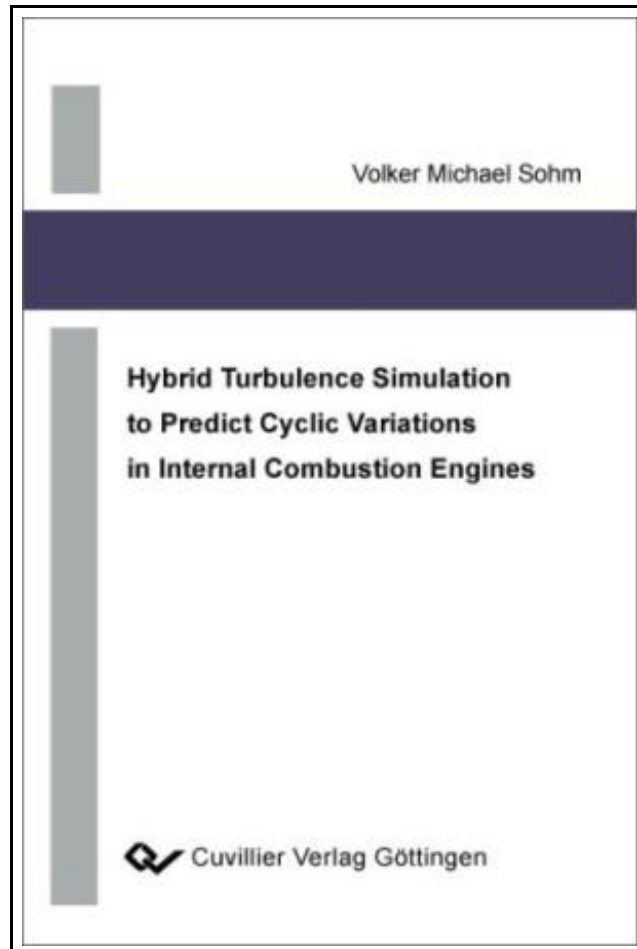


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Cuvillier Verlag Jul 2007, 2007. Taschenbuch. Book Condition: Neu. 211x147x12 mm. Neuware - Since the first passenger car with internal combustion (IC) engine was developed over 120 years ago, the device has been significantly improved regarding efficiency, emissions, smoothness and ease of use. Today IC-engines are used in roughly 850 million passenger cars worldwide. Even though many other concepts as e.g. fuel cells are investigated, it seems that no system can replace IC-engines in the near and intermediate future. Two different combustion concepts are considered to have the potential to full fill future requirements with respect to fuel consumption and emission standards: turbo-charged diesel and stratified spark ignition (SI) engines with high pressure direct injection (DI) systems. Both systems can operate with overall lean air/fuel mixtures. The first DISI-engine in a passenger car used a homogeneous air/fuel mixture. It was implemented in 1951 in the models Gutbrod Superior and Goliath GP 700 leading to a significant reduction in fuel consumption. The first application in mass production of direct injection systems in SI-engines was in 1997 in the Mitsubishi Carisma GDI (gasoline direct injection). The greatest issues of stratified DISI-engines today, which give a much higher potential in fuel consumption economy compared to the homogeneous combustion concept, are combustion stability and emissions. Cycle-to-cycle variations of the gas motion have been identified to play a key role in the further optimization of the device since they have a great impact on the combustion process. Engine parameters are set according to the behavior of the mean cycle. However, the extreme engine cycles, cycles of greatest and slowest burning rates, determine the operating range of the engine. Consequently, the optimal spark timing, equivalence ratio and compression ratio are a compromise. A critical issue in stratified DISI-engines is that cyclic variations are substantial to the...

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