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The MultiAir -an electro-hydraulic variable valve actuation technology used in MiTo was introduced in 2009. Alfa Romeo MiTo SBK Compatible with both naturally aspirated and forced-induction engines, MultiAir technology was patented by Fiat in 2002 and was launched at the 2009 Geneva Motor Show in the Alfa Romeo MiTo.

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

The world of rallying was changed forever on January 1st 1982 with the introduction of the new Group B rules. These virtually gave manufacturers carte blanche to design the fastest car they could for world rally special stages, so long as they built at least 200 identical examples. This is the story of Lancia's mid-engined and supercharged rally. The reader is taken from initial thinking about the car and conception, through development to the full history of its rallying lifetime with the help of the car designer and chief engineer, Ing Sergio Limone. Featuring many of Limone's own photographs during development, and interviews with team members. Illustrated with 250 stunning and rare rally action photos.

This open access book offers a comparative overview on Portuguese emigration in Europe and outside the EU in times of recession. It looks at Portuguese

emigrants who, after the crisis of 2008, moved both intra-EU, such as UK, France, Switzerland, Germany and Spain, but also into countries with historical links, such as the USA and Canada, and to Portuguese speaking countries such as Brazil, Angola and Mozambique, as well as the processes of return. In addition to the dynamics of movement, the book provides an in-depth analysis of the heterogeneity of this emigration. It deepens the multifaceted identities concerning social and professional pathways among highly skilled and less skilled emigrants. The labour market continues to be the main regulatory force of Portuguese emigration, which helps to explain the outflow and the processes of settlement and return. Nonetheless, this book demonstrates that non-economic factors have likewise been of great importance in the decision to emigrate. As such this book will be a valuable read to policy makers, students and scholars in migration.

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