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*I Drive a Garbage Truck (Working Wheels) [PhD, Sarah Bridges, Derrick Alderman, Denise Shea] on www.nxgvision.com *FREE* shipping on qualifying offers. Describes and illustrates the job of a garbage collector and how a garbage truck works.*

Trucks using the system promise to be 30 percent more fuel-efficient than conventional vehicles. The system could also cost less than similarly performing hybrid technology that requires batteries. This truck sports a hydraulic hybrid system that will save on fuel and brake maintenance. The city of Ann Arbor, MI, which is rolling out four garbage trucks that use the technology, is among the first in North America to use such trucks. It was also among the first to receive funding for them through the U. The technology could help cities and trucking companies meet the new fuel-economy regulations for heavy-duty vehicles that are now being drafted by the U. The technology, called hydraulic launch assist, is different from the electric hybrid technology currently used on some passenger cars and buses. Those systems use an electric-motor generator, along with batteries, to store energy that would otherwise be wasted—for example, the energy that dissipates during braking. The hydraulic system uses a pump motor and a tank, called an accumulator, that stores energy by using automatic transmission fluid to compress nitrogen gas. When the driver lets off the accelerator, the wheels drive a hydraulic pump, which pumps hydraulic fluid to compress nitrogen gas and slow down the vehicle. When the driver accelerates, the high-pressure gas pushes the hydraulic fluid back through the pump motor, and the resulting energy drives the wheels. This regenerative braking system captures up to 75 percent of the energy that would otherwise be wasted as heat during stopping and starting. This energy is then used to get the vehicle moving again. Hybrid electric technologies already exist for buses, but hydraulic hybrids offer additional advantages. One potential one is cost: Such brake jobs would be needed less than once a year with the hydraulic regenerative braking system. Heavy-duty electric hybrids only capture about 25 percent of the energy during braking because the amount of battery storage to capture more would cost too much to be practical. Eaton has orders for 80 vehicles equipped with the technology. Though the initial application is garbage trucks, the company is eyeing other possibilities, like buses with a heavy start-and-stop route. While the hydraulic launch assist used in the Ann Arbor trucks helps the vehicle start rolling, the series replaces the entire drive train, which means the engine is not connected to the wheels. Instead, the engine pressurizes the nitrogen tank, which pushes hydraulic fluid to drive the wheels. As a result, the engine can be smaller and run at a steady, efficient rate. The system is 40 to 60 percent more efficient than conventional diesel trucks in city traffic. Joseph Kovach, vice president of technology and innovation for Parker Hannifin Hydraulic Group Worldwide, which is developing the series hybrid, says his company is testing the system on delivery trucks, buses, and refuse trucks. The city of Miami will use it on a dozen refuse trucks beginning in September, and FedEx Ground expects it on some of its vans by spring. Be the leader your company needs. Join us at EmTech Digital

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You can help by adding to it. October The series of videos revolved around Dave and sometimes with Becky in jobs that center around the vehicles being featured. Dave and Becky always reminded kids that they did not have respective jobs, but the real workers had agreed for them to pretend for the day so that the viewers could learn about the vehicles being featured as well as learn a little more about the jobs the vehicles serve. While the most part of the videos focused on showing how the vehicles worked and what they can do, in some episodes predictably Dave would get into the trope of getting in trouble example: In these videos, the hosts talked about how the vehicles worked, the history of the vehicle featured and talked to real people who worked in their fields. On other episodes, at the end, Dave and Becky would also remind the viewers about safety examples include: Other times, the people who worked in the fields of the vehicles would discuss safety to the viewers as well. List of episodes[edit] 1. There Goes a Fire Truck Fireman Dave takes a visit to the Ontario, California Fire Department to see what it takes to be a real firefighter and how fire trucks work. There is also footage of the Ontario International Airport Fire Department where they show how their fire apparatus works. This is the first episode of the series. There Goes a Bulldozer Construction Foreman Dave visits a construction site to learn all about construction vehicles. There Goes an Airplane Pilot Dave learns all about different types of airplanes and how they work, including taking a hair-raising and possibly faked flight in a newly-manufactured Waco PT 4. There Goes a Boat Dave and Becky learn about different types of boats and how they work. Here Comes a Roller Coaster Dave has a dream that he spends a day at Six Flags Magic Mountain and rides on all different types of roller coasters and other thrill rides. Also, this episode is a flashback episode when Dave and Becky remember what they did in the past. There Goes a Rescue Vehicle Dave and Becky learn about different types of rescue work and the vehicles they use. There Goes a Garbage Truck Dave and Becky learn about garbage trucks and how important it is to keep the Earth clean and not pollute. There Goes a Dump Truck Dave learns all about dump trucks and other construction vehicles. This episode is somewhat similar to There Goes A Bulldozer. David Sidoni hosts this episode. There Goes a Tractor Farmer Dave learns about tractors. There Goes a Farm Truck Dave learns all about farm trucks and how they work. Sort of similar to There Goes A Tractor. There Goes a Bus Dave learns to be a bus driver and he learns about buses. Dave Hood returns in this episode. There Goes a Tank Tank Driver Dave goes to Camp Pendleton and learns all about tanks and other military vehicles and how they work. He also meets a rescue dog named Charlie. This is the final episode of the series.

Chapter 3 : There Goes a - Wikipedia

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