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Table of Contents

Preface	11
----------------------	----

Chapter 1 Some Basics of High Speed Diesel Design **Martin H. Howarth, Atlantic Research Associates**

1. Engine Cycles	13
2. Combustion Systems	15
2.1 Bore and Stroke	18
2.2 Compression ratio	18
2.3 Maximum Cylinder Pressures	18
3. Thermal Stresses	19
3.1 Cylinder Barrel	21
3.2 Cylinder Head	22
3.3 Modelling	25
4. Motoring Losses	28
5. Overall Design	30
6. Timing Drives	32
7. Cylinder Head and Gasket	36
8. What's New?	40
8.1 Fuels—Conventional	40
8.2 Fuels—Alternative	40
8.3 Electronic Injection Systems	41
8.4 Higher Outputs	41
8.5 Cooling Systems or the Lack of Them	42

Chapter 2 Design of High Speed Diesel Engines **J. N. Manning, Ricardo Consulting Engineers plc**

1. Introduction	43
2. Objectives	44
2.1 Application	44

2.2	Performance	46
2.2.1	Volumetric Efficiency	47
2.2.2	Thermal Efficiency	48
2.2.3	Mechanical Efficiency	48
2.3	Manufacture	49
2.4	Product Quality	50
3.	Choice of Combustion System	51
3.1	Indirect Injection Diesel	51
3.2	'Toroidal' Direct Injection Diesel	52
3.3	'Wall-wetting' Direct Injection Diesel	53
4.	Mechanical Design	54
4.1	Cylinder Block	54
4.2	Crankshaft and Bearings	57
4.3	Connecting Rod	59
4.4	Piston and Rings	60
4.5	Cylinder Head	62
4.6	Valve train and timing drive	66
4.7	Fuel Injection Equipment	68
4.8	Coolant System	69
4.9	Lubrication System	70
5.	Future Trends	71

Chapter 3 The Passenger Car Diesel Engine — Present and Future

W. M. Scott, Ricardo Consulting Engineers plc

1.	Introduction	72
2.	The Pros and Cons of the Light Duty Diesel	73
2.1	Fuel Economy	73
2.2	Gaseous Emissions	82
2.3	Drivability	87
2.4	Odour	90
2.5	Cold Starting	90
2.6	Roughness	92
2.7	Engine Weight and Size	97
2.8	Smoke and Particulates	103
2.9	Noise	104
2.10	Prime Cost and Economics	104
3.	Conclusions	109

Chapter 4 Deformation and Stress Analysis of Engine Components using Models

H. Fessler, Professor of Experimental Stress Analysis, University of Nottingham

1.	Introduction	110
2.	Manufacture of Models	111

3. Methods to Determine Stiffnesses	111
3.1 Simple 'strength of materials' type calculations	112
3.2 Finite element calculations	112
3.3 Measurements in running engines	112
3.4 Measurements on engine components in rigs	112
3.5 Measurements on models	112
4. Deformations of Crankshafts	113
5. Displacements and Deformations of Main Bearings	115
6. Methods of Stress Analysis	119
7. Crankshaft Fillet Stresses	119
Acknowledgements	122
References	123

Chapter 5 Practical Applications of Finite Elements in the Stressing of Diesel Engine Components

A. K. Haddock, Perkins Engines

1. Introduction	125
2. Objectives of Engine Finite Element Analysis	125
3. Major Components requiring Analysis	126
4. General Modelling Considerations	127
4.1 The Finite Element Models	127
4.2 Engine subsystems	138
5. Loadings	139
5.1 Modelling the Thermal Loads – General	139
5.2 Mechanical Loads	140
6. Typical Analyses	141
6.1 Piston and cylinder temperature analysis	142
6.1.1 The FE model	142
6.1.2 Thermal loading	142
6.1.3 Typical Temperature Predictions	149
6.2 Cylinder head temperature analysis	150
6.2.1 The Finite Element model of the Head (Temperature)	150
6.2.2 Thermal loading	151
6.2.3 Typical temperature predictions in the cylinder head	152
6.3 Cylinder block/gasket/head mechanical stress analysis	156
6.3.1 Finite Element model – full engine structure	156
6.3.2 Mechanical loading of a full block structure	156
6.3.3 Solution technique and typical mechanical stress results	156
6.4 Cylinder Block/head/gasket assembly and thermal stresses	158
6.4.1 The FE model	158
6.4.2 Thermal and assembly loads	158
6.4.3 Typical results from engine slice models	158

6.5	Piston stress and shape analysis	170
6.5.1	The FE model	170
6.5.2	Loading conditions	170
6.5.3	Conditions to be analysed	170
6.5.4	Piston Shape Analysis	171
6.6	Engine Vibration Analysis	172
6.6.1	Finite Element Models	172
6.6.2	Forced response analysis	172
6.6.3	Typical results	172
6.6.4	Extension to Analysis of Covers	173
7.	Conclusions	176
	References	176

Chapter 6 Crankshaft Loading and Bearing Performance Analysis

B. Law, Perkins Engines

1.	Introduction	177
2.	Bearing Analysis	177
2.1	Bearing Fatigue Strength	178
2.2	Hydrodynamic Assessment	178
2.2.1	Mobility Method	179
2.2.2	Interpretation of the Results	180
2.2.3	Other methods	181
3.	Connecting Rod and Large-end Bearing	181
4.	Main Bearings	184
4.1	Statistically Determinate Main Bearing Load Calculation	184
4.2	Other methods — a literature review	186
4.3	Main bearing load calculation — an indeterminate method	187
4.3.1	Crankshaft influence coefficients	187
4.3.2	Solution Procedure	189
4.3.3	Derivation of the influence coefficients	189
5.	Crankshaft Loading and Stressing	191
5.1	Vulnerability in the fillet radius	191
5.1.1	Acceptance levels/material properties	194
5.2	Crankpin/oil drilling vulnerability	194
6.	Typical Results	196
6.1	Determinate and Indeterminate predictions	196
6.1.1	Conclusion	196
6.2	Assessment of crankshaft oil seals	196
7.	Conclusions	199
	Appendix	199
	References	201

Chapter 7 Combustion Noise in Automotive Diesel Engines**M. F. Russell, Lucas Industries Noise Centre**

1. Introduction	203
2. Description of Noise Generation by the Combustion Process	204
3. Measurement of Combustion Noise	212
3.1 The Cylinder Pressure Gauge and its Installation	216
3.2 The Cable Connecting the Cylinder Pressure Gauge to its Preamplifier	217
3.3 Preamplifiers for the Cylinder Pressure Gauge	217
3.4 Combustion Noise Analyses carried out by Lucas Industries Noise Centre	217
4. Simple Combustion Noise Meter	219
5. Characteristics of Combustion Noise	222
5.1 Minimum Combustion Noise	222
5.2 Effect of Injection Timing on Combustion Noise	225
5.3 Effect of Load on Combustion Noise	225
5.4 Effect of Speed on Combustion Noise	227
5.5 Effect of Engine Acceleration on Combustion Noise	228
5.6 Effect of Fuel Quality on Combustion Noise	231
5.7 Effect of Fuel Injection Rate on Combustion Noise	231
5.8 Effect of Turbocharging	234
6. Measurement of Combustion and Mechanical Contributions to Engine Noise	236
7. Control at Source of Noise Originating in the Combustion Process	242
8. Engine Structure Response	243
8.1 Response of Engine Structure to Forces	243
8.2 Control of Structure Response	245
9. Combination of Treatments to Control Noise at Source	247
Acknowledgements	249
References	250

Chapter 8 Mechanically-induced Noise and Vibration in Diesel Engines**S. D. Haddad, Western Michigan University**

1. Introduction	253
2. Mechanically-induced Excitation in the Diesel Engine	253
3. Piston Slap as a Major Source of Diesel Engine Noise and Vibration	254
3.1 Theoretical treatment of piston behaviour in a Diesel Engine	254
3.1.1 Description of the Basic Program	255
3.1.2 Kinetic Energy-Noise Relationship	256
3.1.3 Low Noise versus Mechanical Efficiency	257
3.2 Experimental Simulation of Piston Slap	261
3.3 Analogue Simulation of Piston Slap	263
3.4 Studies on Running Engines	265

4. Methods of Reducing Piston Slap-induced Noise and Vibration in Diesel Engines	269
5. Other Sources of Mechanically-induced Noise and Vibration in Diesel Engines and their Methods of Control.	270
6. Timing Gear Noise and its Control	271
7. Bearing Impacts	278
8. Noise of Fuel Injection Systems	278
References	282

Chapter 9 Design Options for Low Noise in I.C. Engines

D. Anderton, University of Southampton

1. Introduction.	284
2. Overall Strategies.	284
3. Combustion and Inertia	284
4. Piston Slap and Inertia	290
5. Combustion Noise Model: Effect of System on Resultant Noise	294
6. Operating Parameters	295
7. Specific Weight of present Engine Designs	296
8. Choice of Mechanical Layout and Drive to Components	300
9. Choice and Design of Components	307
9.1 Oil Pan	308
9.2 Valve cover	310
9.3 Cylinder Head Shield	310
9.4 Gear Case.	312
9.5 Exhaust Manifold	312
9.6 Inlet Manifold.	312
9.7 Block Shields	315
10: Degree of Enclosure.	315
References	316

Chapter 10 Ensuring the Reliability of Diesel Engine Components

D. A. Alcraft, L. Gardner Diesels

1. Introduction.	317
2. Early Decisions	318
3. Prototype Engines	321
4. Inspection Aids	326
5. Demonstrating Reliability	331
Acknowledgement	336

Index	337
-----------------	-----

Preface

When preparing an appropriate introduction to this book, I thought 'Why not deviate from the norm and relate my own growing association with the diesel engine?'. After all, a life cycle such as mine is very much analogous to that of the diesel cycle.

Compression and accumulation of knowledge starting from childhood days when my father took me to visit his remote village (Mar Yaco) in the midst of the rugged Northern mountains of Mesopotamia. I recall visiting the village blacksmith where I noticed some old engines and gadgets. One small engine apparently awaiting repair attracted my attention. My father called it a diesel but he said that farmers in that part of the country had been known to produce their own innovative engines, sometimes made from hard wood as well as metal. This simple conversation was imprinted in my memory till it started to make more sense when I later studied the history of the Land of the Two Rivers which is the cradle of civilization. Further compression of knowledge was to follow from completing my university studies in mechanical engineering in England and later from my considerable training and engineering experience with some bias towards engine maintenance and applications at Daura Oil Refinery in Iraq.

Ignition. Attendance at a special intensive four-month course on diesel engineering in 1968 at the UNIDO Oil Engine Research Institute, VUNM, Prague, instructed me and further enlarged my experience. Subsequently, I was fortunate to work with one of the leading diesel advocates, Professor Theo Priede, at the Institute of Sound and Vibration Research in Southampton University. Both VUNM and Priede ignited my latent love for engines and the diesel type in particular.

Combustion. My awareness of this aspect grew because I continued to develop diesel knowledge at ISVR Southampton, Lucas CAV and Loughborough University, and through my own consulting activities with Haddad Technical Consultancy Services. Of course, many catalysts served to strengthen my commitment but I feel that my wife, Basima, deserves special mention for her unfailing support through thick and thin.

Expansion. In spite of the fact that my associates, my research students and I have, between us, completed much diesel engine research, there remains much to be done. We all hope to continue this expansion process for many years to come.

Acknowledgements. Naturally, a number of establishments and persons have been instrumental in assisting me with this process:

UNICEG: Universities Internal Combustion Engines Group: for providing the opportunity to enhance the propagation of I.C.E. knowledge.

Loughborough University: for providing me with the opportunity to run intensive post-experience courses and facilities for research and teaching expertise.

The Center for Professional Advancement: for providing the opportunity to propagate my courses worldwide.

Dr. Neil Watson: my co-editor for his invaluable contribution towards these two books.

Mr. Ellis Horwood: our publisher for his constant encouragement and advice.

The earlier, companion volume (Principles and Performance in Diesel Engineering) presented a basic introduction to the theoretical and operational background, so initiating the publication of these two complementary books on diesel engineering. In the author's view, it is becoming apparent that yet a third volume is needed to include other advanced aspects of this branch of engine technology.

And finally, on the eve of my departure to the United States, I look forward to further developments at Western Michigan University, and in the diesel engine industry in the U.S.A.

As for *Exhaust*, I would rather like to believe this will not happen; but a life cycle is just like a diesel cycle: it has to come to an end some day, allowing for another cycle to begin . . . and so on. Perhaps my exhaust stroke should be left to the imagination and speculation of the reader.

S. D. Haddad

Some basics of high speed diesel design

Martin H. Howarth, Atlantic Research Associates

This is a very wide title and could only be properly developed in a complete book rather than a single chapter. However, many aspects of diesel engine design are covered by other chapters in this volume such as those on structure and noise, lubrication and wear, exhaust emissions, stress analysis, bearing loadings and fuel/air mixing. This chapter therefore deals with the following design concepts:

1. Engine Cycles.
2. Combustion Systems.
3. Thermal Stresses.
4. Motoring Losses.
5. Overall Design.
6. Timing Drives.
7. Cylinder Head and Gasket.
8. What's New?

1. ENGINE CYCLES

Although two-stroke high speed diesel engines are manufactured and although they offer a greater potential of power/weight ratio and power/space ratio than four-stroke engines, their various problems have meant that they are scarcely considered in the small engine field and little development work is in progress. Therefore only four-stroke engines are considered here. The engines as we know them today have been under development for more than 50 years but are still subject to continuing refinement, and new developments are necessary to meet more exacting requirements as they arise.

The four-stroke diesel engine lends itself extremely well to supercharging and this offers great advantages to the manufacturer by extending the output range of any one basic engine design. Supercharging is therefore likely to extend

down the engine size range even to the smallest sizes, whether it be by means of a turbocharger, a pressure wave supercharger or a newly developed type of positive displacement supercharger. The effect of supercharging on diesel engine design is mostly a matter of minimizing heat flow and thermal stresses and the injection equipment. Fundamental design changes are not involved.

Turbocharging is undoubtedly the most attractive way of increasing engine output and that is the reason that it figures quite largely here. As far as the designer is concerned the effect of turbocharging reflects on:

Manifolding—inlet and exhaust

Heat Flow

Maximum Cylinder Pressures

Lubrication

Apart from the bonus it provides in greater output and greater specific output, a turbocharger is in many instances an excellent silencer.

A more questionable feature is whether turbocharging actually results in lower cost per kilowatt of output. One thinks that it ought to do so but figures published recently (that may not have been representative) did not suggest that the cost of a turbocharged engine compared favourably with the cost of a larger, naturally aspirated engine.

The principle of a pressure wave supercharger is shown in Fig. 1. In addition to the design requirements listed above for the turbocharger, it is also necessary to provide a mechanical drive. Even though the drive has little power to transmit, its provision is a considerable nuisance and is only likely to be regarded as acceptable if the supercharger can provide quite substantial advantages such as improved low speed torque.

Early forms of pressure wave supercharger, far from providing any silencing effect, were appallingly noisy. This has been improved by arranging the gas passages in helical form and not as shown in the figure.

As regards supercharging by mechanically driven pumps, the position is not particularly encouraging. A drive transmitting considerable power must be provided and there is likely to be a drop in overall efficiency of the engine/supercharger combination. Recently there seemed to be interest among component manufacturers to develop more efficient compressors for use as superchargers and this might change the situation. Unfortunately, that interest seems to have waned.

Other methods of improving the four-stroke cycle have been, or are being, investigated. Of these, the diesel Wankel need not distract us now. The so called 'adiabatic engine' in which the aim is to keep the heat inside the engine by the use of ceramic materials and thus improve thermal efficiency and avoid the need for a cooling system is still in its infancy. Although this may well be a most significant development, generally accepted design principles have not yet been

Comprex
S' charger

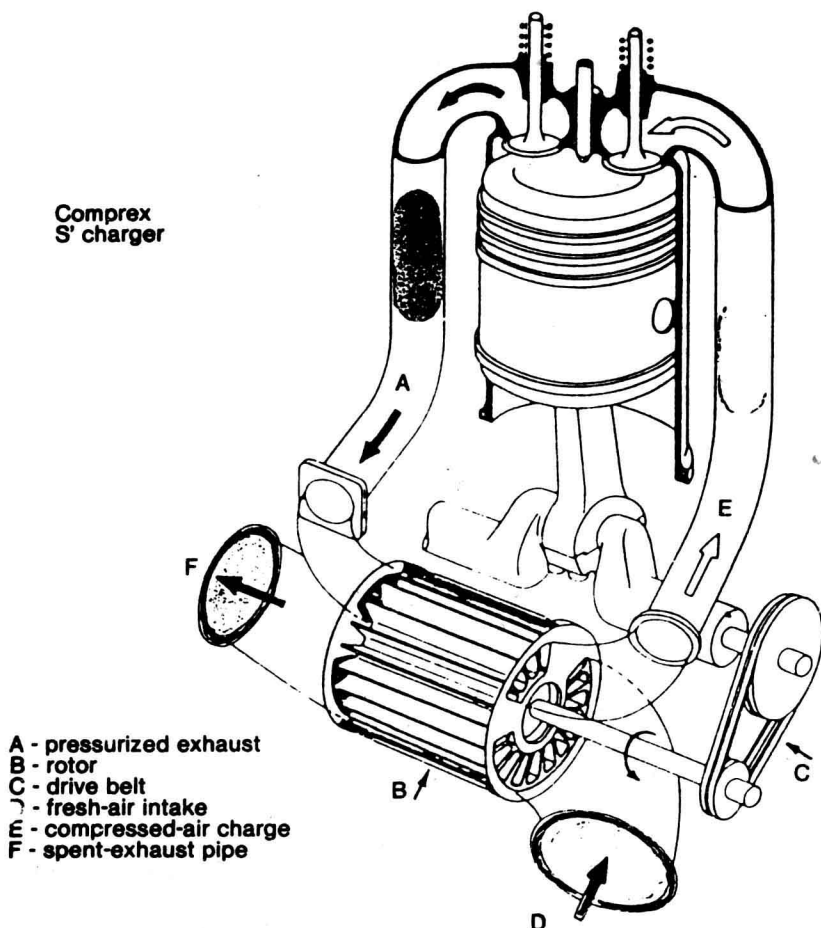


Fig. 1 - Principle of pressure wave supercharger.

established and it is too early to deal with the subject now. However, much research and development work is currently in progress.

This chapter therefore is confined to four-stroke engines of quite conventional form.

2. COMBUSTION SYSTEMS

Both direct injection (DI) and indirect injection (IDI) combustion systems may properly be considered as having high speed capability. It is well known that the

IDI system has at present greater speed capability and has little difficulty in operating up to the highest rotational speed necessary even for a vehicle. The DI engine at moderate speeds offers some 15% better fuel economy than the IDI and great efforts are being made to extend its speed range to equal that of the IDI without subsequent loss of its good economy and other virtues. The practical speed range of DI engines has been limited to about three to one and this means that the DI engine has not yet made inroads into the passenger car market. The high speed DI engine's problem falls into one of fuel and air matching.

At this stage it is perhaps worth considering the sort of time scale that has to be allowed for injection and the establishment of combustion.

Figure 2 shows a typical timing diagram for a four-stroke engine operating at 3000 rpm. The time available for injection is 1.1 milliseconds and combustion, which has to start before injection is complete, lasts only about 1.4 milliseconds.

At such a speed, satisfactory conditions could be achieved at present by all three current types of direct injection/combustion chamber combination. That is to say, a pump, pipe and injector plus multi-hole nozzle and toridal chamber, or

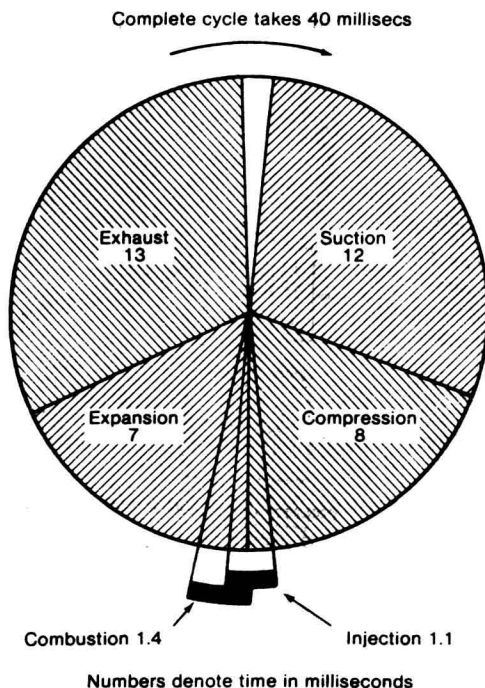


Fig. 2 – Four-stroke diesel engine: cycle of events at 3000 rpm.