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DIESEL ENGINEERING**

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Table of Contents

Preface	11
Chapter 1 Combustion and Heat Release in Diesel Engines S. D. Haddad, Dept. of Engineering Technology, Western Michigan University	
1. Introduction — Ideal Gas Cycles	13
2. Basic Types of Diesel Engine	17
2.1 Four-stroke Cycle Diesel Engine	17
2.2 Two-stroke Cycle Diesel Engine	17
2.3 Multi-fuel Diesel Engine	19
2.4 Points favourable to Diesel Engines compared with Petrol Engines ..	19
2.5 Points unfavourable to Diesel Engines	19
3. Diesel Engine Combustion	19
4. Combustion Chamber design in Diesel Engines	23
4.1 D.I. Combustion Chambers	24
4.2 I.D.I. Combustion Chambers	26
5. Effect of operating conditions on Diesel Engine Combustion	27
5.1 Injection Timing	27
5.2 Engine Speed	27
5.3 Fuel-Air Ratio	27
5.4 Compression Ratio (C.R.)	28
5.5 The Delay period, its Calculation and Control	28
6. Heat Release Calculations in Diesel Engines	29
6.1 Basic Heat Release Theory	30
6.2 Data Required for the Computation of Heat Release	38
6.2.1 Cylinder Pressure Measurement	38
6.2.2 Crank Angle Measurement	38
6.2.3 Measurement of Needle Lift	39
6.2.4 Resistance Strain Gauge for Fuel Pressure Measurement ..	39
6.2.5 Calculation of the Total Fuel Injected	40
6.2.6 Measurement of Inlet Air Flow Rate	40

6.3	Comments on the Accuracy of the Computed of Heat Release in Diesel Engines.	42
6.4	The use of the Heat Release Rate Diagram	44
References	45

Chapter 2 Fuels for Diesel Engines

W. Tipler, Senior Consultant

1.	Introduction.	48
2.	The True Thermal Efficiency.	49
3.	Petroleum-Based Diesel Fuel	49
4.	Coal as a Diesel Fuel	53
4.1	Coal-Based Liquid Fuels	53
4.2	The Alternative Approach to Coal-Based Road Transport Fuels	55
4.3	Pulverized Coal as a Diesel Fuel	56
5.	Diesel Fuels derived from Vegetable matter	57
5.1	Alcohols as Diesel Fuels	57
5.2	Vegetable oils as Diesel Fuels.	58
6.	Fuel Specifications	61
7.	Conclusions	62
References	64

Chapter 3 Heat Transfer in Diesel Engines

Nessinn Hay, Senior Lecturer, Department of Mechanical Engineering, University of Nottingham

1.	Introduction.	65
2.	Heat Transfer Background.	65
3.	Types of Heat Transfer problem which arise in Diesel Engines	67
4.	Heat Transfer rates for Cycle Calculations	67
5.	Thermal Loading Calculations	68
6.	Performance of Individual Components	70
7.	Improvements to Current Designs of Engines	73
8.	Problems relating to Low Heat Loss Engines.	75
9.	Conclusions	75
References	76

Chapter 4 The Governing of Diesel Engines

G. C. Gant, Chief Engineer, Regulateurs Europa Limited

1.	Introduction.	77
2.	The Diesel Engine as a Control Element.	78
2.1	Introduction.	78
2.2	Mathematical Model for Engine	80
2.3	Firing Delay	82

2.4	Engine Acceleration Rate	83
2.5	Typical Example of an Engine Model	83
3.	Basic Mechanical Governor	86
3.1	Introduction.	86
3.2	Analysis.	86
4.	Hydraulic Servo-Assisted Governor	89
4.1	Introduction.	89
4.2	Basic Servo Governor	89
4.3	Practical Servo Governor.	92
4.4	Operation of Practical Servo Governor.	93
4.5	Analysis of Pressure Feedback Governor	98
4.6	Performance.	103
4.7	Practical Design Features	111
5.	Ancillary Functions	112
5.1	Speed Setting Methods	112
5.2	Fuel Limitation.	113
5.3	Load Control	114
6.	Governing of Small Diesel Engines	115
7.	Electronic Governors	118
7.1	General	118
7.2	Electronic Governor Systems	118
8.	Glossary of Terms	121

Chapter 5 Supercharging and Turbocharging

N. Watson, Reader in Mechanical Engineering, Imperial College of Science and Technology, London

1.	Introduction to Supercharging	122
2.	Airflow through an Engine	123
2.1	Four-Stroke Engine	123
2.2	Two-Stroke Engine	126
2.3	Charge cooling	128
3.	Engine Performance Limitations.	131
4.	Engine Power and Airflow.	132
5.	Engine Power and Supercharger Requirements	134
5.1	Four-stroke truck diesel engine	134
5.2	Four-stroke medium-speed marine diesel engine	141
5.3	Four-stroke diesel passenger car engine	148
6.	Supercharger requirements at Altitude.	155
7.	Turbochargers for Vehicle Diesel Engines.	158
7.1	Compressor	159
7.2	Turbine	160
7.3	Bearings and centre casing.	162

8. Turbocharger performance	164
8.1 Non-dimensional representation of compressor and turbine characteristics.....	164
8.2 Compressor performance	165
8.3 Turbine performance	167
9. Turbocharging Systems—Principles	170
9.1 Principles of constant pressure turbocharging	170
9.2 Principles of pulse turbocharging	173
10. Turbocharger Matching.....	183
10.1 Introduction.....	183
10.2 Airflow characteristics of engine and turbocharger.....	185
10.2.1 Four-stroke engines	185
10.2.2 Two-stroke engines.....	187
10.3 Matching for constant speed operation	189
10.4 Matching for four-stroke vehicle engine	190
10.4.1 Torque curve	190
10.4.2 Turbine matching	193
10.4.3 Fuel delivery and engine speed range.....	196
10.4.4 Compressor matching.....	197
11. Changes in Ambient Conditions	201
Acknowledgements	203
Nomenclature.....	203
References	204

Chapter 6 Diesel Exhaust Emissions

R. W. Wheeler, Atlantic Research Associates

1. General Historical Introduction	205
2. Diesel Pollutants	207
3. Pollutant sampling and measurement.....	208
4. CVS	209
5. Pollutant Analysis Equipment	210
6. Principles of Analysers	211
7. Chemiluminescence Analysers (CLA)	212
8. Hydrocarbon Analysers	213
9. Analysis benches for gaseous emissions	216
10. Particulate Analysis	216
11. Odour Analysis	218
12. Aldehyde Analysis.....	219
13. Sulphate Analysis	219
14. Other minority emissions	220
15. Diesel combustion and emissions	220
16. Emissions Modelling.....	222

17. Fuel effects on Emissions	224
18. Reducing Emissions	224
19. Exhaust Gas Recirculation (EGR).	225
20. Water Injection or Emulsions	225
21. Catalysts and Soot Filters	226
22. Water Scrubbers and Conditioners	227
23. Fumigation	227
24. Health Effects.	228
References	230

Chapter 7 Lubrication in Diesel Engines

Len W. Kilbourne, Automotive Products, Silkolene Oil Refinery

1. Introduction.	234
2. Brief look at Lubrication Theory	234
3. Construction of a Diesel Engine Lubricant	235
4. Necessary Properties	236
5. Detergent/Dispersant	236
6. Oxidation Inhibitors	237
7. Anti-wear Additives	237
8. Viscosity Index Improvers.	238
9. Pour Point Depressants.	238
10. Other Additives.	238
11. Special aspects of Diesel Engine Lubrication.	239
12. Oil specifications.	239
13. Future Diesel Engine Lubricants.	243
Acknowledgement.	245

Chapter 8 Condition Monitoring and Fault Diagnosis in Diesel Engines

S. D. Haddad, Dept. Engineering Technology, Western Michigan University

1. Introduction.	246
2. Condition Monitoring versus Other Maintenance Techniques	246
3. Advantages obtained by the use of C.M.	248
4. Factors influencing the choice of Condition Monitoring methods	248
5. Techniques for Condition Monitoring and Fault Diagnosis in Diesel Engines.	249
6. Condition Checking Techniques	249
6.1 Engine Power Estimation	250
6.2 Cylinder Power Balance	250
6.3 Cylinder Compression Balance	250

6.4	Cylinder Unit Monitoring	251
6.4.1	Thermal Load	251
6.4.2	Surface Temperature of Cylinder Liners	251
6.4.3	Piston Ring Condition	252
6.4.4	Combustion Monitoring	252
6.4.5	Linear Wear	253
6.5	Fuel Injection Systems	254
6.6	Air Charging System	257
6.7	Exhaust System	258
6.8	Blow-by	258
6.9	Pressure Pulsation Analysis	259
6.10	Electrical System	259
6.11	Lubrication System	260
6.12	Cooling System	260
6.13	Bearings	260
7.	Trend Monitoring Techniques	261
7.1	Vibration and Noise Monitoring	261
7.1.1	Level 1 – Overall Vibration Measurements	262
7.1.2	Level 2 – Third Octave Frequency Analysis of Vibration Measurements	263
7.1.3	Level 3 – Narrow Band Analysis of Vibration Measurements	264
7.1.4	Level 4 – Normalized Narrow Band Analysis of Vibration Measurements	264
7.2	Debris Analysis in Engine's Circulating Fluids	266
7.2.1	Equipment (Ferrography)	267
7.3	Performance Trend Monitoring	267
7.4	Some Non-destructive Testing Techniques	268
7.5	Other Methods	269
8.	C.M. Sensors	269
9.	Common Sensors used for Condition Monitoring Applications (in Diesel Engines)	270
10.	Cost of C.M.	270
	References	273
	Index	278

Preface

The diesel engine is recognized especially for its efficiency and reliability which explains its well established position in commercial vehicles and industrial applications. In recent years more diesels are also being used in passenger cars. Therefore diesel engineering is becoming a fast growing applied engineering discipline to meet exacting demands for designing optimum diesel engines in relation to greater efficiency and power, low noise, acceptable emissions, fuel economy and greater maintainability.

In October 1982, Dr. Haddad organized an intensive one-week course on Diesel engineering aimed at practising engineers in the diesel and related industries. This course provided concentrated study in the various inter-related aspects of diesel engine technology: combustion and heat release; supercharging and turbocharging; test equipment; computer control and data acquisition; diesel engine design; and diesel cars and diagnostics with emphasis on automotive applications. Most of the lecturers on this course produced comprehensive lecture notes. Subsequent interest in the course content encouraged us to edit these notes into two companion books. The chapters in these books represent the accumulation of years of expertise, since each author is an expert in his field.

Diesel Engineering – Principles and Performance, covers the basic aspects of fuels, air-fuel mixing, combustion plus governing, turbocharging and exhaust emissions. *Diesel Engineering – Design and Applications*, concentrates more on mechanical design, stress, noise and vibration and application primarily to passenger cars since this is of most interest today and space precludes coverage of the variety of diesel applications.

It is important to realize that the reader is assumed to have a basic understanding of the principles of engineering thermodynamics and of internal combustion engines, though some chapters' authors have made some effort to introduce some basics as well. On the other hand, it will be found that the reader would require very little experience with I.C. engine theory but some experience with diesel engine practice in order to obtain maximum benefit from this book.

In preparing the original and revised material for this book it has been our aim to provide a useful handbook on diesel engineering, both for reference and for up to date knowledge to enable diesel engine engineers to acquire the necessary tools for further development of this most fascinating prime mover. No attempt has been made to provide a totally balanced approach to diesel engineering. Instead, the editors have tried to incorporate most detail in areas of most interest to the majority of readers.

S. D. Haddad and N. Watson

Combustion and heat release in diesel engines

S. D. HADDAD, Dept. of Engineering Technology, Western Michigan University

1. INTRODUCTION – IDEAL GAS CYCLES

Diesel engine combustion involves a large number of complex processes. In the past, and even at present, experience and intuition have been employed to determine the emphasis on each process. However, considerable theoretical and experimental work has been published during the last three decades, giving a better understanding of these processes and enabling most aspects of diesel engine combustion and performance to be calculated.

Before looking at diesel combustion in some detail it is appropriate to revise the basic thermodynamic principles of ideal gas cycles, in particular as to the effects of pressure, volume and temperature on thermal efficiency as follows:

(a) Carnot cycle

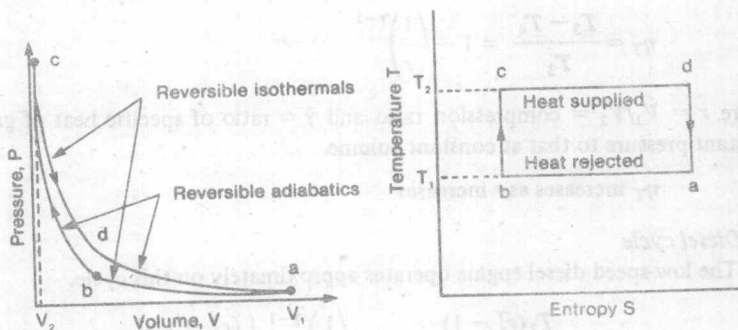


Fig. 1.

The thermal efficiency, $\eta_T = (T_2 - T_1)/T_2$.

The maximum thermal efficiency with any cycle occurs when the heat is supplied at the highest possible temperature and is rejected at the lowest possible temperature. It will be seen, therefore, that the Carnot cycle gives the highest attainable thermal efficiency for a heat engine operating between temperatures T_1 and T_2 .

The cycle has two main disadvantages:

- (i) **High peak pressure.** This results in increased mechanical friction and also a strengthened (and hence heavier) engine structure is needed.
- (ii) **Low specific power output.** It is therefore necessary to employ a large swept volume (large engine bulk and weight) to obtain a usable amount of power.

(b) **OTTO (constant volume) cycle**

This cycle is quite closely approached in practice by the low-speed petrol engine.

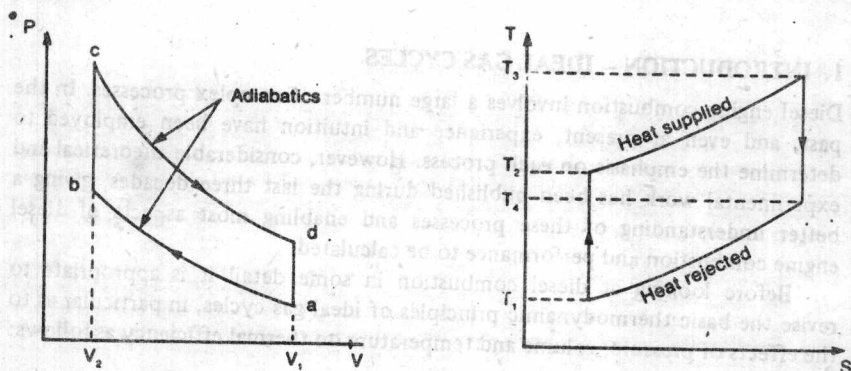


Fig. 2.

$$\eta_T = \frac{T_3 - T_4}{T_3} = 1 - \left(\frac{1}{r}\right)^{\gamma-1}$$

where $r = V_1/V_2$ = compression ratio and γ = ratio of specific heat of gas at constant pressure to that at constant volume.

η_T increases as r increases

(c) **Diesel cycle**

The low-speed diesel engine operates approximately on this cycle.

$$\eta_T = 1 - \frac{T_1(r_e^\gamma - 1)}{T_2(r_e - 1)^\gamma} = 1 - \left(\frac{1}{r}\right)^{\gamma-1} \left(\frac{r_e^\gamma - 1}{\gamma(r_e - 1)} \right)$$

where $r_e = V_3/V_2$.

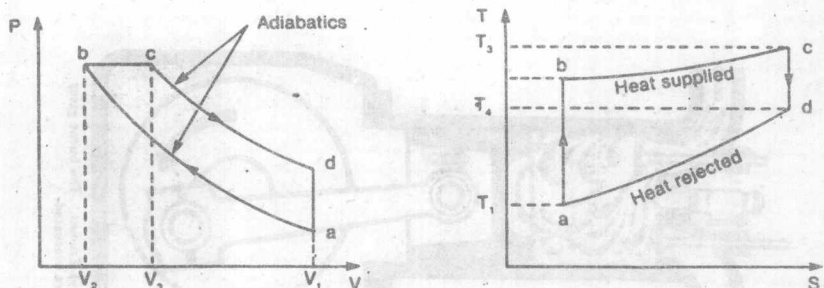


Fig. 3.

The factor $(r_e^\gamma - 1)/\gamma(r_e - 1)$ is usually greater than unity and increases as r_e increases. Therefore,

η_T decreases as period of heat reception is increased

η_T increases as r increases

(d) *Dual cycle*

Both high-speed petrol and diesel conform approximately to this cycle.

$$\eta_T = 1 - \left(\frac{1}{r}\right)^{\gamma-1} \frac{(p \cdot r_e^{\gamma-1})}{(p-1) + p\gamma(r_e-1)}$$

where, $p = P_3/P_2 = T_3/T_2$.

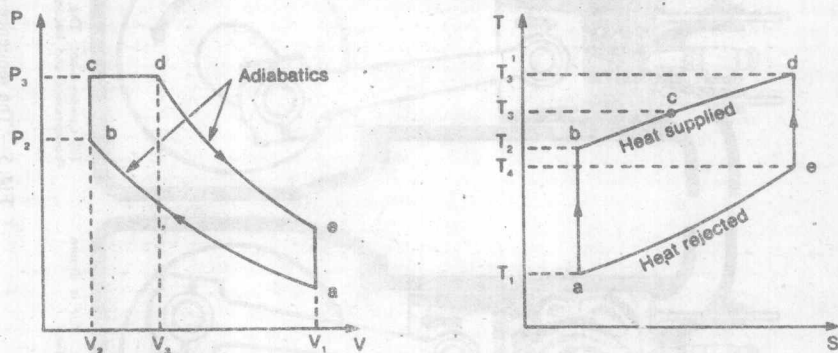


Fig. 4.

For the same compression ratio, the thermal efficiencies of the last three cycles are in the following descending order:

1. Constant volume (Otto) cycle
2. Dual cycle
3. Diesel cycle

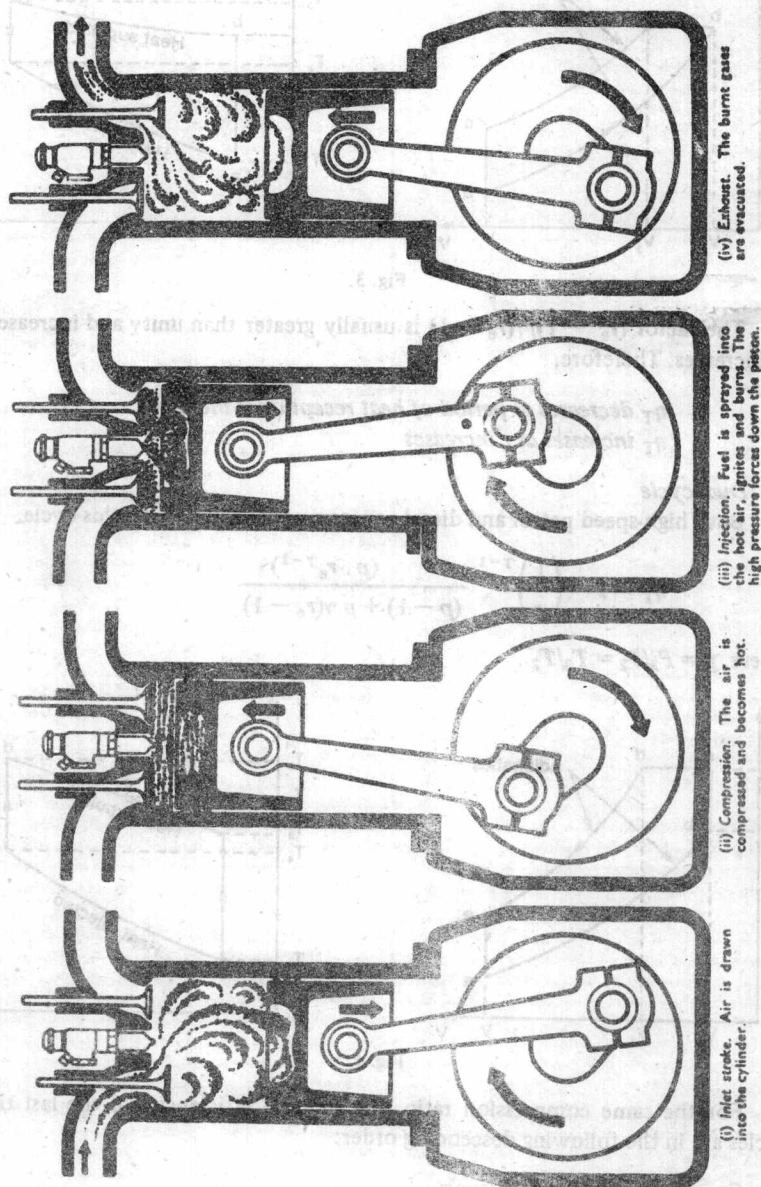


Fig. 5 — The sequence of operations in a four-stroke diesel engine.