

Hyundai Starex Crdi Engine

Proceedings of the International Conference on Advanced Mechanical Engineering, Automation, and Sustainable Development 2021 (AMAS2021) Common Rail Fuel Injection Technology in Diesel Engines Performance-Emission Optimization of a CRDI Engine Using PSO *Banh Tien Long Guangyao Ouyang Bose Probir Kumar*

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this book presents selected peer reviewed proceedings of the international conference on advanced mechanical engineering automation and sustainable development 2021 amas2021 held in the city of ha long vietnam from november 4 to 7 2021 amas2021 is a special meeting of the international conference on material machines and methods for sustainable development mmms with a strong focus on automation and fostering an overall approach to assist policy makers industries and researchers at various levels to position local technological development toward sustainable development the contributions published in this book stem from a wide spectrum of research ranging from micro and nanomaterial design and processing to special applications in mechanical technology environmental protection green development and climate change mitigation a large group of contributions selected for these proceedings also focus on modeling and manufacturing of ecomaterials

a wide ranging and practical handbook that offers comprehensive treatment of high pressure common rail technology for students and professionals in this volume dr ouyang and his colleagues answer the need for a comprehensive examination of high pressure common rail systems for electronic fuel injection technology a crucial element in the optimization of diesel engine efficiency and emissions the text begins with an overview of common rail systems today including a look back at their progress since the 1970s and an examination of recent advances in the field it then provides a thorough grounding in the design and assembly of common rail systems with an emphasis on key aspects of their design and assembly as well as

notable technological innovations this includes discussion of advancements in dual pressure common rail systems and the increasingly influential role of electronic control unit ecu technology in fuel injector systems the authors conclude with a look towards the development of a new type of common rail system throughout the volume concepts are illustrated using extensive research experimental studies and simulations topics covered include comprehensive detailing of common rail system elements elementary enough for newcomers and thorough enough to act as a useful reference for professionals basic and simulation models of common rail systems including extensive instruction on performing simulations and analyzing key performance parameters examination of the design and testing of next generation twin common rail systems including applications for marine diesel engines discussion of current trends in industry research as well as areas requiring further study common rail fuel injection technology is the ideal handbook for students and professionals working in advanced automotive engineering particularly researchers and engineers focused on the design of internal combustion engines and advanced fuel injection technology wide ranging research and ample examples of practical applications will make this a valuable resource both in education and private industry

in consideration with the observations on the inherent superior pm nox bsfc trade off characteristics provided by crdi with cng and egr strategies during experimentation a potential back drop is thus set to peruse a first of its kind optimization approach to further the trade off potential of cng and egr by their simultaneous application in an existing diesel engine with common rail fuel injection system fip egr ces and engine load were chosen as the control variables for the optimization study an adaptive merit function amf was constituted as the objective function to be optimized and ann was used correlate the objective function with the chosen control variables while latin hypercube was chosen as the doe scheduler to provide the initial population sample for the optimization iteration sequence pso was chosen as the optimization algorithm due to its inherent simplicity and efficiency in yielding an ensured convergence of the objective function at significantly less computational cost the inherent design of the amf objective function ensured that all such optimal trade off values simultaneously honoured the expectations of the epa tier 4 pm and nhc mandates

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