

SL 3 Power!

SL-1

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Stationary Low-Power Reactor Number One, also known as SL-1, initially the Argonne Low Power Reactor (ALPR), was a United States Army experimental nuclear reactor at the National Reactor Testing Station (NRTS) in Idaho about forty miles (65 km) west of Idaho Falls, now the Idaho National Laboratory. It operated from 1958 to 1961, when an accidental explosion killed three plant operators, leading to changes in reactor design. This is the only U.S. reactor accident to have caused immediate deaths.

Part of the Army Nuclear Power Program, SL-1 was a prototype for reactors intended to provide electrical power and heat for small, remote military facilities, such as radar sites near the Arctic Circle, and those in the DEW Line. The design power was 3 MW (thermal), but some 4.7 MW tests had been performed in the months before the accident. Useful power output was 200 kW electrical and 400 kW for space heating.

On January 3, 1961, at 9:01 pm MST, an operator fully withdrew the central control rod, a component designed to absorb neutrons in the reactor's core. This caused the reactor to go from shut down to prompt critical. Within four milliseconds, the core power level reached nearly 20 GW.

The intense heat from the nuclear reaction expanded the water inside the core, producing extreme water hammer and causing water, steam, reactor components, debris, and fuel to vent from the top of the reactor. As the water struck the top of the reactor vessel, it propelled the vessel to the ceiling of the reactor room. A supervisor who had been on top of the reactor lid was impaled by an expelled control rod shield plug and pinned to the ceiling. Other materials struck the two other operators, mortally injuring them as well.

The accident released about 1,100 curies (41 TBq) of fission products into the atmosphere, including the isotopes of xenon, isotopes of krypton, strontium-91, and yttrium-91 detected in the tiny town of Atomic City, Idaho. It also released about 80 curies (3.0 TBq) of iodine-131. This was not considered significant, due to the reactor's location in the remote high desert of Eastern Idaho.

A memorial plaque for the three men was erected in 2022 at the Experimental Breeder Reactor site.

Mercedes-Benz SL-Class

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The Mercedes-Benz SL-Class (marketed as Mercedes-AMG SL since 2022) is a grand touring sports car manufactured by Mercedes-Benz since 1954. The designation "SL" derives from the German term "Sport-Leicht", which translates to "Sport Light" in English.

Initially, the first 300 SL was a racing sports car built in 1952

with no intention of developing a street version. In 1954, an American importer Max Hoffman suggested the street version of 300 SL for the wealthy performance car enthusiasts in the United States where the market for the personal luxury car was booming after the Second World War.

SL (complexity)

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In computational complexity theory, SL (Symmetric Logspace or Sym-L) is the complexity class of problems log-space reducible to USTCON (undirected s-t connectivity), which is the problem of determining whether there exists a path between two vertices in an undirected graph, otherwise described as the problem of determining whether two vertices are in the same connected component. This problem is also called the undirected reachability problem. It does not matter whether many-one reducibility or Turing reducibility is used. Although originally described in terms of symmetric Turing machines, that equivalent formulation is very complex, and the reducibility definition is what is used in practice.

USTCON is a special case of STCON (directed reachability), the problem of determining whether a directed path between two vertices in a directed graph exists, which is complete for NL. Because USTCON is SL-complete, most advances that impact USTCON have also impacted SL. Thus they are connected, and discussed together.

In October 2004 Omer Reingold showed that $SL = L$.

Mercedes-Benz SL-Class (R129)

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The Mercedes-Benz R129 SL is a roadster which was produced by Mercedes-Benz from 1988 until 2001. The R129 replaced the R107 in 1989 and was in its turn replaced by the R230 SL-Class in 2002 for the 2003 model year.

The R129 was offered as a two-door roadster with an automated (electro-hydraulic), fabric convertible roof; colour-matched, automated tonneau cover; and a manually detachable hardtop that could be fitted over the stored fabric convertible roof and tonneau. It was available with a variety of powertrains across its twelve-year production, including a V12 option used in the SL600.

Mercedes-Benz SL-Class (R231)

Mercedes-Benz SL-Class roadster, replacing the R230. The car was released in March 2012 and uses Mercedes-Benz's new 4.7 litre twin turbo V8 engine with a power output

R231 is a chassis code for the sixth generation of the Mercedes-Benz SL-Class roadster, replacing the R230. The car was released in March 2012 and uses Mercedes-Benz's new 4.7 litre twin turbo V8 engine with a power output of 435 PS (320 kW; 429 hp). AMG version of the roadster will follow. The new SL is 140 kg (309 lb) lighter than the previous, being made almost entirely out of aluminium. For the first time, the R231 SL-Class was not available with a non-AMG V12 engined SL 600 model.

Mercedes-Benz SL-Class (R230)

The R230 generation of the Mercedes-Benz SL-Class was introduced at the 2001 Frankfurt Motor Show and 2001 Bologna Motor Show, replacing the R129. The

The R230 generation of the Mercedes-Benz SL-Class was introduced at the 2001 Frankfurt Motor Show and 2001 Bologna Motor Show, replacing the R129. The R230 underwent revisions in 2006 and 2008, and was superseded by the new R231 SL-Class in 2011.

Technics SL-1200

The Technics SL-1200 is a series of direct-drive turntables introduced in October 1972 by Matsushita Electric (now Panasonic Corporation) under the brand

The Technics SL-1200 is a series of direct-drive turntables introduced in October 1972 by Matsushita Electric (now Panasonic Corporation) under the brand name Technics. The series is widely recognized as influencing the emergence of hip hop, turntablism, and electronic music culture in the 1980s.

Originally released as high fidelity consumer record players, the turntables were quickly adopted by radio and disco club disc jockeys. The track cueing and pitch control functions were specifically utilized by DJs mixing two or more records, with the latter allowing the user to change the turning speed and tempo of the record gradually, from -8% to +8%.

As the use of slipmats for cueing and beat-mixing became popular in live DJ performances, the quartz-controlled motor system enabled records to be mixed with consistency. Its control over wow and flutter and minimized resonance made the equipment particularly suitable for use in nightclubs and other public-address applications. Since its release in 1979, the SL-1200MK2 and its successors were the most common turntables for DJing and scratching. With more than 3 million units sold, many 1970s units are still in heavy use.

At the London Science Museum, an SL-1210MK2 is on display as one of the pieces of technology that were responsible for "making the Modern World".

Mercedes-Benz 300 SL

that significantly increased the power output of its three-liter overhead camshaft straight-six engine. The 300 SL was capable of reaching speeds of

The Mercedes-Benz 300 SL (chassis code W 198) is a two-seat sports car that was produced by Mercedes-Benz from 1954 to 1957 as a gullwinged coupé and from 1957 to 1963 as a roadster. The 300 SL traces its origins to the company's 1952 racing car, the W194, and was equipped with a mechanical direct fuel-injection system that significantly increased the power output of its three-liter overhead camshaft straight-six engine.

The 300 SL was capable of reaching speeds of up to 260 km/h (162 mph), earning it a reputation as a sports car racing champion and making it the fastest production car of its time. The car's iconic gullwing doors and innovative lightweight tubular-frame construction contributed to its status as a groundbreaking and highly influential automobile.

The designation "SL" is an abbreviation of the German term super-leicht, meaning "super-light", a reference to the car's racing-bred lightweight construction. The 300 SL was introduced to the American market at the suggestion of Max Hoffman, Mercedes-Benz's United States importer at the time, who recognized the potential demand for a high-performance sports car among American buyers. The Mercedes-Benz 300 SL remains a highly sought-after classic car and is celebrated for its performance, design, and technological advancements.

Mercedes-Benz W113

See Mercedes-Benz SL-Class for a complete overview of all SL-Class models. The Mercedes-Benz W 113 is a two-seat luxury roadster/coupé, introduced at the

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The Mercedes-Benz W 113 is a two-seat luxury roadster/coupé, introduced at the 1963 Geneva Motor Show and produced from 1963 through 1971. It replaced both the 300 SL (W 198) and the 190 SL (W 121 BII). Of the 48,912 W 113 SLs produced, 19,440 were sold in the US. The W113 was marketed under the names

Mercedes-Benz 230 SL, 250 SL and 280 SL.

The W 113 SL was developed under the auspices of Mercedes-Benz Technical Director Fritz Nallinger, Chief Engineer Rudolf Uhlenhaut and Head of Styling Friedrich Geiger, who had previously designed the iconic 500K/540K and 300 SL. The lead designers were Paul Bracq and Béla Barényi, who created its patented, slightly concave hardtop, which inspired the "Pagoda" nickname.

All models were equipped with a fuel injected inline-six engine. The bonnet, boot lid, door skins and tonneau cover were made of aluminium to reduce weight. The comparatively short and wide chassis, combined with an excellent suspension, powerful brakes and radial tires gave the W 113 superb handling for its time. The styling of the front, with its characteristic upright Bosch "fishbowl" headlights and simple chrome grille, dominated by the large three-pointed star in the nose panel, paid homage to the 300 SL roadster.

W 113 SLs were typically configured as a "Coupé/Roadster" with a soft-top and an optional removable hardtop. A 2+2 was introduced with the 250 SL "California Coupé", which had a fold-down rear bench seat instead of the soft-top.

I486SL

The Intel i486SL is the power-saving variant of the i486DX microprocessor. The SL was designed for use in mobile computers. It was produced between November

The Intel i486SL is the power-saving variant of the i486DX microprocessor. The SL was designed for use in mobile computers. It was produced between November 1992 and June 1993. Clock speeds available were 20, 25 and 33 MHz. The i486SL contained all features of the i486DX. This version performed more than twice and consumes 50% less power than the Intel386 SL version.

In addition, the System Management Mode (SMM) (the same mode introduced with i386SL) was included with this processor. The system management mode makes it possible to shut down the processor without losing data. To achieve this, the processor state is saved in an area of static RAM (SMRAM). The 3.3-volt 25 MHz version of Intel486 SL which contains 1.4 million-transistor device built using the 800 nm of three-layer CHMOS V process. This was available for USD \$269 in 1,000-unit quantities.

In mid-1993, Intel incorporated the SMM feature in all its new 80486 processors and discontinued the SL series.

Refer to the respective section of the list of Intel microprocessors for technical details.

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