Sae yŏndaesun tosŏ kihopŏp

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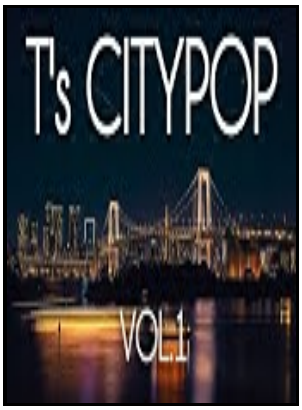

Description: -
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Rock music -- Instruction and study.
Music, Popular (Songs, etc.) -- Instruction and study.
Shelflisting.Sae yŏndaesun tosŏ kihopŏp
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Kiyoshi Ito

Smokeless combustion, ultra-low NOx, and efficient operating range with regard to EGR and IMEP are significantly extended by decreasing fuel cetane number. Low temperature smokeless diesel combustion in a wide EGR range was established with ETBE blended diesel fuel as mixture homogeneity is promoted with increased premixed duration due to decreases in ignitability as well as with improvement in fuel vaporization due to the lower boiling point of ETBE.

Toshio Shudo

Intake dilution with the 36% CO2 + 64% Ar mixture which has a similar specific heat capacity as N2 shows lower smoke emissions than with N2. High overall thermal efficiency has been shown over a wide operable range. Smoke emissions decrease with increased heat capacity of the charged gas due to promotion of mixture homogeneity with longer ignition delays.

Toshio Shudo

The engine experiments in the study were performed with a diesel engine and blends of BDF and ethanol at different blending ratios. The engine was modified from a single cylinder DI diesel engine with large cylinder diameter 135mm.

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The effects of blending ETBE to diesel fuel on the characteristics of low temperature diesel combustion and exhaust emissions were investigated in a naturally-aspirated DI diesel engine with large rates of cooled EGR. The research has shown that adjusting the proportion of DME and MRG effectively controlled the ignition timing and load in HCCI combustion of the two fuels.

Toshio Shudo

In this paper, the effect of the two-stage injection on combustion and exhaust emissions were analyzed under several operating conditions. The magnet wire High-Voltage Wire: HVW composed of polyetheretherketone PEEK resin.

Toshio Shudo

To address this issue, the authors developed a stator with a new structure to increase motor output and reduce motor size.

Kiyoshi Ito

The aim of this paper is to analyze the characteristics of the HCCI combustion of hydrogen, carbon monoxide and dimethyl ether DME in a single cylinder engine. The cold flow performance of the blended fuels was evaluated by determining the fuel cloud point. Results show that the use of porous flow field has a significant improvement in hydrogen production performance compared to a groove flow field.

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A homogeneous-charge compression-ignition HCCI engine system that was fuelled with dimethyl ether DME and methanol-reformed gas MRG has been proposed in the previous research. A comparison of combustion and cooling characteristics of hydrogen and methane combustion reveals that cooling loss in hydrogen combustion is higher than that of methane combustion due to the short quenching distance and rapid burning velocity during hydrogen combustion. While the NOx emissions increase with increases in ETBE content at high intake oxygen concentrations, NOx almost completely disappears when reducing the intake oxygen content below 14 % with cooled EGR.

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