

1. Record Nr.	UNINA9910455074703321
Autore	Østrup Finn
Titolo	Money and the natural rate of unemployment // Finn Ostrup [[electronic resource]]
Pubbl/distr/stampa	Cambridge : , : Cambridge University Press, , 2000
ISBN	1-107-11813-1 0-511-04871-8 0-521-66139-0 0-511-32831-1 0-511-49250-2 1-280-16208-2 0-511-15430-5 0-511-11801-5
Descrizione fisica	1 online resource (viii, 308 pages) : digital, PDF file(s)
Disciplina	331.13/7
Soggetti	Unemployment - Effect of inflation on Monetary policy
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Title from publisher's bibliographic system (viewed on 05 Oct 2015).
Nota di bibliografia	Includes bibliographical references (p. 285-303) and index.
Nota di contenuto	Introduction -- The literature -- The wage formation process -- Imperfect integration of securities markets -- Monopolistic competition in bank markets -- Utility from securities holdings -- Hysteresis effects from monetary policy -- The impact of inflation on bank earnings -- Centralised wage formation -- Fiscal policy -- Price stability goal -- Uncertainty concerning policy formation -- Policy uncertainty in a fixed-but-adjustable exchange rate regime -- The impact of uncertainty on wage setting -- Policy implications of monetary non-neutrality.
Sommario/riassunto	The prevailing view among economists and policy makers is that money has no impact on production in a longer term characterised by full price and wage flexibility and rational expectations. This book presents a revisionist view of monetary policy and monetary regimes. It presents several new mechanisms, indicating that money affects long-term

production. The consequent policy implications are also discussed, including: the uses of monetary policy and monetary regimes in achieving macroeconomic goals; the impact of an independent central bank; the effects of a movement from floating exchange rates to fixed exchange rates in a monetary union. In addition to the theoretical and policy discussions the book also contains a comprehensive survey of the current state of scholarship in this area. Designed as a textbook for advanced undergraduate and graduate students in macroeconomics, labour economics and finance, this book will also appeal to scholars and policy-makers.

2. Record Nr.	UNINA9910139960603321
Autore	Dixon John C. <1948->
Titolo	Suspension geometry and computation [[electronic resource] /] / John C. Dixon
Pubbl/distr/stampa	Hoboken, NJ, : Wiley, 2009
ISBN	1-282-35490-6 9786612354908 0-470-68290-6 0-470-68289-2
Descrizione fisica	1 online resource (436 p.)
Disciplina	629.243
Soggetti	Automobiles - Springs and suspension - Mathematics Automobiles - Steering-gear - Mathematics Automobiles - Stability Roads - Mathematical models
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Description based upon print version of record.
Nota di bibliografia	Includes bibliographical references and index.
Nota di contenuto	Suspension Geometry and Computation; Contents; Preface; 1 Introduction and History; 1.1 Introduction; 1.2 Early Steering History; 1.3 Leaf-Spring Axles; 1.4 Transverse Leaf Springs; 1.5 Early Independent Fronts; 1.6 Independent Front Suspension; 1.7 Driven Rigid Axles; 1.8 De Dion Rigid Axles; 1.9 Undriven Rigid Axles; 1.10

Independent Rear Driven; 1.11 Independent Rear Undriven; 1.12 Trailing-Twist Axles; 1.13 Some Unusual Suspensions; References; 2 Road Geometry; 2.1 Introduction; 2.2 The Road; 2.3 Road Curvatures; 2.4 Pitch Gradient and Curvature; 2.5 Road Bank Angle 2.6 Combined Gradient and Banking 2.7 Path Analysis; 2.8 Particle-Vehicle Analysis; 2.9 Two-Axle-Vehicle Analysis; 2.10 Road Cross-Sectional Shape; 2.11 Road Torsion; 2.12 Logger Data Analysis; References; 3 Road Profiles; 3.1 Introduction; 3.2 Isolated Ramps; 3.3 Isolated Bumps; 3.4 Sinusoidal Single Paths; 3.5 Sinusoidal Roads; 3.6 Fixed Waveform; 3.7 Fourier Analysis; 3.8 Road Wavelengths; 3.9 Stochastic Roads; References; 4 Ride Geometry; 4.1 Introduction; 4.2 Wheel and Tyre Geometry; 4.3 Suspension Bump; 4.4 Ride Positions; 4.5 Pitch; 4.6 Roll; 4.7 Ride Height 4.8 Time-Domain Ride Analysis 4.9 Frequency-Domain Ride Analysis; 4.10 Workspace; 5 Vehicle Steering; 5.1 Introduction; 5.2 Turning Geometry - Single Track; 5.3 Ackermann Factor; 5.4 Turning Geometry - Large Vehicles; 5.5 Steering Ratio; 5.6 Steering Systems; 5.7 Wheel Spin Axis; 5.8 Wheel Bottom Point; 5.9 Wheel Steering Axis; 5.10 Caster Angle; 5.11 Camber Angle; 5.12 Kingpin Angle Analysis; 5.13 Kingpin Axis Steered; 5.14 Steer Jacking; References; 6 Bump and Roll Steer; 6.1 Introduction; 6.2 Wheel Bump Steer; 6.3 Axle Steer Angles; 6.4 Roll Steer and Understeer 6.5 Axle Linear Bump Steer and Roll Steer 6.6 Axle Non-Linear Bump Steer and Roll Steer; 6.7 Axle Double-Bump Steer; 6.8 Vehicle Roll Steer; 6.9 Vehicle Heave Steer; 6.10 Vehicle Pitch Steer; 6.11 Static Toe-In and Toe-Out; 6.12 Rigid Axles with Link Location; 6.13 Rigid Axles with Leaf Springs; 6.14 Rigid Axles with Steering; References; 7 Camber and Scrub; 7.1 Introduction; 7.2 Wheel Inclination and Camber; 7.3 Axle Inclination and Camber; 7.4 Linear Bump and Roll; 7.5 Non-Linear Bump and Roll; 7.6 The Swing Arm; 7.7 Bump Camber Coefficients; 7.8 Roll Camber Coefficients; 7.9 Bump Scrub 7.10 Double-Bump Scrub 7.11 Roll Scrub; 7.12 Rigid Axles; References; 8 Roll Centres; 8.1 Introduction; 8.2 The Swing Arm; 8.3 The Kinematic Roll Centre; 8.4 The Force Roll Centre; 8.5 The Geometric Roll Centre; 8.6 Symmetrical Double Bump; 8.7 Linear Single Bump; 8.8 Asymmetrical Double Bump; 8.9 Roll of a Symmetrical Vehicle; 8.10 Linear Symmetrical Vehicle Summary; 8.11 Roll of an Asymmetrical Vehicle; 8.12 Road Coordinates; 8.13 GRC and Latac; 8.14 Experimental Roll Centres; References; 9 Compliance Steer; 9.1 Introduction; 9.2 Wheel Forces and Moments; 9.3 Compliance Angles 9.4 Independent Suspension Compliance

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## Sommario/riassunto

Revealing suspension geometry design methods in unique detail, John Dixon shows how suspension properties such as bump steer, roll steer, bump camber, compliance steer and roll centres are analysed and controlled by the professional engineer. He emphasizes the physical understanding of suspension parameters in three dimensions and methods of their calculation, using examples, programs and discussion of computational problems. The analytical and design approach taken is a combination of qualitative explanation, for physical understanding, with algebraic analysis of linear and non-linear coeffic

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