

Practical Diesel-Engine Combustion Analysis

List of Chapters

Acknowledgments

Preface

I COMBUSTION AND FUEL-INJECTION PROCESSES IN THE DIESEL ENGINE

- 1.1 Diesel-Engine Fuel Injection and Spray Combustion
 - 1.1.1 Kinetically and Diffusion-Controlled Combustion Phenomena in the Diesel Engine
 - 1.1.2 Diesel-Engine Fuel-Injection Process
 - 1.1.3 Spray Combustion in the Diesel Engine
 - 1.2 DI Diesel-Engine Combustion Process
 - 1.2.1 General Combustion Process
 - 1.2.2 Ignition Delay Period
 - 1.2.3 Kinetic or Premixed Burning Period
 - 1.2.4 Diffusion Burning Period
 - 1.2.5 After Burning Period
- References

II HEAT RELEASE AND ITS EFFECT ON ENGINE PERFORMANCE

- 2.1 Calculating Heat Release
 - 2.1.1 Heat-Release Calculation Basics
 - 2.1.2 Cylinder-Charge Molar Change during Combustion
 - 2.1.3 Cylinder-Pressure Data Smoothing and Calculation Interval
- 2.2 Heat Release, Relative Cycle Efficiency, and Peak Cylinder Pressure

- 2.2.1 Air-Cycle Analysis
 - 2.2.2 Case of Combustion before Top Dead Center (TDC)
 - 2.2.3 Case of Combustion after TDC
 - 2.2.4 Relative Cycle Efficiency and Peak Cylinder-Firing Pressure
- 2.3 Pressure Data Collection for Heat-Release Calculation
- 2.3.1 Synchronization of Cylinder Pressure and Volume (TDC Correction)
 - 2.3.2 Flush-Mounting the Pressure Transducer
 - 2.3.3 Some Other Aspects Associated with Cylinder-Pressure Measurements

References

III COMBUSTION ANALYSIS ASSOCIATED WITH FUEL EFFICIENCY AND SMOKE

- 3.1 Fuel-Injection Related
 - 3.1.1 Injector Hole Length versus Diameter (L/D) Ratio
 - 3.1.2 Fuel-Injection Pressure
 - 3.1.3 Injector-Flow Rate
 - 3.1.4 Secondary Injection
 - 3.1.5 Injector-Sac Volume
 - 3.2 Combustion-Chamber Related
 - 3.2.1 Combustion-Chamber Bowl Shape
 - 3.2.2 Injector-Spray Position
 - 3.2.3 Combustion-Chamber Insulation
- References

Practical Diesel-Engine Combustion Analysis

IV COMBUSTION ANALYSIS ASSOCIATED WITH NO_x AND ROUGHNESS

- 4.1 NO_x Emissions
 - 4.1.1 NO_x Formation
 - 4.1.2 Injection-Timing Retard
 - 4.1.3 Lower Inlet Air Temperature
 - 4.1.4 Higher Compression Ratio, Lower Inlet Air Temperature, and Injection-Timing Retard
 - 4.1.5 Water-Emulsified Diesel-Fuel Combustion
 - 4.1.6 Higher Fuel-Injection Pressure
- 4.2 Combustion Roughness (Noise Emissions)
 - 4.2.1 Origin of Combustion Roughness
 - 4.2.2 Measurement of Combustion Roughness
 - 4.2.3 Sample of Combustion Roughness Comparison

References

V COMBUSTION ANALYSIS OF VARIOUS OPERATION CONDITIONS

- 5.1 Effects of Fuel
 - 5.1.1 Fuel Temperature Effect
 - 5.1.2 Fuel Composition Effect
- 5.2 Effects of Inlet Air Manifold Condition
 - 5.2.1 Inlet Manifold Air Temperature (MAT) Effect
 - 5.2.2 Inlet Manifold Air Pressure (MAP) Effect

References

VI ALTERNATE FUELS COMBUSTION ANALYSIS

- 6.1 The High-Pressure-Injection Natural-Gas-Fueled Diesel Engine
- 6.2 "H-Process" Natural-Gas Dual-Fueled Diesel-Engine Combustion

- 6.3 Coal-Water-Slurry-Fueled Diesel-Engine Combustion

- 6.3.1 CWS Ignition
 - 6.3.2 CWS Combustion
 - 6.3.3 Emissions of Coal-Fueled Engine Combustion
 - 6.3.4 CWS Fuel Spray and Wall Impingement
 - 6.3.5 Conclusions
- References

Index
About the Author

