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HANDBUCH DER FISCHZUCHT UND FISCHEREI

RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 88 pages. Original publisher: Pasadena, Calif. : Jet Propulsion Laboratory, 1984 OCLC Number: (OCoLC)697617598 Excerpt: . . . As originally planned, this heat-engine evaluation task consisted of three activities: Literature search and review of on-going R and D. (1) (2) Hardware evaluation. (3) Hybrid-vehicle simulations using data from Steps (1) and (2). This report presents the findings of the first of three subtasks. A summary of the R and D status for various heat-engine concepts is presented at the end of this section to prOVide insight into the studys conclusions and recommendations. An in-depth discussion on the topics summarized below are presented in the technical discussions beginning in Section I of this report. B. CONCLUS IONS Figure 1 compares the relative ratings for various engine concepts against three parameters that are key for HV applications. Figure la shows relative fuel efficiency rankings for engine types while Figure lb shows overall specific volume rankings, and Figure lc compares the specific weight characteristics. From these figures it can be concluded that the unique requirements for engines in HVs make it likely that non-conventional engines offer the opportunity for substantial improvements in both performance and marketing of HVs. Furthermore, it seems that the use of off-the-shelf engines has placed too many constraints on previous HV developments and studies. The following engine-specific conclusions support the preceding general conclu-sions. (1) The advanced, fuel-injected, two-stroke engine is the most attrac-tive choice of a heat-engine concept for use in a hybrid vehicle for the following reasons: (a) Its fuel efficiency is excellent, exceeding that of a direct injection diesel at part load (see Figure la) while exhibiting emissions that...

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