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Bypassing Roadblocks to Technical Information: Locating Freely Available Technical Information for Entrepreneurs

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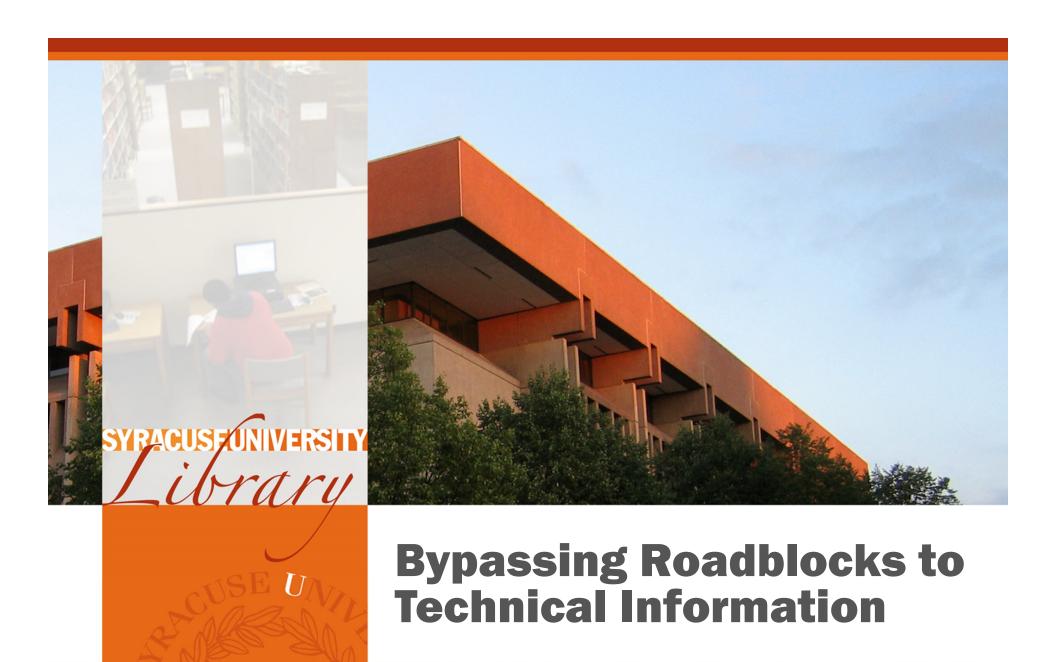
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PJB Williams, LML Laurens - Energy & Environmental Science, 2010 - pubs.rsc.org
Following scrutiny of present biofuels, algae are seriously considered as feedstocks for nextgeneration biofuels production. Their high productivity and the associated high lipid yields
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Biodiesel production from< i> Jatropha curcas</i> L. oil using< i> Lemna perpusilla</i> Torrey ash as heterogeneous catalyst Full-Text via SU Links

APS Chouhan, AK Sarma - Biomass and Bioenergy, 2013 - Elsevier
Abstract Refined Jatropha curcas L. oil (JCO) and methanol were used as the reactants for the transesterification reactions in a Radleys reactor in the presence of a heterogeneous ash catalyst derived from the waste aquatic plant Lemna perpusilla Torrey. Physical ...
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Microalgae for **biodiesel** production and other applications: a review

TM Mata, AA Martins, NS Caetano - Renewable and Sustainable Energy ..., 2010 - Elsevier ... In terms of land use, microalgae followed by palm oil **biodiesel** are clearly advantageous because of their higher **biomass** productivity and oil yield. 2.2. ... Then, it follows the **biomass** harvesting, processing and oil extraction to supply the **biodiesel** production unit. ... Cited by 668 Related articles All 19 versions Cite More •

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EA Johnson, Z Liu, E Salmon, PG Hatcher - Advanced Biofuels and ..., 2013 - Springer Abstract We describe a new procedure for conversion of algal **biomass** into **biodiesel** using a single step process through the use of tetramethylammonium hydroxide (TMAH). The dried algae is placed in a laboratory-scale reactor with TMAH reagent (25% in methanol) under ... Cited by 1 Related articles All 2 versions Cite More •

Biodiesel production, properties, and feedstocks

BR Moser - Biofuels, 2011 - Springer

... Properties of **biodiesel** oils formulated using different **biomass** sources and their blends. ... Chiu CW; Schumacher LG; Suppes GJ Impact of cold flow improvers on soybean **biodiesel** blend. **Biomass**. Bionerg. 27: 485–491; 2004. doi:10.1016/j.biombioe.2004.04.006. ... Cited by 153 Related articles All 12 versions Cite More •

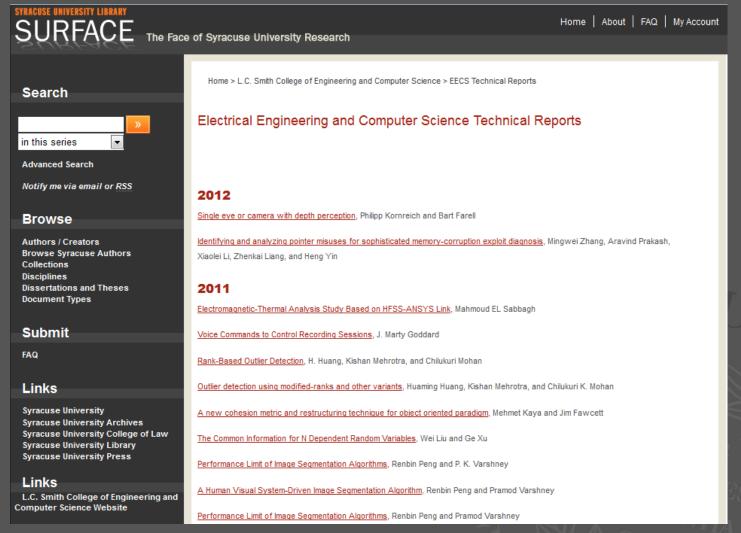
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Single Eye or Camera with Depth Perception

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Chemical Engineering

ABSTRACT: An imager that can measure the distance from each pixel to the point on the object that is in focus at the pixel is described here. This is accomplished by the use of short lightguide sections combined with each pixel light sensor. In the eye the rods and cones are the fiber like lightguide sections. The lens selects the object point who's range is to be determined at the particular pixel. The lens reproduces the light pattern of the object point at the image point with the addition of a phase proportional to the distance from object point to image point. This is the input to the photoconducting lightguide. The light guide has contacts along its length. The total oscillating photo current is an exponential function of the product of the range times the loss coefficient, times the ratio of the group velocity of the lightguide to the velocity of light, times the range.

KEYWORDS Ranging Three Dimensional Vision Imaging Passive LIDAR LIDAR



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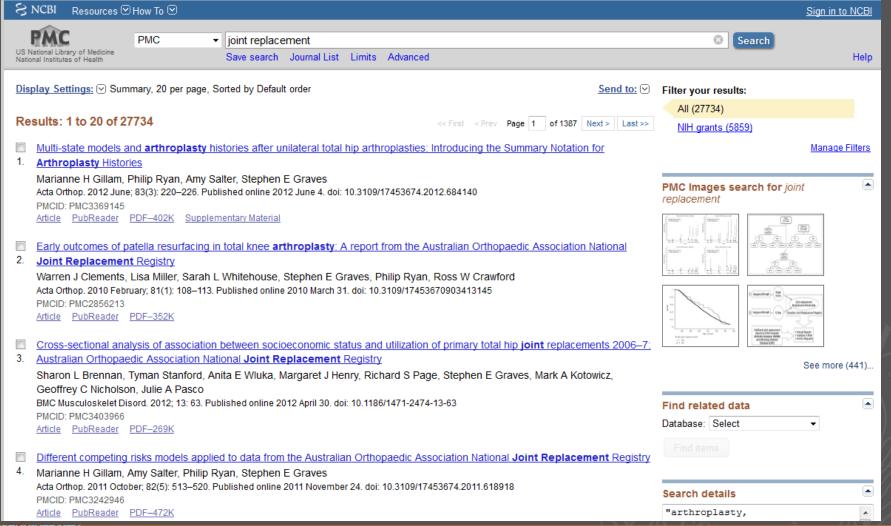
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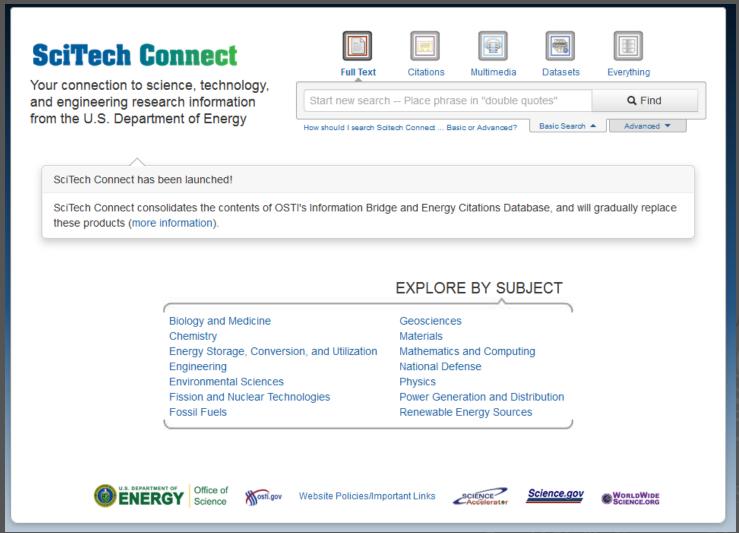




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PERFORMANCE OF SIMILAR DESIGNS IN THE UNITED STATES

There are very few mini-roundabouts constructed in the United States that have all the desirable design recommendations. More importantly, no mini-roundabouts in the US operate at or near capacity. One site constructed in Stevensville, Maryland conforms closely to the basic design of a mini roundabout with an ICD of 80°. Nevertheless, the central and splitter islands are not raised and have no passenger car deterrent except for flex-posts located around the central island. This site was selected to evaluate the driver behavior with regard to gap and headway decisions. Video recordings were collected using cameras that captured data from 3:45 pm to 5:45 pm. The volume for this intersection is listed in Table 1. The cameras were set 30° high on a telescopic pole shown in Figure 1.

The video data were used to collect time gaps (both accepted and rejected gaps) and follow-up time. An accepted gap is where a driver on the approach decides to move into the circulating stream as the (time) gap between vehicles is perceived sufficiently long. Rejected gaps are where a driver chooses not to move into the circulating stream as the gap is insufficient. Follow-up time is the (time) gap between the second vehicle and lead vehicle when entering the circulating stream. The driver behavior for cars and heavy vehicles were analyzed separately.



Figure 1: Data collection (left) and Google aerial photo (right) Stevensville, MD

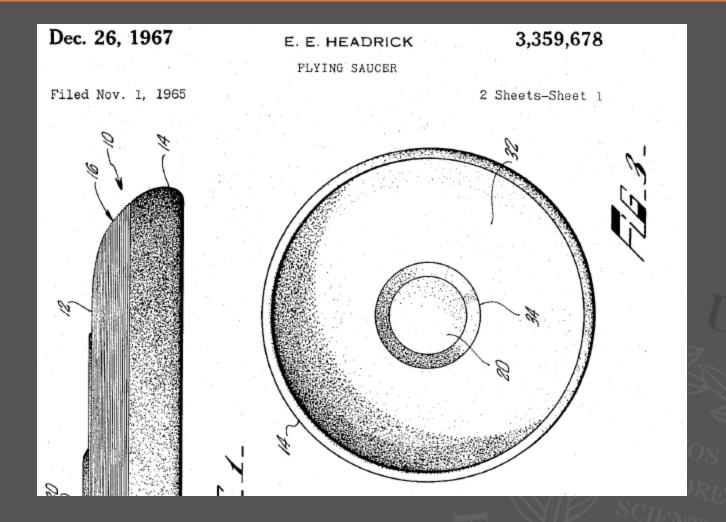


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