

普通高等教育规划教材

科技英语 阅读与翻译



ET Reading and Translation

许卉艳 刘秀梅 编著



知识产权出版社

全国百佳图书出版单位

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内容提要

《科技英语阅读与翻译》一书包括 15 个单元,所选阅读与翻译材料内容涉及机械、材料、保健、交通、电信、计算机、金融、太空探索、汽车、基因、动植物、环境气候、网络、医疗卫生、食品安全等科技领域。每一个单元包括三大部分:1. A、B 两篇相关阅读语篇,编写体例包括课文导读、课前讨论题目、词汇表、背景信息注释、难句翻译、阅读理解题目;2. 相关专业词汇表;3. 科技翻译知识(包括翻译基本概念、翻译标准、汉英语言对比、科技文体特点、翻译技巧及练习)。

本教材适用于英语专业阅读或翻译相关课程、非英语专业大学英语相关拓展课程及非英语专业研究生相关课程教学。

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前 言

对于我国大多数外语学习者而言，学习英语的主要目的之一就是借助英语这一工具来了解世界的前沿科技。而查询和翻译科技资料、撰写科研论文、参加国际学术会议都离不开良好的英语素质。因此，对于大学生而言，了解科技英语的文体特征、培养科技英语的阅读和翻译能力至关重要。本教材旨在满足学习者的这一实际需求，帮助他们通过阅读不同主题的科技英语语篇来了解科技英语的特点、翻译知识和技巧，从而达到提高科技英语综合阅读和翻译能力的目的。

本教材共包括 15 个单元，每个单元分为 Part A、B、C、D 四个部分。Part A 为精读语篇，且为方便教学使用，该部分提供了课文导读、课前讨论题目、课文背景知识、语言点讲解、难句翻译、阅读理解题目。Part B 为学生课下自学内容。Part C 列举了相关专业词汇和表达。Part D 是科技翻译基础知识与技巧，包括翻译的基本概念、翻译标准；各种翻译技巧，如增词、省略、转换、合句、分句等；科技文体的特点及科技论文摘要的翻译等。

本教材具有以下三大特点：

一、**选材广泛、新颖。**本教材涵盖了 15 个科技领域，既包括与日常生活息息相关的健康、环境、气候、交通以及金融领域，也涉及材料、机械、能源与医学研究等传统学科，更触及了太空探索、基因工程和电子通讯等新兴科技领域。所有文章均选自 2012 年至 2013 年的国际知名报刊或网站，保证了选材的时效性和权威性，并反映了各领域最新科研动态。

二、**编排科学、合理。**从顺序上讲，第 1 至第 15 单元难度递增，前几个单元为科普语篇，旨在让学生熟悉科技英语文体、句法和词汇特征，后几个单元为难度较大的传统及前沿科技领域。Part A 的导读和课前讨论题目有助于教师围绕不同的主题在课前展开讨论，增加课堂互动性和阅读趣味性，课后注解及阅读练习可帮助学习者巩固所学知识。Part B 的拓展阅读可以开拓学生的专业视野。Part C 的词汇便于学生扩大相关专业词汇量。Part D 的安排旨在提高学生的科技翻译能力。

三、**讲练兼顾、实用。**本教材的练习分为主观与客观两类。篇章之前的热身话



题旨在激发学生进行发散思考，培养学生的批判思维能力，以使学生更深刻地理解文章内容，同时又能把阅读与口语训练结合起来。课后阅读理解练习则用来检验学生对文章的理解程度，而科技翻译练习的设计可用来检测学生的综合应用能力。

本教材适应于大学英语的相关拓展课程，也可作为英语专业学生或其他科技爱好者的课外阅读材料。

编写过程中，编著者参阅了大量的国内外相关文献资料，在此谨向相关作者和网站表示感谢。同时，还要特别感谢知识产权出版社陈晶晶老师的大力支持。书中不足之处敬请广大读者批评指正。

编者

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Unit 1 Automobile Industry

汽车业

Part A

Driverless Cars, Safer Roads 无人驾驶汽车会让道路更安全吗

Preview: 随着汽车的普及和汽车工业的发展,人类不仅从繁重的体力劳动中得到解脱,眼界更是得到极大开阔。科技的发展和人类的想象力让人类设想的无人驾驶汽车成为现实。有人预测无人驾驶汽车能够带来种种便利,还会让道路更安全;有人担心面对复杂的交通状况,无人驾驶汽车真的能恰当应对、安全行驶吗?也许无人驾驶汽车需要学习的东西还很多。

Warm - up Questions:

1. What are the advantages and disadvantages of driverless car?
2. How do you think a driverless car can deal with traffic problems?
3. Can driverless cars become popular in future?

Many people believe that driverless cars could transform the roads. If successful, they could enhance safety, conserve energy and better protect the environment. But humans first must accept the idea of automobiles that no longer need them behind the wheel.

“Here’s an image we like to throw out: you go to a restaurant in Manhattan, the car drops you off, and you tell it to go on its own and find a parking space, or go home and come back for you later”, said ümit Ozguner, a professor at Ohio State University as well as the department of electrical engineering at Ohio State University, who has spent the last 15 years working on this technology. “It’ll be like the old horse—you whistle, and it comes.”

To be sure, such a scenario is a long way off, if it ever happens at all. Still, the notion of computer - driven vehicles, without people, is hardly science fiction. In recent



years, automotive technology has advanced dramatically, bringing cars much closer to the day when they can operate autonomously. “Things thought of as futuristic 15 years ago are already in your cars, such as advanced cruise control that adjusts your speed, and GPS¹”, among other things, Ozguner said.

His is one of about a half – dozen groups in the United States researching this technology, in addition to others in Europe and Japan. Ozguner’s team is funded by nearly \$ 1.5 million from the National Science Foundation over three years as part of the *American Recovery and Reinvestment Act of 2009*². His team has hired about eight new research scientists and has developed a high school level course about the technology. Furthermore, they are developing new hardware and software.

“From the technology standpoint, this research eventually will add jobs, as well as lead to new patents and industrial products”, he said.

Ozguner believes that, for the most part, computers make better drivers than humans. “They are better than we are, especially on highways”, he said. As for the unexpected—a sudden lane—changer, for example—computers can be programmed to respond. “If somebody wants to cut in front of you, with software, we can deal with that”, he said.

Researchers predict major gains in safety and fuel conservation if driverless cars **catch on**, particularly in the national transport of goods³. “The computer doesn’t get tired”, Ozguner said, “You wouldn’t have the possibility of a truck driver falling asleep at the wheel”.

Furthermore, a driverless **convoy** of trucks on the interstate could engage in “drafting”, a practice used often by cyclists, speed skaters, and car racers to reduce the overall effect of **drag**, which saves considerable energy when traveling fast⁴. This would mean vehicles, trucks in this case, would be **aligned** in tight pack, following closely behind one another at high speeds⁵.

“The first truck probably would have a driver, but the others behind it would not”, Ozguner said. “If you were going to do it, you would have to be following the truck in front of you at very high speed. If you were going to drive at 65 miles an hour very close to the truck in front of you, how long could you do it? Better to have something automated doing it for you.”

Highways are easy for driverless vehicles, because “there are long straight stretches of roadway where your car can do its thing”, he said. The more difficult task will be to equip such cars to function safely and efficiently in city traffic, he said.

“In urban driving, things become immensely more problematic”, he said. “You’re talking about stop – and – go, looking at traffic lights, responding to pedestrians jumping out in front of you, or other drivers running red lights. Again, the question becomes: is it safer for the car to do something for you? Or for you to do it? We have to take it to this next

step.”

He and his colleagues believe that driverless cars will be introduced gradually, at first within controlled settings.

“You may see the convoys in trucks, the first truck will have a driver, but the second and third won’t, and you won’t even notice”, Ozguner said. “Then you will see them in specialized situations, such as theme parks or college campuses, where you park your car outside, get on this bus and **punch** in your building number or the ride you want to go on, and it will take you there. Because it is in a structured environment, you’ll likely feel okay about that.”

The technology also likely will have many uses in the military, with driverless vehicles transporting goods to remote locations, or venturing into areas potentially dangerous to humans.

“Off-road situations in the military, where there is not much traffic, are easy to deal with”, Ozguner said, “The challenge will be dealing with human drivers that may be around the car, and kids running into the street after a ball. That’s when it gets **hairy**. We have to teach the computer that if a ball runs into the street, a kid might be running after it. That’s going to be the hard part”.

——Marlene Cimons, *www.newscientist.com*, January 5, 2011

New Words and Expressions:

catch on 流行起来, 受欢迎, 被接受

convoy *n.* 护送, 护航

drag *n.* 拖累, 累赘

align *vi.* 排整齐, (尤指) 使成一条直线

punch *vt.* 用力按

hairy *adj.* 惊险的, 可怕的

Notes:

1. GPS 是英文 Global Positioning System (全球定位系统) 的简称。GPS 起始于 1958 年美国军方的一个项目, 1964 年投入使用。20 世纪 70 年代, 美国陆海空三军联合研制了新一代卫星定位系统 GPS。主要目的是为陆海空三大领域提供实时、全天候和全球性的导航服务, 并用于情报收集、核爆监测和应急通讯等一些军事项目。经过 20 余年的研究实验, 耗资 300 亿美元, 到 1994 年, 全球覆盖率高达 98% 的 24 颗 GPS 卫星星座已布设完成。

2. *American Recovery and Reinvestment Act of 2009*: 美国复苏与再投资法, 是一项投资达 7,870 亿美元的经济刺激计划, 由美国总统奥巴马于 2009 年 2 月 17 日签署。

3. Researchers predict major gains in safety and fuel conservation if driverless cars catch on, particularly in the national transport of goods. 如果无人驾驶车大量上路, 研究人员预计主要的益处体现在安全性提高和燃油节省上, 尤其是对全国货运行业来说。

4. Furthermore, a driverless convoy of trucks on the interstate could engage in “drafting”, a practice used often by cyclists, speed skaters, and car racers to reduce the overall

effect of drag, which saves considerable energy when traveling fast. 不仅如此, 州际无人驾驶卡车队可以“滑行”, 自行车骑手、速滑运动员和赛车手经常采取这种做法来减少总体阻力, 从而可以在快速行进时节省相当多的能量。

5. This would mean vehicles, trucks in this case, would be aligned in tight pack, following closely behind one another at high speeds. 这就意味着, 汽车队在高速行驶时, 可以一个挨一个紧密地排成直线。

Reading Comprehension :

1. What do many people believe about driverless cars?
 - A. They could enhance safety.
 - B. They could conserve energy.
 - C. They would better protect the environment.
 - D. All of the above.
2. In what way is a new driverless car like an old horse?
 - A. A driverless car can take you to restaurant as an old horse does.
 - B. A driverless car can meet your needs as an old horse does.
 - C. A driverless car can drive by itself as an old horse can go without telling to.
 - D. A driverless car can honk as an old horse can nicker.
3. What major gains could driverless cars bring as researchers predict?
 - A. Saving time and labor force.
 - B. Improving safety and fuel conservation.
 - C. Improving hardware and software.
 - D. Providing more jobs.
4. Which of the following is NOT the benefit of developing driverless cars from the technology standpoint?
 - A. Transport more goods.
 - B. Create more jobs.
 - C. Bring new patents.
 - D. Bring new industrial products.
5. Which one seems to be the challenge of driverless car research referred to at the end of the article?
 - A. Busy road traffic.
 - B. Military missions.
 - C. Human drivers.
 - D. Off - road traffic.

Keys to the reading comprehension :

1. D 2. B 3. B 4. A 5. C

Part B

Driverless Cars Promise Seniors Independence 无人驾驶汽车让老年人更独立

The odds are rising that baby boomers¹ will be the first generation that does not have to stop driving cars due to advancing age and *frailty*. The act of surrendering one's car keys can be an emotional and largely negative *concession* to the inevitable cognitive and physical declines of aging². It often *strips* people of their sense of independence and control, and can place heavy support burdens on friends and family.

Last week, California became the third and by far the most important state to legalize driverless cars, joining Nevada and Florida. Google has been getting most of the attention here for its work developing driverless vehicles. But it is hardly alone. Major automakers have their own projects under development.

Google may want to *leapfrog* existing technology to point the way toward a driverless future. Existing auto companies will seek *incremental* changes that protect their *franchises* while moving toward an automated future³. It's not clear what the pace of commercialization will be for driverless cars.

After all, many of the improvements promised at the 1939 World's Fair in New York still have not come to pass. And there will be no shortage of open – road lovers and skeptics reluctant to *cede* control of their cars to a bunch of computers—shades of *Skynet* and *The Terminator*⁴.

But as Google, Apple, and other new – tech giants have demonstrated, the pace of change is likely to be much faster when it comes to automated vehicles. Using increasingly sophisticated sensors and software, driverless cars hold out the promise of saving lives, fuel, and time. They react more quickly to accident threats. They don't panic. They can tie into traffic *grids* and do a much better job of balancing traffic flows⁵. They can optimize fuel consumption.

We already trust a lot to technology when we drive. We generally believe traffic signals and respond to GPS guidance and traffic congestion reports. We expect speed and fuel flows to respond properly when we use cruise controls. We use digitized cameras and back – up sensors. Newer cars monitor weather conditions and automatically trigger any number of safety responses. Increasingly, we even pay for auto insurance using on – board computers to record where and how we are driving. And many of these functions are voice – activated on newer vehicles.



As these enhancements move steadily toward a driverless future, seniors are already benefiting from significant improvements in vehicle design, safety, and operating ease. The Hartford and MIT AgeLab recently partnered to produce a list of the top 10 technologies that help older drivers:

1. Smart headlights adjust the range and intensity of light based on the distance of traffic to reduce **glare** and improve night vision.

2. Emergency response systems offer quick assistance to drivers in the case of a medical emergency or collision, often allowing emergency personnel to get to the scene more quickly.

3. Reverse monitoring systems warn of objects to the **rear** of the vehicle to help drivers judge distances and back up safely, and helps drivers with reduced flexibility.

4. Blind – spot warning systems warn drivers of objects in blind spots, especially while changing lanes and parking, and help those with limited range of motion.

5. Lane – departure warning monitors the vehicle’s position and warns the driver if the vehicle deviates outside the lane, helping drivers stay in their lane.

6. Vehicle stability control helps to automatically bring the vehicle back in the intended line of travel, particularly in situations where the driver underestimates the angle of a curve or experiences weather effects, and reduces the likelihood of a crash.

7. Assistive parking systems enable vehicles to park on their own or indicate distance to objects, reducing driver stress, making parking easier, and increasing the places that a driver can park.

8. Voice – activated systems allow drivers to access features by voice command so they can keep focused on the road.

9. **Crash – mitigation** systems detect when the vehicle may be in danger of a collision and can help to minimize injuries to passengers.

10. Drowsy – driver alerts monitor the degree to which a driver may be inattentive while on the road and helps alert drivers to the driving task.

The Hartford suggests that drivers check their vehicle manuals to see which helpful technologies are already available, and contact their automaker for further details.

The company also **polled** drivers age 50 and older on their driving concerns. “The number one concern of adults 50 and older is seeing at night (24 percent)”, a spokeswoman explained in an email, “followed by distractions within the vehicle such as music and phone calls (13 percent), changing lanes in traffic (12 percent) and merging onto the highway (12 percent)”.

Changes have occurred so quickly that it might make sense, especially for owners of older vehicles, to rent a new model for a few days to get familiar with the latest available technologies. I did that on a recent vacation and was **blown away** by the new voice and

touch - screen technologies. My car is less than seven years old, but the bells and whistles that so impressed me then now seem obsolete.

—Philip Moeller, *www.newscientist.com*, October 1, 2012

New Words and Expressions:

frailty *n.* 脆弱, 虚弱

concession *n.* 让步, 承认

strip *vt.* 剥去, 除去

leapfrog *vt.* 跳过, 超越

incremental *adj.* 增加的, 增值的

franchise *n.* 特权, 特许

cede *vt.* 交出, 转让

skynet 天网

grid *n.* 网格, 方格

glare *n.* 强光, 耀眼的光

rear *n.* 后边, 后部

crash - mitigation *n.* 减少撞击

poll *vt.* 对……进行民意测验

blow away 驱散, 消除

Notes:

1. baby boomer: 生育高峰期出生的人, 尤指美国 1946 ~ 1964 年间出生的一代人。大萧条和第二次世界大战期间生活的艰苦和不稳定, 令许多未婚男女推迟婚姻, 许多已婚男女推迟生育。战争结束之后适逢经济持续繁荣时期, 导致人口大增。生育高峰一代人口陡增的规模 (7,600 万) 对社会造成巨大冲击: 当这些人年轻时, 他们确立的青年文化占据了主要舞台; 成年之后, 他们的消费模式支配着市场; 开始退休时, 可以预期的是他们的需要将对公共资源造成压力。

2. The act of surrendering one's car keys can be an emotional and largely negative concession to the inevitable cognitive and physical declines of aging. 交出车钥匙是一个人对情感上, 并且很大程度上是对由于衰老必然造成的认知衰退、体力下降的被迫让步。

3. Existing auto companies will seek incremental changes that protect their franchises while moving toward an automated future. 现有的汽车公司会寻找保护其特权增值的变化, 同时往自动化的方向发展。

4. Skynet and *The Terminator*: 在《终结者》系列电影中, 天网是一个人类于 20 世纪后期创造的以计算机为基础的人工智能防御系统。其雏形本来是美国开发的电脑防御系统, 理论上是可以控制整个互联网的, 但是研究者认为它还不太稳定, 所以一直没有启用。但是天网在研发过程中逐渐有了思想, 有了自己的意志, 它认为人类阻碍了社会发展, 应该被消灭。

5. They can tie into traffic grids and do a much better job of balancing traffic flows. 他们能联络交通网, 更好地平衡交通流量。