

Constantine D. Rakopoulos
Evangelos G. Giakoumis

Diesel Engine Transient Operation

Principles of Operation
and Simulation Analysis



Springer

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**D. E. Winterbone, Society of
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Diesel Engine Transient Operation Constantine D. Rakopoulos, Evangelos G. Giakoumis, 2009-03-10 Traditionally the study of internal combustion engines operation has focused on the steady state performance. However the daily driving schedule of automotive and truck engines is inherently related to unsteady conditions. In fact only a very small portion of a vehicle's operating pattern is true steady state e.g. when cruising on a motorway. Moreover the most critical conditions encountered by industrial or marine engines are met during transients too. Unfortunately the transient operation of turbocharged diesel engines has been associated with slow acceleration rate hence poor driveability and overshoot in particulate gaseous and noise emissions. Despite the relatively large number of published papers this very important subject has been treated in the past scarcely and only segmentally as regards reference books. Merely two chapters: one in the book *Turbocharging the Internal Combustion Engine* by N. Watson and M. S. Janota, McMillan Press 1982 and another one written by D. E. Winterbone in the book *The Thermodynamics and Gas Dynamics of Internal Combustion Engines Vol II* edited by J. H. Horlock and D. E. Winterbone, Clarendon Press 1986 are dedicated to transient operation. Both books now out of print were published a long time ago. Then it seems reasonable to try to expand on these pioneering works taking into account the recent technological advances and particularly the global concern about environmental pollution which has intensified the research on transient diesel engine operation typically through the Transient Cycles certification of new vehicles.

Optimizing Diesel Engine Operation Strategy During Transient Operation Markus Hehn, *Modeling and Control of Engines and Drivelines* Lars Eriksson, Lars Nielsen, 2014-04-07 Control systems have come to play an important role in the performance of modern vehicles with regards to meeting goals on low emissions and low fuel consumption. To achieve these goals modeling, simulation and analysis have become standard tools for the development of control systems in the automotive industry. *Modeling and Control of Engines and Drivelines* provides an up to date treatment of the topic from a clear perspective of systems engineering and control systems which are at the core of vehicle design. This book has three main goals. The first is to provide a thorough understanding of component models as building blocks. It has therefore been important to provide measurements from real processes to explain the underlying physics to describe the modeling considerations and to validate the resulting models experimentally. Second the authors show how the models are used in the current design of control and diagnosis systems. These system designs are never used in isolation so the third goal is to provide a complete setting for system integration and evaluation including complete vehicle models together with actual requirements and driving cycle analysis. Key features: Covers signals, systems and control in modern vehicles. Covers the basic dynamics of internal combustion engines and drivelines. Provides a set of standard models and includes examples and case studies. Covers turbo and super charging and automotive dependability and diagnosis. Accompanied by a web site hosting example models and problems and solutions. *Modeling and Control of Engines and Drivelines* is a comprehensive reference.

for graduate students and the authors close collaboration with the automotive industry ensures that the knowledge and skills that practicing engineers need when analysing and developing new powertrain systems are also covered

Measurement of Diesel Engine Emissions During Transient Operation, 2007 Simplified Models for Emission Formation in Diesel Engines During Transient Operation Anders Westlund, 2011

Review of Thermodynamic Diesel Engine Simulations Under Transient Operating Conditions Constantine D. Rakopoulos, Evangelos G. Giakoumis, 2006

Study and modeling of transient operation is an important scientific objective This is due to the fact that the majority of daily vehicle driving conditions involve transient operation with non linear situations experienced during engine transients Thus proper interconnection is needed between engine governor fuel pump turbocharger and load This paper surveys the publications available in the open literature concerning diesel engine simulations under transient operating conditions Only those models that include both full engine thermodynamic calculations and dynamic powertrain modeling are taken into account excluding those that focus on control design and optimization Most of the attention is concentrated to the simulations that follow the filling and emptying modeling approach A historical overview is given covering in more detail research groups with continuous and consistent study of transient operation One of the main purposes of this paper is to summarize basic equations and modeling aspects concerning in cylinder calculations friction turbocharger engine dynamics governor fuel pump operation and exhaust emissions during transients The various limitations of the models are discussed together with the main aspects of transient operation e g turbocharger lag combustion and friction deterioration which diversify it from the steady state Some of the most important findings in the field during the last 30 years are presented and discussed The survey extends to special cases of transient diesel engine simulation such as second law analysis response when the turbocharger compressor experiences surge and whole vehicle performance Several methods of improving transient response are also mentioned based on the various simulations An easy to read tabulation of all research groups dealing with the subject that includes details about each model developed and engines parameters studied is also provided at the end of the paper SAE website

Experimental Investigation of Transient Operation and Low Temperature Combustion in a Light Duty Diesel Engine, 2012 Detailed and highly time resolved experimental measurements were used to characterize the effects of transient operation on the performance of a light duty diesel engine and to identify the physical processes responsible for transient specific combustion behavior The engine response to transient events varied with the size and type of transition and the combustion strategy used but the underlying processes were similar in all cases Differences in the response rate of the fuel and air systems caused large variations in the equivalence ratio of the combustion charge during transient events For moderate to low load conditions this was primarily due to the discrepancy between the instantaneous intake air flow rate and the composition of the intake charge caused by storage of exhaust gas in the EGR system This effect was particularly significant for early injection LTC operation due to higher EGR rates and greater dependence of combustion phasing on

intake charge composition Individual combustion cycles during transient events were compared to steady state operation at the same speed and load to quantify the differences in physical conditions The greatest effect on combustion and emissions was due to differences in intake charge composition which varied significantly between transient and steady state operation The response time of the common rail pressure also contributed to transient behavior in situations where the target pressure varied with changes in speed or load During larger load transitions thermal inertia of the engine system had a significant effect on emissions particularly UHC but did not influence the combustion phasing or heat release rate The characteristic rates of change of the charge gas fluid and physical component temperatures in response to speed or load transitions were much slower than those of other variables such as pressures or flow rates and were consistent with concurrent variations in engine out emissions levels Numerous mechanisms by which thermal inertia could affect emissions formation were identified including variation of the intake manifold charge gas temperature in cylinder heat transfer and changing physical properties of the fuel

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Transient Diesel Emissions: Analysis of Engine Operation During a Tip-In Jonathan R. Hagena,2006

Model-based Diesel Engine Management System Optimization Markus Grahn, Chalmers tekniska högskola, Chalmers tekniska högskola. Institutionen för Signaler och System, 2013 **Fast Oxygen Based Transient Diesel Engine Control** Daniel Alberer, 2012 *Transient Response of Turbocharged Diesel Engines* D. E. Winterbone, Society of Automotive Engineers, 1977 The Transient Performance During Acceleration in a Passenger Car Diesel Engine at the Lower Temperature Operation Hideyuki Tsunemoto, Takanobu Yamada, Hiromi Ishitani, Society of Automotive Engineers, 1985

Diesel engine transient control and emissions response during a European extra-urban drive cycle (EUDC) J. Black, 2007 *Transient Performance Simulation and Analysis of Turbocharged Diesel Engines* N. Watson, Society of Automotive Engineers, 1981 Phosphorus Use Efficiency in Tea (Camellia Sinesis (L.) O. Kuntze) as Affected by Levels, Methods of Application and Time Variant, 2000 **Computer Simulation of a Turbocharged Diesel Engine Operating Under Transient Load Conditions** J. D. Ledger, S. Walmsley, Society of Automotive Engineers, 1971 **Transient Testing of Diesel Engines** C. A. Clark, M. P. May, B. J. Challen, Society of Automotive Engineers, 1984 *A Study on the Improvement of Marine Diesel Engine Transient Performance by Means of Air Injection* Fang Wei, 2017-01-27 This dissertation A Study on the Improvement of Marine Diesel Engine Transient Performance by Means of Air Injection by Fang Wei was obtained from The University of Hong Kong Pokfulam Hong Kong and is being sold pursuant to Creative Commons Attribution 3.0 Hong Kong License The content of this dissertation has not been altered in any way We have altered the formatting in order to facilitate the ease of printing and reading of the dissertation All rights not granted by the above license are retained by the author Abstract Abstract of thesis entitled A STUDY ON THE IMPROVEMENT OF MARINE DIESEL ENGINE TRANSIENT PERFORMANCE BY MEANS OF AIR INJECTION Submitted by Wei Fang for the degree of Doctor of Philosophy at The University of Hong Kong in October 2005 When ship is sailing at sea it finds it difficult to stop if sudden danger emerges ahead due to its considerable inertia The most feasible method of stopping is to pull back the vehicle compulsorily by its prime mover Direct connected turbocharged diesel engines are used by most large volume slow speed oceangoing merchant ships The slow response of the turbocharged system under sudden acceleration is the major problem in accelerating the engine after it is put in reverse In this study the method of additional air injection is adopted to augment the inlet air mass flow rate at the moment of engine acceleration so as to optimize the combustion inside the cylinder and output greater torque therefore mitigating the retardation of the turbocharger Additional air is injected at the exit of the compressor Different injection timings and durations are compared under different working conditions The transient values of fourteen major engine parameters are acquired to analyze engine performance including engine torque speed turbocharger speed inlet and exhaust pressures and temperatures and load and fuel settings In order to simulate the real marine engine the exhaust system of the test bed engine is modified from pulse turbo charging to constant pressure turbo charging to study the effect of additional air on engine performance In the experiments the windmilling effect of the propeller has to be considered

during the initiation of the transient manoeuvre concerning the behavior of load Results show that additional air injection makes it considerably easier for a heavy loaded engine to accelerate by helping to improve turbocharger response The preferable injection duration depends on the amount of air required by the engine during the maneuver The moment of additional fuel injection is the most appropriate timing of additional air injection The effect of the additional air injection is less for a pulse turbocharged engine than a constant pressure turbocharged engine which is widely used as marine ship prime mover The study demonstrates that the technique of additional air injection can help to stop a marine vehicle faster when it encounters sudden danger DOI 10 5353 th_b3683484 Subjects Diesel motor Turbochargers Marine diesel motors

Comparison of Heavy Duty Diesel Engine Transient Emissions Measurements Using a Mini- and a Full-flow Dilution Tunnel Robert C. Smith,1993

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