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The all-new Toyota Land Cruiser may have just been launched last month, but it looks like an aftermarket company has already made a

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dress-up kit for the flagship SUV. Sure, the Land Cruiser 300 ...

Check out Toyota Land Cruiser 300 with Modellista package
Bought a new boat or travel trailer during the pandemic? Here ' s a
breakdown of each brand's best half-ton pickup trucks for towing.

Here Are Each Brand's Best Half-Ton Trucks For Towing

There ' s a word you ' ll hear quite a bit when you discuss the Toyota
Camry with people. “ Actually. ” As in “ It ' s actually not that
bad ” , “ it ' s actually pretty comfortable ” , or “ there ' s actually
not many ...

2021 Toyota Camry Ascent Sport review

This is the Dallara EXP, a track-only variant of the Stradale that

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promises extraordinary levels of performance. Powering the Dallara EXP is the same basic 2.3-liter EcoBoost turbocharged ...

Track-Only Dallara EXP Has 493 HP And 2,755 lbs Of Downforce
Toyota has just unveiled an all-new design for ... lb-ft of torque (there ' s also a 305 horsepower/516 lb-ft torque 3.3-liter turbo-diesel option). This smaller engine changes the new 300 series ...

Toyota Unveils the New Land Cruiser 300 Series

It's clear in reviving one of its most fabled franchises that Ford Motor Co. with the 2022 Bronco is throwing down multiple gauntlets while trying to knock the Jeep Wrangler down a few switchbacks or ...

2022 Ford Bronco: Rugged, refined and ready to rumble

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Toyota has revealed the new 300-series generation of the Land Cruiser SUV. It has new engines including a twin-turbo 3.5-liter V6 and a 3.3-liter turbodiesel V6. We won't get this new model in the ...

New Toyota Land Cruiser Debuts with 409-HP 3.5L Twin-Turbo V6
4 SP MAN 9.3L/100km CS Wagon 1.9L,Leaded,3 SP AUTO
9.8L/100km Check out real-world situations relating to the Toyota
Corona 1981 here, particularly what our experts have to say about
them. Additives ...

Toyota Corona 1981

Since the first-generation Toyota Vios came out in 2003 ... The same gearboxes are also found in the rest of the Vios range, which have a 1.3-liter mill with 98hp and 123Nm. Steel wheels with wheel ...

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Small sedan stakes: Volkswagen Santana vs. Toyota Vios

The Toyota Spacia 2002 is currently available from \$4,100 for the Spacia (base) up to \$7,150 for the Spacia (base). Wheel size for the 2002 Toyota Spacia will vary depending on model chosen, although ...

Toyota Spacia 2002

Back in 2011 a 1.3-liter iQ would have cost you around £ 11,500 in the UK (\$16,200). But a decade later that same Toyota shoebox ... have naturally aspirated engines and automatic transmissions ...

High iQ: Why Aston Martin ' s Cygnet City Car Was A Smarter Buy Than Its Toyota Donor (And The DB9)

Here's how the 2021 Toyota Tundra and the 2021 Chevrolet ... 4

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Cylinder Engine(Gasoline Fuel) 285.0-hp, 4.3-liter, V6 Cylinder Engine(Gasoline Fuel) 355.0-hp, 5.3-liter, 8 Cylinder Engine(Gasoline ...

Your car comparison

See all 45 photos But the Corsair is merely proof the 2.3-liter works ...
The old Toyota Tacoma X-Runner was less ambitious, with its truckish 4.0-liter V-6 engine but still impressive road ...

A Ford Maverick ST Could Be Lightning in a Compact Truck Bottle
The plaintiffs originally sued over problems with the Generation IV 5.3L Vortec V8 engine in their vehicles, which has several design defects that can cause it to burn oil excessively. The Express ...

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General Motors 5.3L V8 Oil Consumption Lawsuit Dismissed
The Toyota TM, +0.24% 4Runner is another model ... a 7-speed manual (six speeds + crawl), is only available with the 2.3-liter engine. Both engines are available with a 10-speed automatic.

Your guide to the 2021 Ford Bronco: models, Sasquatch package, pricing and tech

Here's how the 2021 Ford Mustang and the 2021 Toyota Supra measure up. 310.0-hp, 2.3-liter, 4 Cylinder Engine(Gasoline Fuel)
330.0-hp, 2.3-liter, 4 Cylinder Engine(Gasoline Fuel) 255.0-hp ...

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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

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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, 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

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

In a multidisciplinary field such as energy, Hydrogen and Fuel Cells stands out by covering the entire width of hydrogen production and usage technologies, giving detailed descriptions of not just one but the range of very different fuel cells that have been developed or are under development. In one volume, respected experts Bent Sorensen and Giuseppe Spazzafumo provide all the basic scientific theory underlying

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hydrogen and fuel cell technologies, but at the same time present applications and sustainable integration into society in a way accessible to a broad range of people working in this field, whether in technical, economic or management roles. The third edition reflects both recently emerged technologies and the market penetration of the most promising technologies, and it gives an appraisal of how far fuel cell technology may go in the future, considering current challenges and economic trends. This new edition has updated and expanded content on hydrogen storage and transmission, molten carbonate fuel cells, PEM fuel cells, solid oxide fuel cells, biofuel cells, including microbial fuel cells, applications in transportation and power plants, future scenarios and life-cycle assessment. It is ideal for researchers and professionals in the field of energy, and renewable energy in particular, both in academia and industry. It is also useful to lecturers and

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graduate students in engineering, physics, and environmental sciences, as well as professionals involved in energy or environmental regulation and policy. Gain thorough understanding of the science and applications of hydrogen and a range of different fuel cells, including economic and social aspects of the field Updated sections include hydrogen storage and transportation, biofuel cells, PEM and solid oxide fuel cells, applications in transportation and large scale power generation, and life-cycle assessment

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announcements that are published for general public information. It is published every week, usually on Friday, with occasional releases of special or supplementary editions within the week.

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