverage of Caterpillar's new highway vocational transmission, updates of electricity and electronics to cover new battery technology, and coverage of new FMVSS 121 (2009) stopping distance for semi-combinations. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

The most complete visual guide to servicing medium- and heavy-duty truck systems Written by an expert with decades of experience as an automotive and diesel technician and instructor, Truck and Trailer Systems offers comprehensive information on medium- and heavy-duty truck service. The book begins by discussing the trucking industry, professional certifications, safety, tools, and measuring equipment. Then, each system is thoroughly covered--from electrical and lighting to brakes and transmissions. Factory procedures from the most common manufacturers for diagnosis and repair are presented along with annotated photos and diagrams. This practical, authoritative resource is essential for those starting out in the field as well as experienced professionals in need of a detailed, on-the-job reference. Chapters include: Objectives Notes Cautions Service tips Photos and diagrams Chapter reviews Truck and Trailer Systems covers: Industry safety Basic electrical Magnetism Batteries Starting system Charging system Lighting and wiring Computer systems Mobile heating, ventilation, and air-conditioning systems Tires, wheels, and wheel end systems Frames and suspensions Steering systems Trailers and fifth wheels Hydraulic brake systems Air brake foundation brakes Air brake air systems Antilock brake systems Drive lines Clutches Drive axles Single and twin countershaft manual transmissions Automated manual transmissions Automatic transmissions Allison transmission overhaul PMI Auxiliary power units

"Fundamentals of Medium/Heavy Duty Diesel Engines, Second Edition offers comprehensive coverage of every ASE task with clarity and precision in a concise format that ensures student comprehension and encourages critical thinking. This edition describes safe and effective diagnostic, repair, and maintenance procedures for today's medium and heavy vehicle diesel engines"--

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