Chapter 5:
Spark Ignition Engines
(Otto engines)

Learning Objectives of Chapter 5

⇨ know the fuel properties required for an Otto cycle and recognize the different phases of the combustion process

⇨ know the operating principles of the most common fuel injection systems used in Spark Ignition Engines

⇨ understand the load regulation strategy of S.I engines and the influence of key control parameters on performances

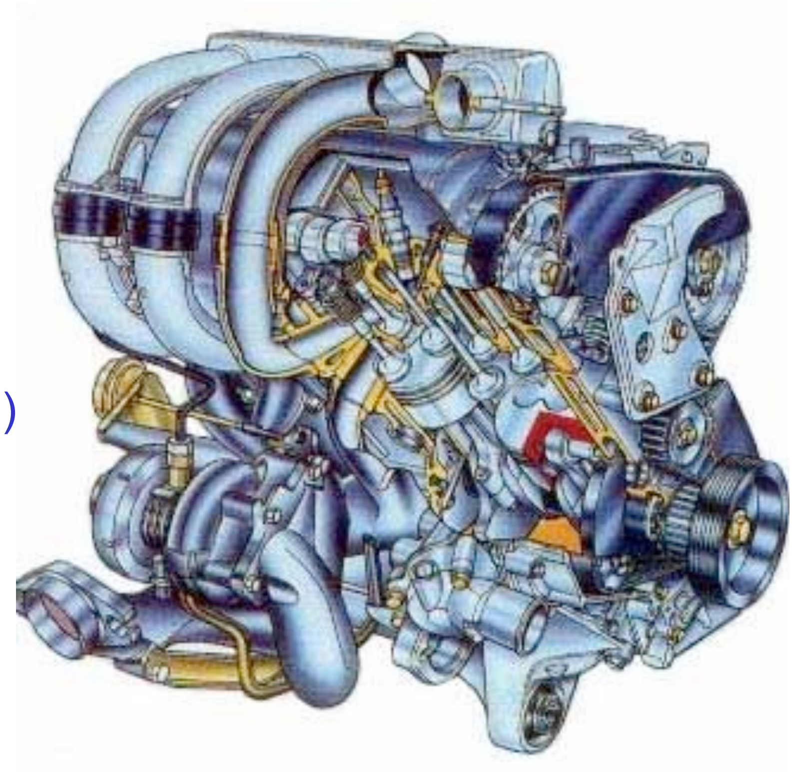
⇨ identify the low & high efficiency regions in the operating map for S.I. Engines and their associated limits

Content of Chapter 5

- Application range
- Operating principle
  - Fuel properties of “gasoline”
  - Injection system
  - Ignition system
  - Combustion process in S.I. engines
- Load regulation parameters
  - Partial load operation
  - Full load operation
- Energy distribution in S.I. engines
  - Origin of losses and representation in the operating map
  - Comparison between C.I. and S.I. Engines

Application range

- Common use and applications
  - 4-stroke cycle
    - Motorcycles (V_{cyl} > 125 cm^3)
    - Passenger cars
    - High-speed marine engines
    - Agricultural machines (small V_{cyl})
    - Airborne vehicles (airplane, helicopters)
  - 2-stroke cycle (trend to ⇘)
    - Scooters
    - Motorcycles ($V_{cyl} \leq$ 125 cm^3)
    - Home-use (scale model)



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Operating principle

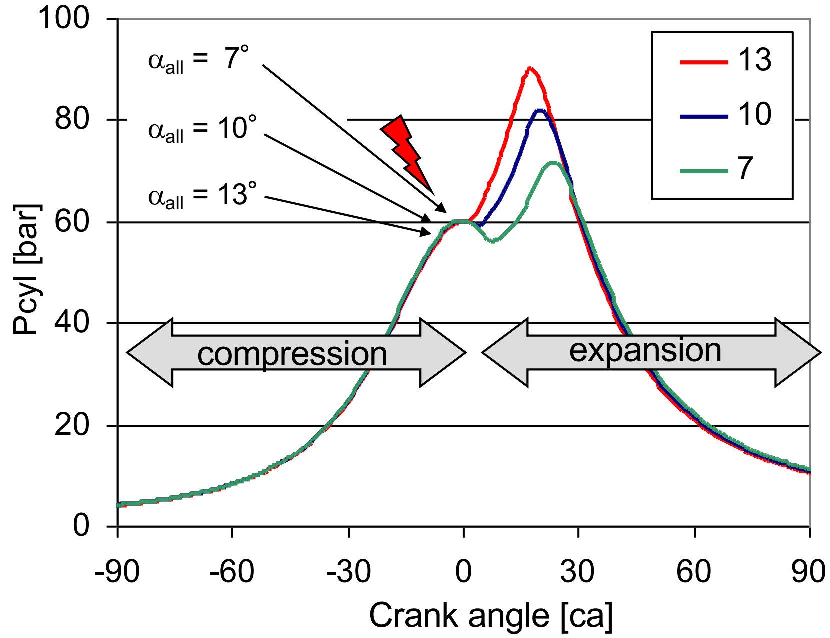
General

- The combustion process in Spark Ignition (S.I.) engines is ignited by an external device (generally by a spark plug which produces an electric arc) at a given time (=given crank angle) of the engine cycle

- The electric arc enables to :
  - ⇒ obtain the favorable conditions for auto-ignition of the mixture
  - ⇒ initiate the combustion process
  - ⇒ control the start of the combustion

- α_{all} : spark advance angle (7,10,13,..)
  ('all=allumage (fr): spark ignition)
  - ⇒ (degrees before TDC) defines the timing of the combustion in the engine cycle

Cylinder pressure evolution = f(crank angle)



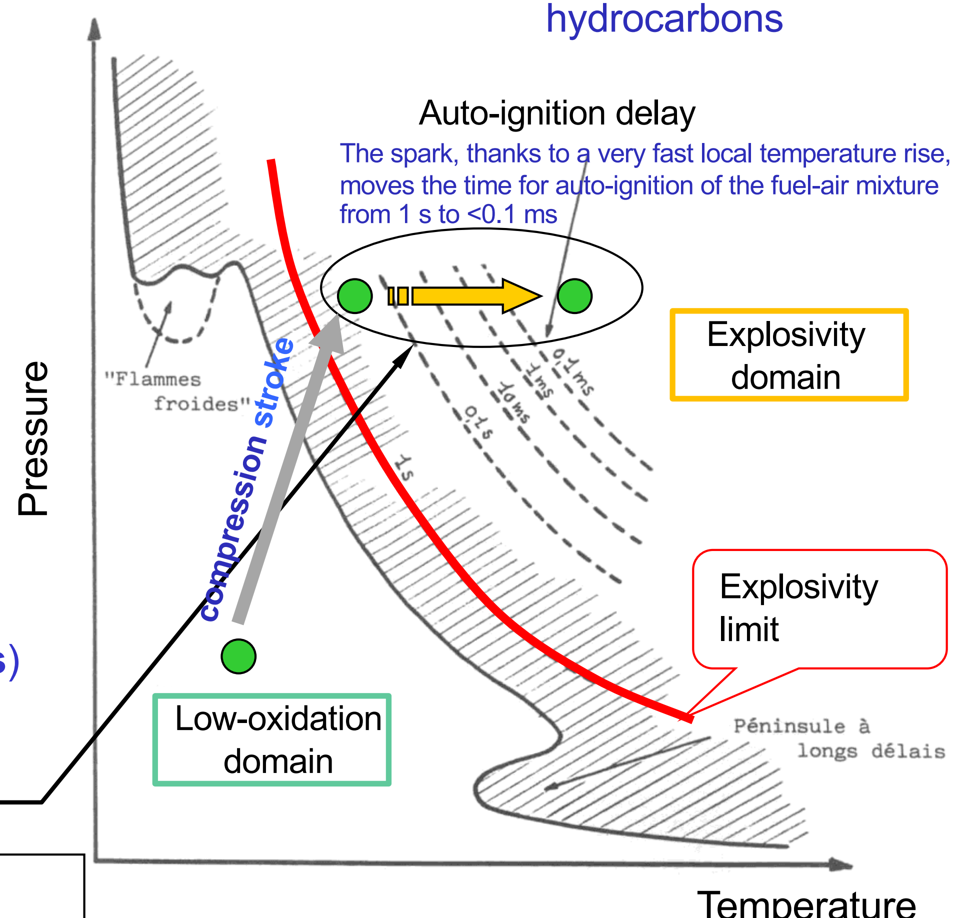
Rule-of thumb : the most efficient point for combustion is when peak-pressure is reached at +10 to +15 crank angle degrees

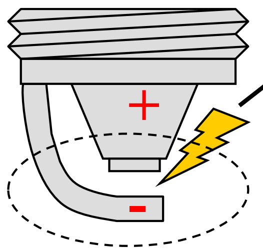
Operating principle

■ Representation of auto-ignition delays

- **Low oxidation domain**
  - «Slow» oxidation of the mixture
  - Low Pressure & Temperature
- **Explosivity domain**
  - «Fast» combustion
  - Delay of auto-ignition $\tau < 1$ s
- **Spark plug**
  - Source of ignition
  - Reduces the delay of auto-ignition by ⬀ the local temperature (τ **<< 1 ms**)

P-T-diagramme for hydrocarbons





$E_{el} \geq E_{min\ initiation} \approx$ ca. 10 [mJ]
100W x 0.1 ms

Local T of the electric arc >> 3000° C

Initiation of the combustion process by an electric arc

The spark creates radicals and ionizes air which starts the combustion chain reaction

Operating principle

■ Fuel properties of gasoline

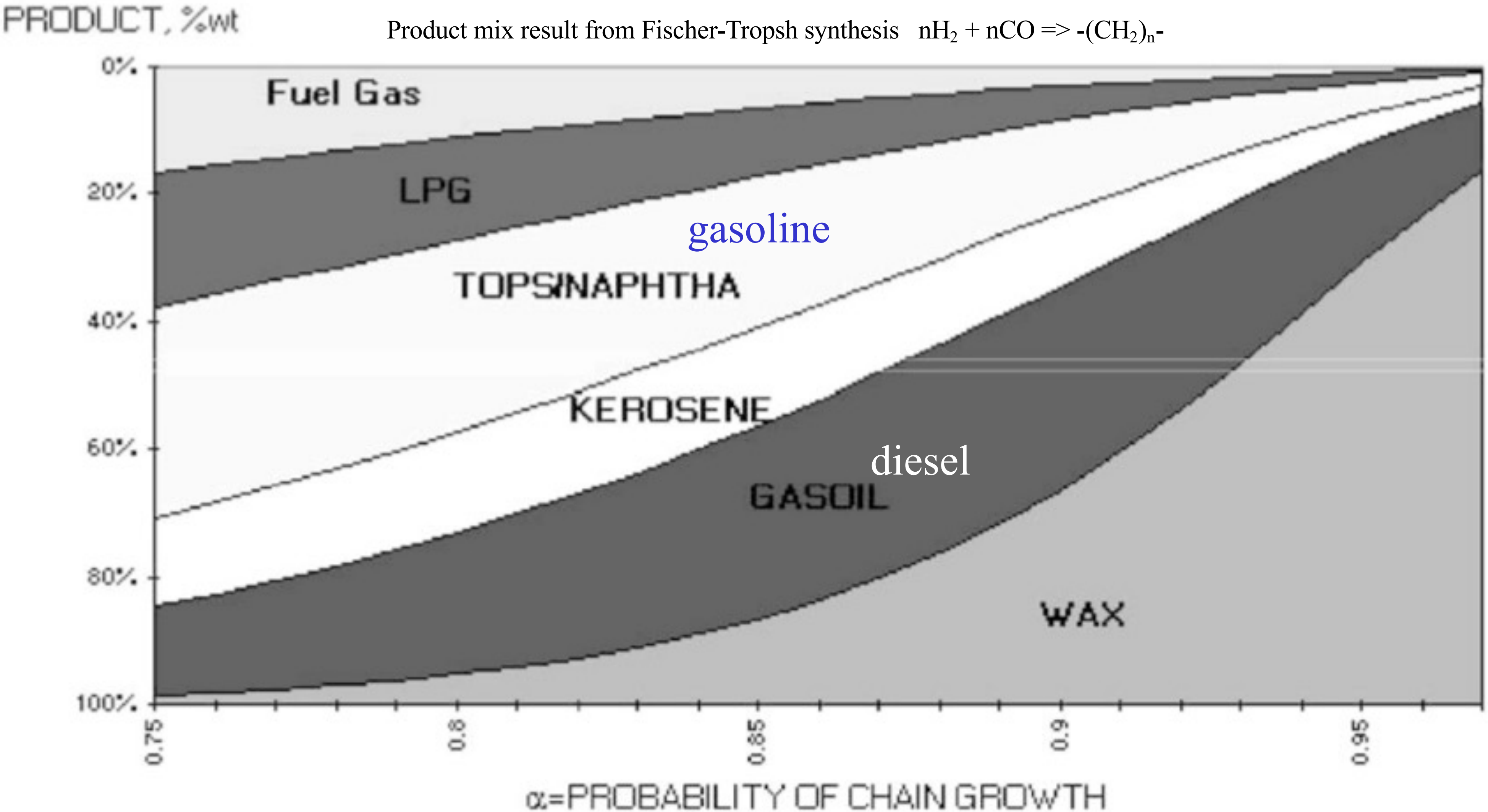
⚠ λ : relative to a homogeneous mixture

ρ [kg/L]	Distillation range [° C]		nmbr of carbon atoms	$R_{A/F}$ [kg_{air}/kg_{fuel}]	Upper flammability limit [ϕ] / [λ]	Lower flammability limit [ϕ] / [λ]
	Initial T°	Final T°				
0.72 – 0.77	30 - 35	180 - 200	4 - 11	≈ 14.4 – 14.7	3.8 / 0.27	0.6 / 1.66

■ Octane Number : RON (Research) / MON (Motor)

- characterizes the resistance to the auto-ignition of a fuel
- RON xx ⇒ corresponds to a binary mixture of 2 pure HC fuels with the same behavior than the one which is analyzed (i.e. knocking occurrence) on a reference engine (ε (CR) adjustable from 4:1 to 18:1)
  - RON 0 : corresponds to a fuel-mix identical to 100% n-heptane (very favorable for auto-ignition)
  - RON 100 : corresponds to a fuel-mix identical to 100% iso-octane (very resistant to auto-ignition)
  - RON 95 : corresponds to a fuel-mix identical to a mixture with 95% iso-octane and 5% n-heptane.
- Commercial fuels : RON = 95 to 98 (≈103 in F1)

Rem: fuel mixtures as f(carbon number)



from: Tijmensen, M.J.A. et al., Biomass&Bioenergy 23, pp. 129-152, 2002.

Corresponds to the different fractions from oil distillation

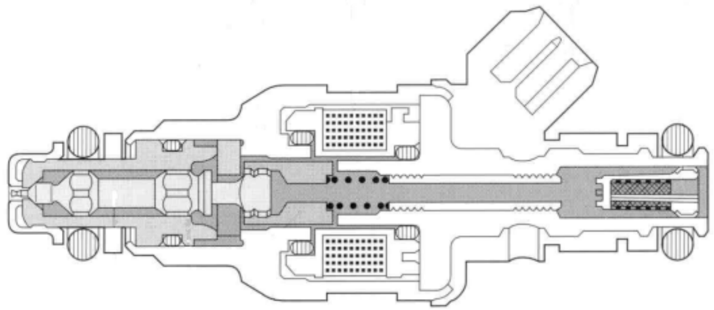
Operating principle

- **Injection systems** (from old to new)
  - Carburetor — Continuous fuel injection
  - Indirect injection
  - Direct injection

  } electronic injection on timing with the engine cycle

Indirect injection

- Electronic actuators (magnet valves) ⇒

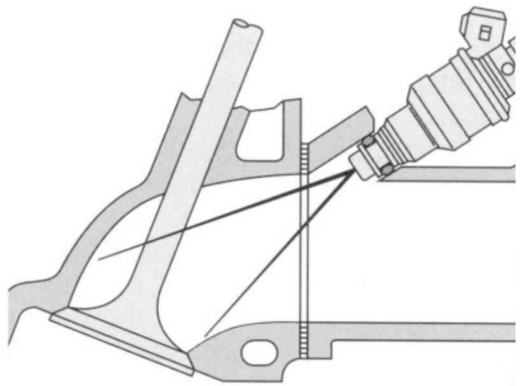


- Sequential injection
- Low pressure injection into the air circuit
  - in the range **between 3 and 6 bar**
  - **before the intake valves**
- Air-fuel mixture is **homogenous** (const. λ)
- Controlled by varying the current duration: $t_{injection}$

  Injection duration gives the fuel quantity : $t_{inj} = f\,(M_F)$

  ⇒ requires an ECU (Electronic Control Unit)

  ⇒ requires sensors to know the thermodynamic conditions of the engine



Operating principle

Direct injection

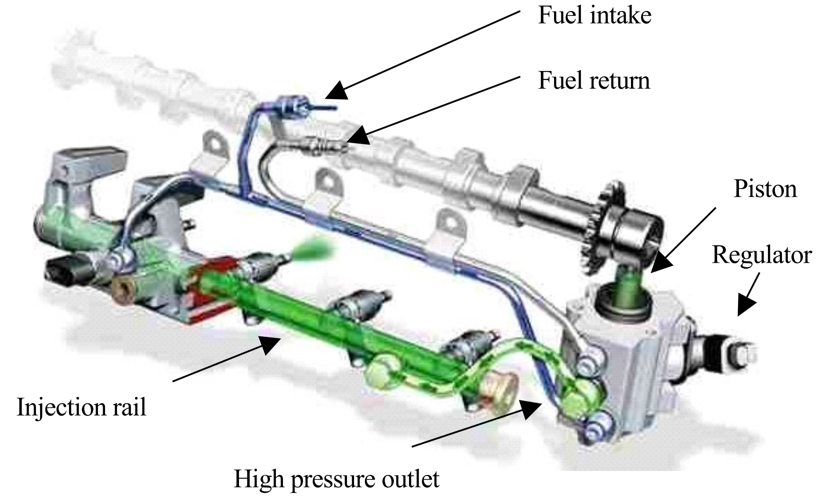
- Injection under high pressure directly **into the combustion chamber**
- P_{inj} set between 5 and **120 bar** (Diesel:2000 bar!)
- 2 strategies of injection are feasible:

  A) During *intake* of the air/mixture

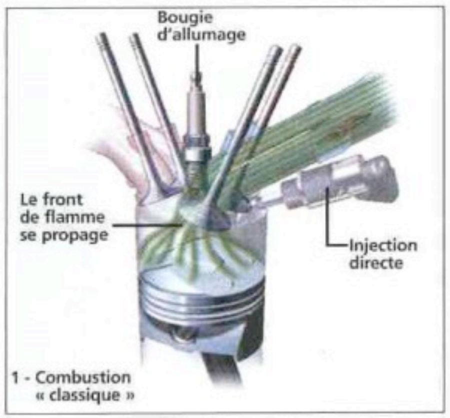
  ⇒ Air-Fuel mixture is **homogeneous**

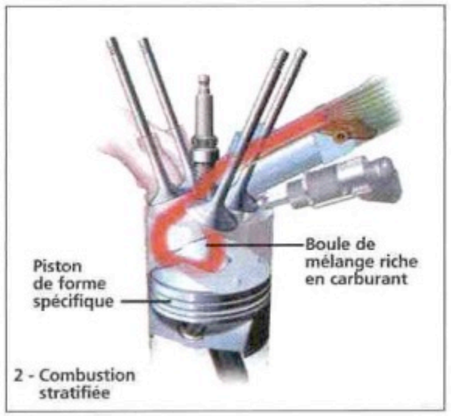
  B) At the *end of the compression* stroke

  ⇒ Air-Fuel mixture is **heterogeneous (or stratified)** – 'diesel-like'



Injection in homogeneous mixture





Injection in heterogeneous (or stratified) mixture (FSI Fuel-stratified injection)

Operating principle

- Direct injection
  - **Homogeneous** mixture

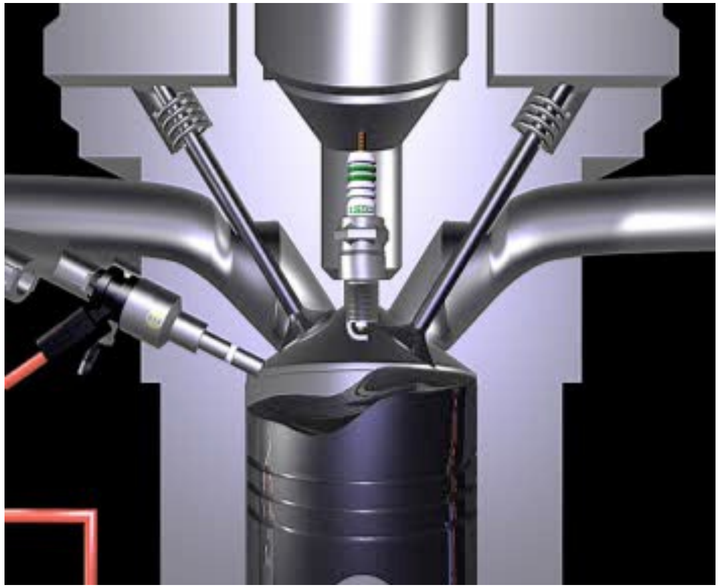
or **Injection @few bar @BDC**

homogeneous operating mode ⇒

for ***FULL*** *load*

$$\lambda(x,y,z) = \lambda_{global} = cte$$

$\lambda = 0.3 \ldots 1.7$



  - **Heterogeneous** mixture

or **Injection @30-40 bar @TDC**

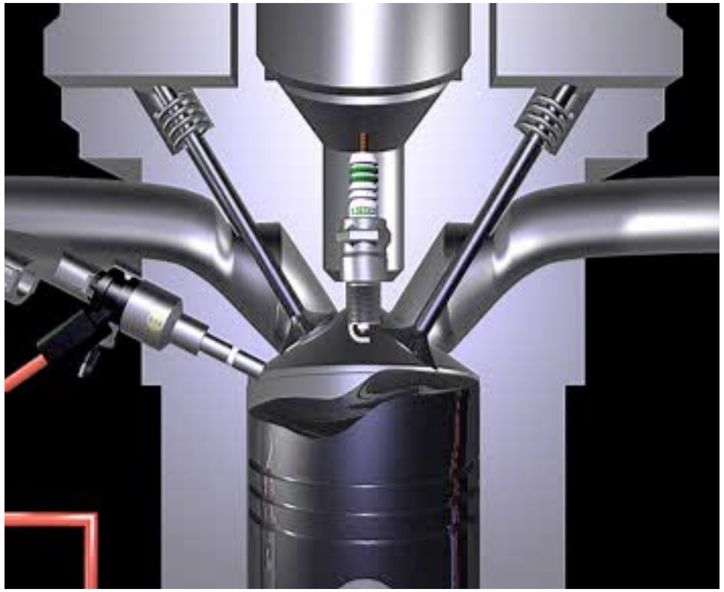
heterogeneous operating mode

(stratified mode) ⇒

for ***PART*** *load*

$$\lambda(x,y,z) = \nabla_{x,y,z}$$

$\lambda = \text{local}$



Only air is compressed, the throttle valve does not have to be closed too much => better part load efficiency

Operating principle

■ Ignition system

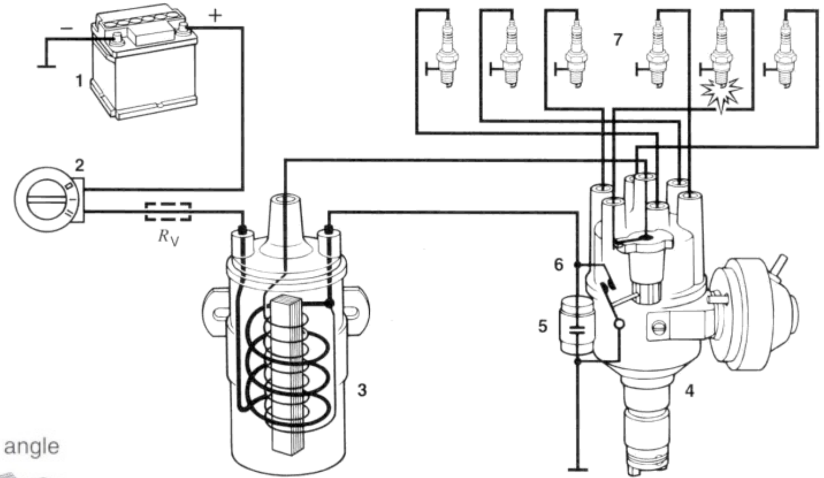
- Function : generate the required conditions to initiate the combustion process
- Energy input given by a spark ⇒ produced at high voltage between 2 electrodes ≈10 to 20 kV (10 kV * 10 mA = 100W, for 0.1 ms => 10 mJ)
- The optimal spark timing angle (advance angle) depends on the engine speed (N) and load (P_{adm}) = operating map
- Control device for spark angle α_{all}

  1) Mechanical devices (=previously)

  ⇒ Conventional coil and rotary distributors

  2) Electronic units (fully programmable) = today

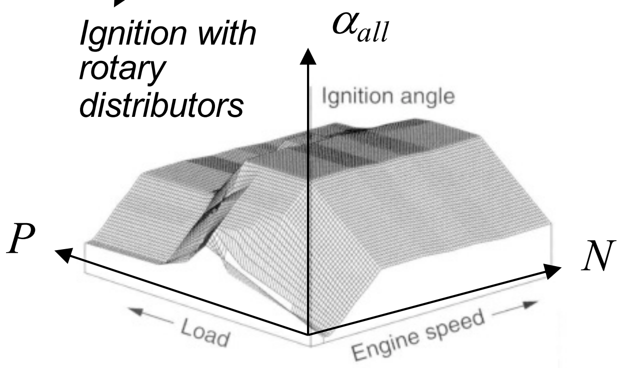
  ⇒ ECU (ignition angle map)



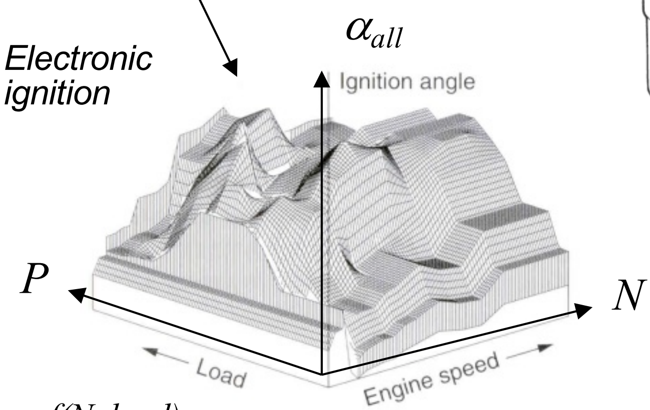
Mechanical ignition system

(spark angle based on mech. load and N)

Ignition with rotary distributors



Electronic ignition

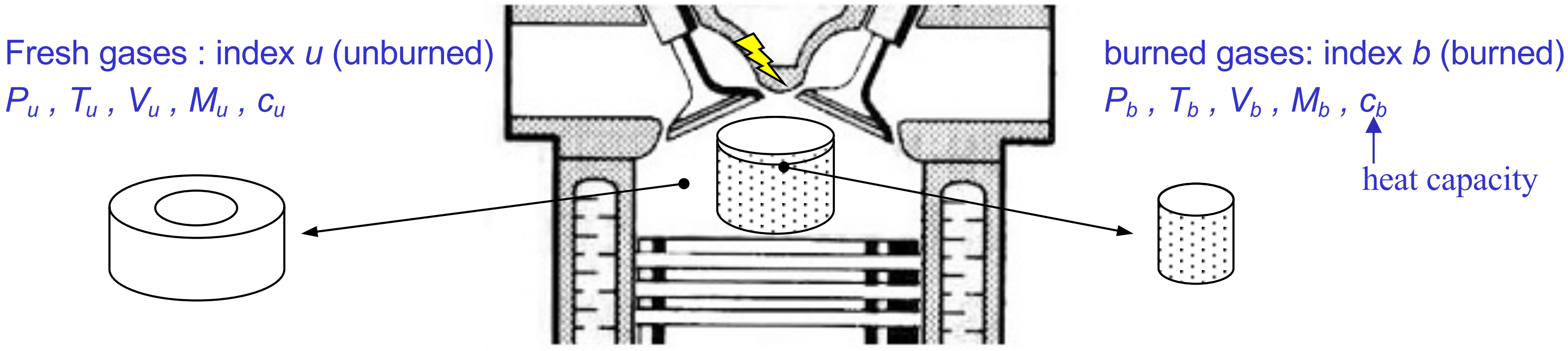


= *spark angle as f(N, load)*

‘all = allumage’ (fr) = S.I.

Operating principle

- Combustion process in S.I. engines
  - According to the ignition system used (direct *or* indirect injection), there are 2 different combustion processes in S.I engines :
    - Combustion in homogeneous mixture
    - Combustion in stratified mixture
  - For both cases, the mean to initiate the combustion is identical:
    - Ignition by an external source (spark generated by an electric discharge)
    - Propagation of a turbulent flame at high speed dividing the combustion chamber into 2 zones : fresh (unburned) gases (u) & burned gases (b) :

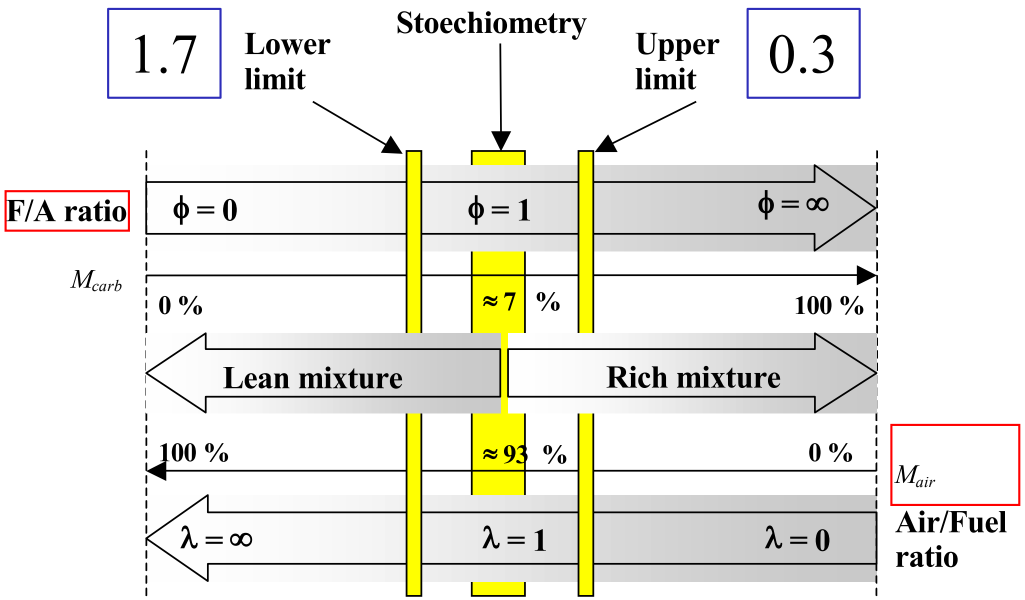


Operating principle

- Combustion process in S.I. engines
  - **<u>Homogeneous</u>** combustion process:
    - Air / Fuel ratio is constant everywhere in the comb. chamber: $\lambda(x, y, z) = \lambda_{global}$
    - Condition for flame propagation during the combustion : $L_I < \lambda < L_S$ lower and upper flammability limits (sl. 8)

      $\lambda_{mixture}$ should be contained in the flammability range: $0.3 < \lambda < 1.7$

      (going beyond these limits is only possible by stratified combustion)



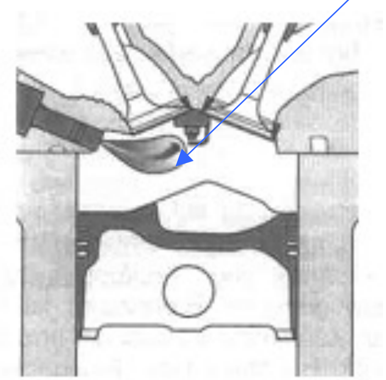
<u>In practice</u>: $\lambda = 1.0$ for exhaust gas after-treatment by 3-way catalyst (catalytic converter)

Operating principle

- Combustion process in S.I. engines
  - **Stratified** combustion process:
    - **Heterogeneity** of the Air / Fuel mixture in the C.C : $\nabla\lambda(x,y,z) \rightarrow \lambda(x,y,z) \neq \lambda_{global}$
    - Stratification of the mixture $\Rightarrow$ consists of splitting the chamber in 2 zones:

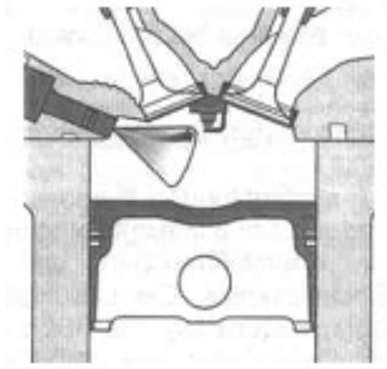
      1) A/F mixture at $\lambda_{local} \approx 1$　　　*2) Fresh Air domain (inert for the process)*

    - 3 possibilities (ways) to control the stratification:



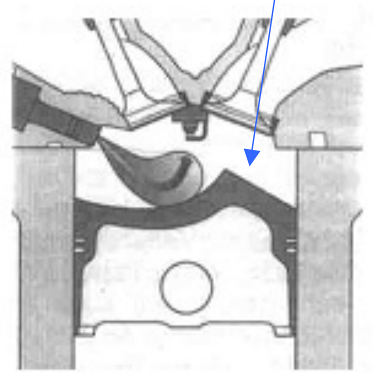
1) by the injection system

(orient fuel close to spark)



2) by the internal air motion

(vortex, turbulence)

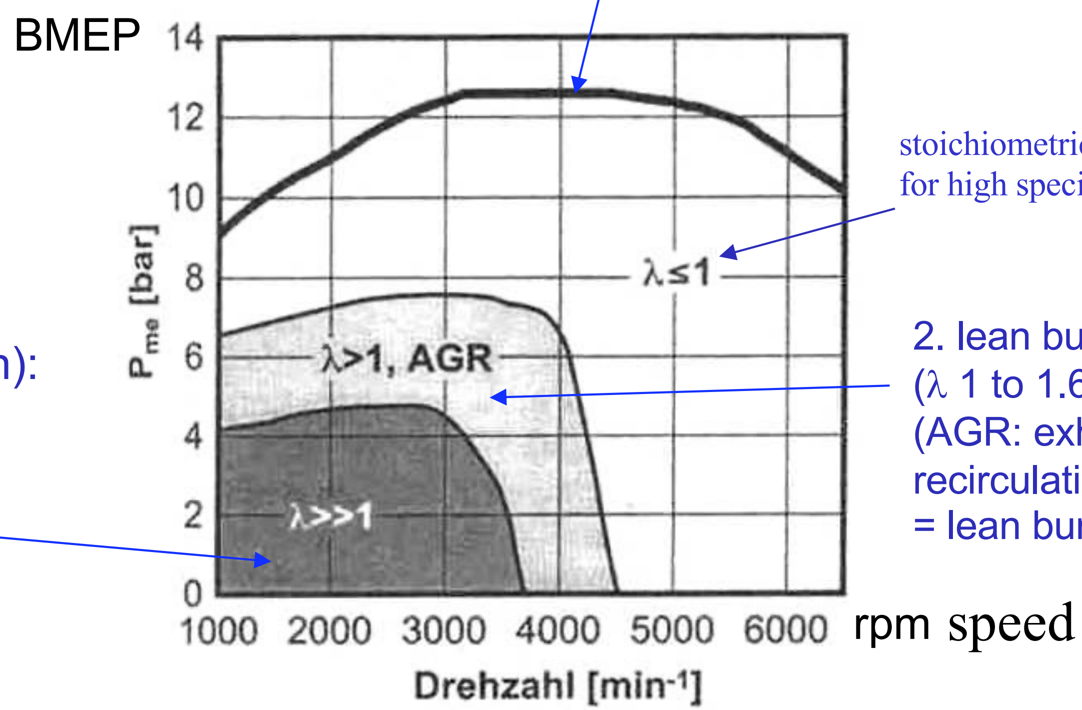


3) by the design (shape) of the chamber / piston

Combustion process in S.I. engines

1. **full load** curve : stoichiometric combustion (homog.)

atmospheric engine:



higher global λ,
2 to 5 (stratified)

3. stratified combustion domain (local combustion): used in **partial load** operation to improve the engine efficiency by reducing the pumping losses.
It represents only 1/5th of the operating **map** but most (80-90%!) of the operating time!

stoichiometric λ=1, or λ down to 0.9 for high specific power, at high speed

2. lean burn, homogeneous (λ 1 to 1.6)
(AGR: exhaust gas recirculation = lean burn combustion)

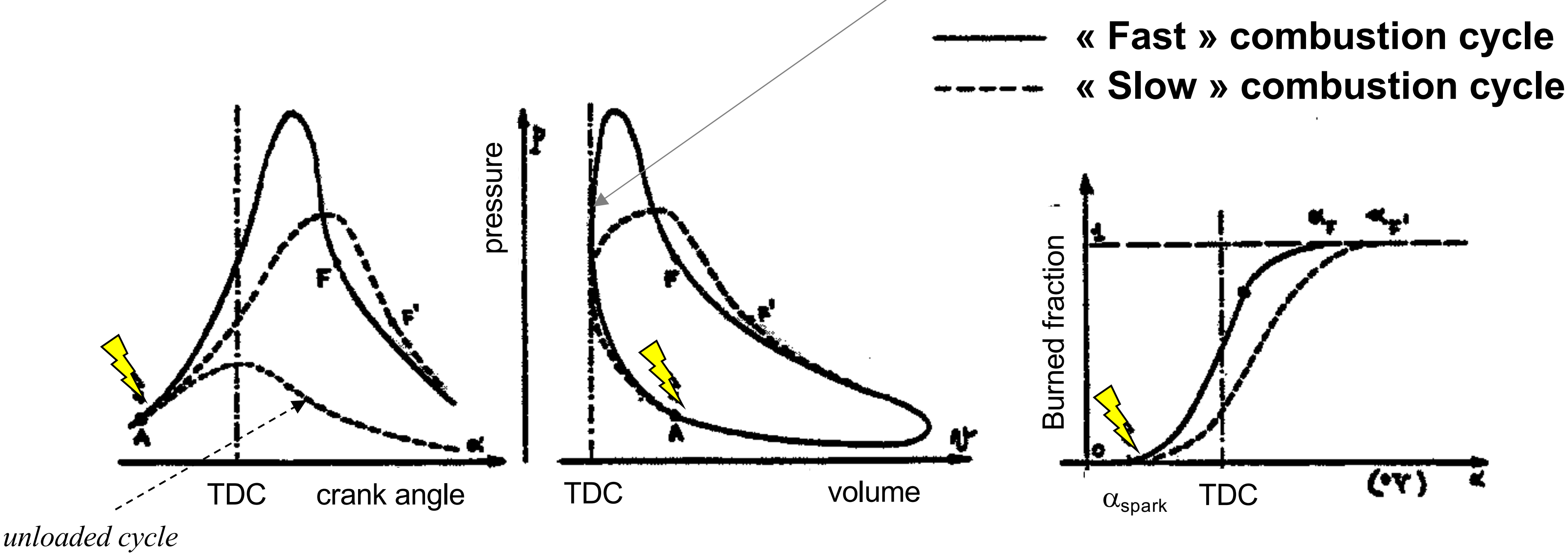
For turbocharged engines, the operating map is displaced a bit:
the engine is downsized => the full load curve goes down, the operating regime of the stratified range is widened

Operating principle

- Combustion process in S.I. engines

Key parameters affecting the combustion

- Combustion **speed**:
  - Ideal spark ignition combustion cycle = constant volume cycle



=> we want to accelerate the combustion speed (to maximise efficiency) because the combustion process in Otto engines depends only on internal parameters (ε, γ)

≠ Diesel engine, where the rate of fuel injection influences the combustion duration

Operating principle

Combustion process in S.I. engines

Key parameters affecting the combustion (1):

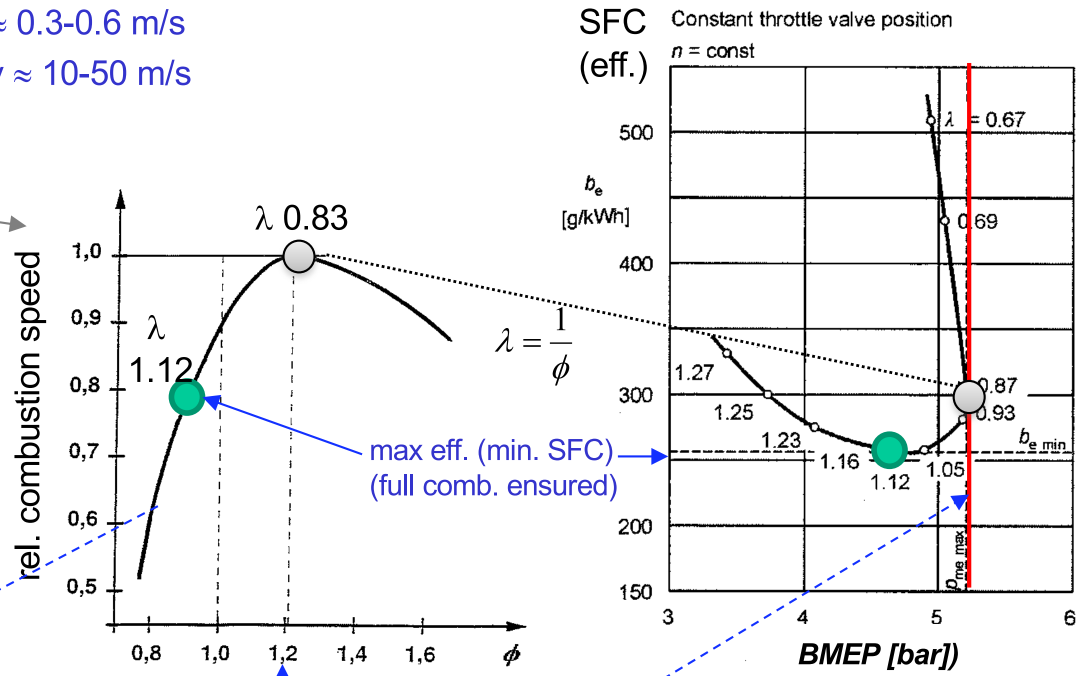
- The combustion **speed** depends on the following 4 factors:
  1) Type of fuel : example of laminar propagation speed at $\lambda \approx 1$: →
  2) Pressure and temperature conditions of the mixture
  3) Internal air motion ⇒ creation of vortex (**turbulence**)
     - ⇒ **Laminar** flame velocity ≈ 0.3-0.6 m/s
     - ⇒ **Turbulent** flame velocity ≈ 10-50 m/s
  4) **A/F ratio :**

v slow (laminar) speed for all fuels

$$\begin{cases} \vec{v}_{CH4} \approx 45\ cm/s \\ \vec{v}_{Isooctane} \approx 41\ cm/s \\ \vec{v}_{H2} \approx 325\ cm/s \end{cases}$$

factor 100

Criteria of $\dot{E}_{e\,max}$ $\neq$ Criteria of η_{max}



max eff. (min. SFC) (full comb. ensured)

steep reduction of combustion speed at λ > 1

rich mixture! => max power!

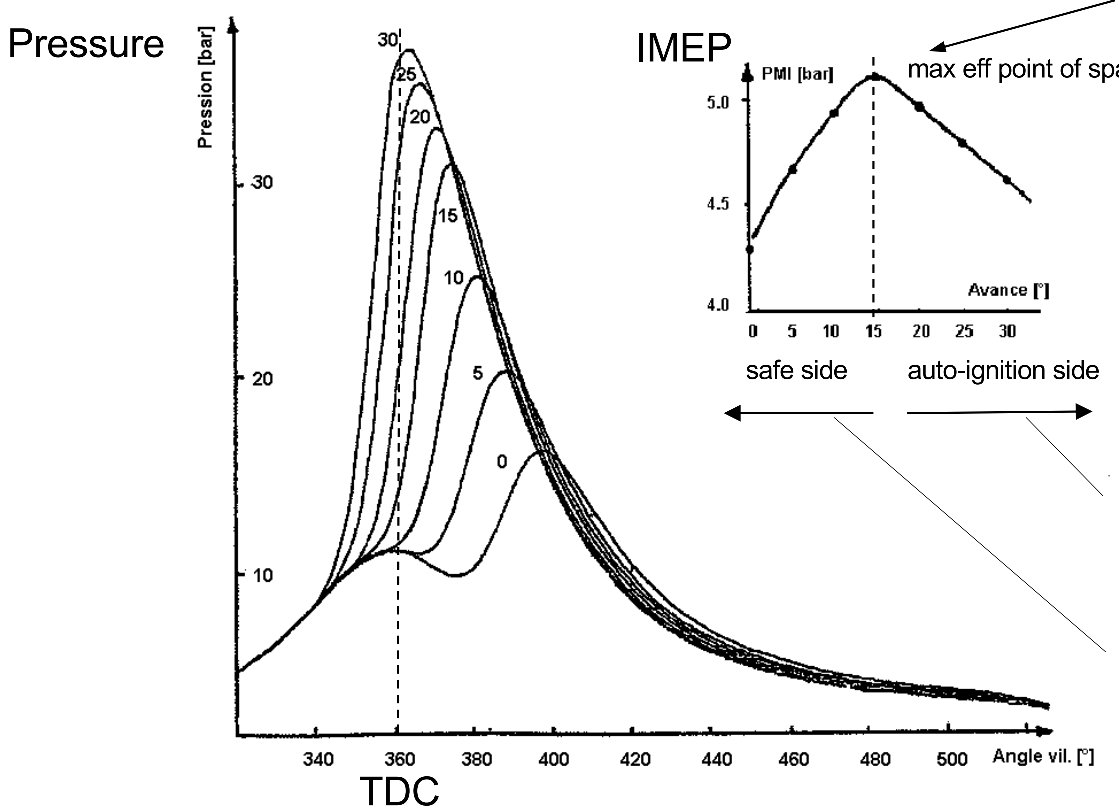
Operating principle

- Combustion process in S.I. engines

Key parameters affecting the combustion (2) : spark advance angle

⇒ enables to “set” / “time” correctly the combustion process in the engine cycle in order to minimize the loss of indicated efficiency:

$$\eta_{i,\max} = \eta_i(\alpha_{optimal})$$



Δ-IMEP: 0.8 bar (15-20%):
The spark advance angle changes the combustion P-v diagramme by 15-20%, thus also the IMEP and hence the power by 15-20%

If angle is too early, then the starting combustion will push back the piston still moving up.

If angle is too late (piston already going back down when combustion starts), too much combustion enthalpy will leave the exhaust

⇒ The « optimal » spark advance angle (called MBT: maximum break torque) maximizing the engine torque is directly linked to the combustion speed

Operating principle

- Combustion process in S.I. engines

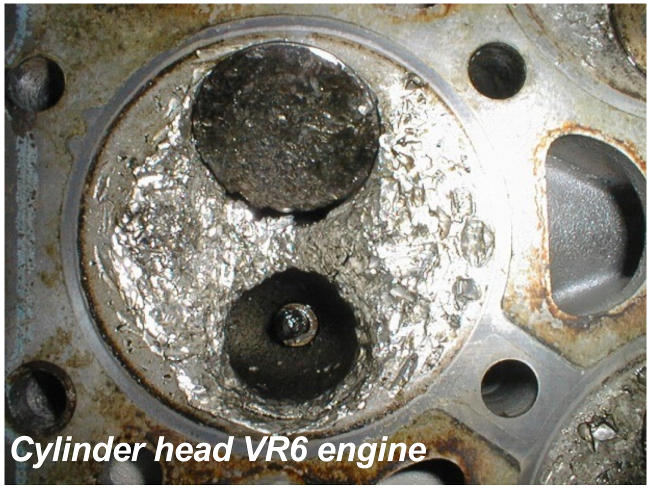
  Auto-ignition phenomenon: knocking (*in french: cliquetis*)

  - The optimal timing of the combustion is limited by the **knock** phenomenon:

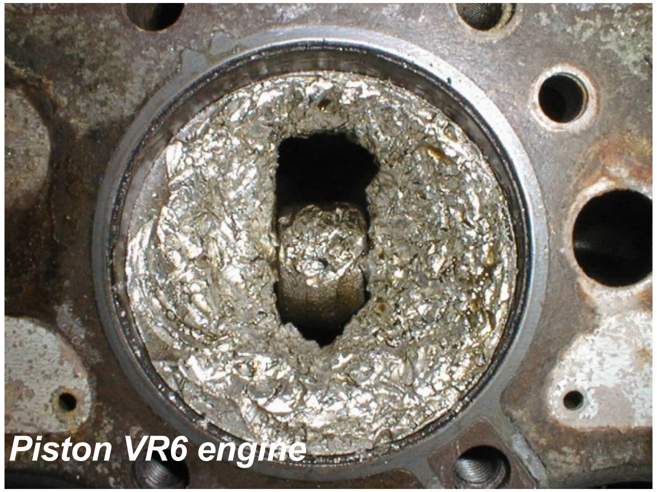
    ⇒ corresponds to the auto-ignition of a part of the unburned fuel-air mixture (end-gas) still not reached by the flame propagation.

    ⇒ This auto-ignition produces a spontaneous and rapid combustion (v_{comb} ⬀⬀) in a 2nd zone => 2 flame fronts collide, which causes high local pressure variations (shock waves) followed by high vibrations of the gases (propagation of pressure waves at a velocity of 500 to 900 m/s). (1 Mach = 340 m/s)

    ⇒ engine components can be extremely damaged (in a matter of seconds):



Cylinder head VR6 engine



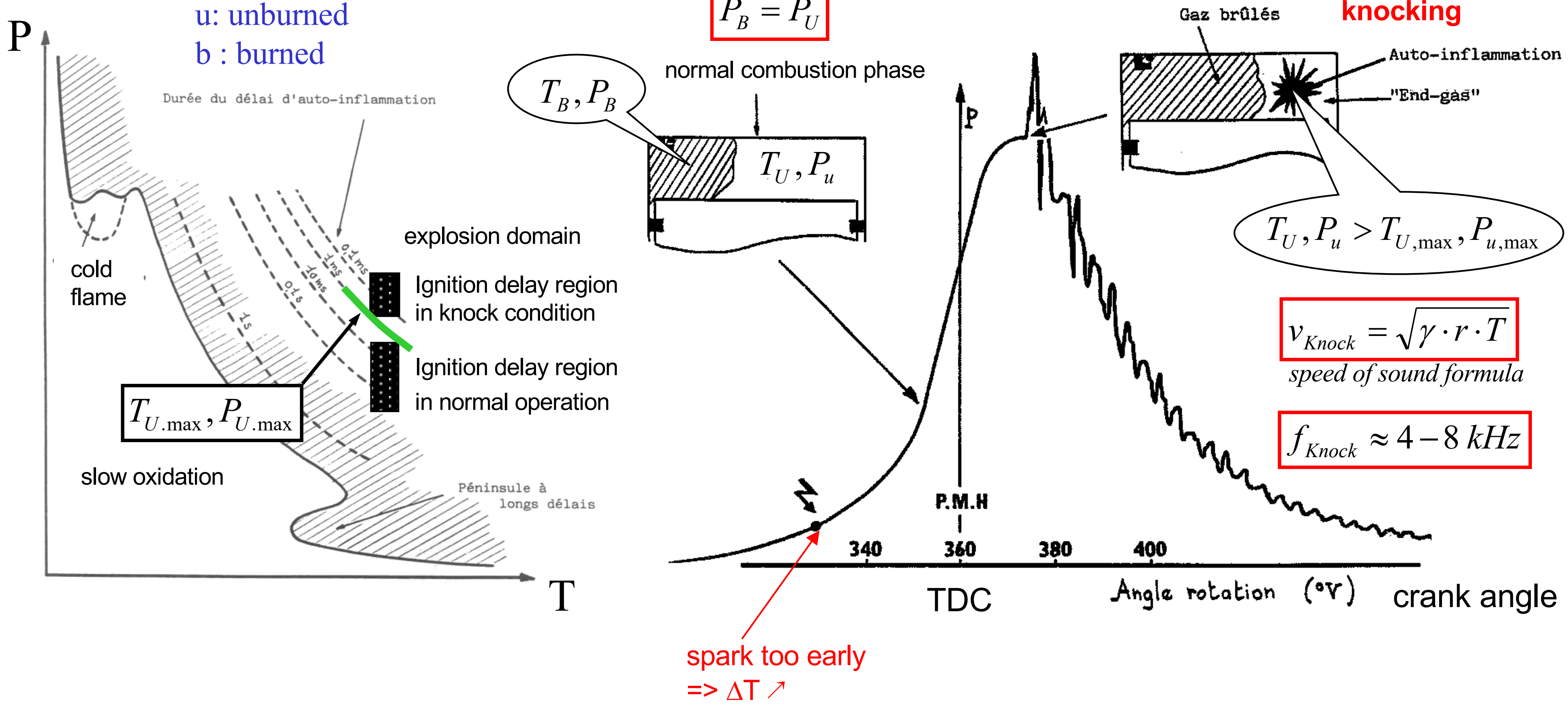
Piston VR6 engine

Operating principle

- Combustion process in S.I. engines

Auto-ignition phenomenon: knocking

- Engine cycle with knocking appearance:



$v_{Knock} = \sqrt{\gamma \cdot r \cdot T}$

speed of sound formula

$f_{Knock} \approx 4-8\ kHz$

When the accelerometer registers 4-8 kHz vibrations, the ECU has to reduce the spark advance angle.

Operating principle

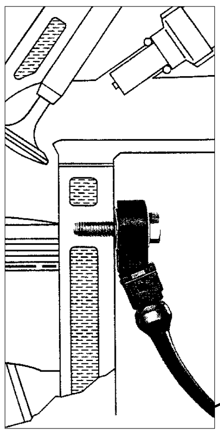
Combustion process in S.I. engines

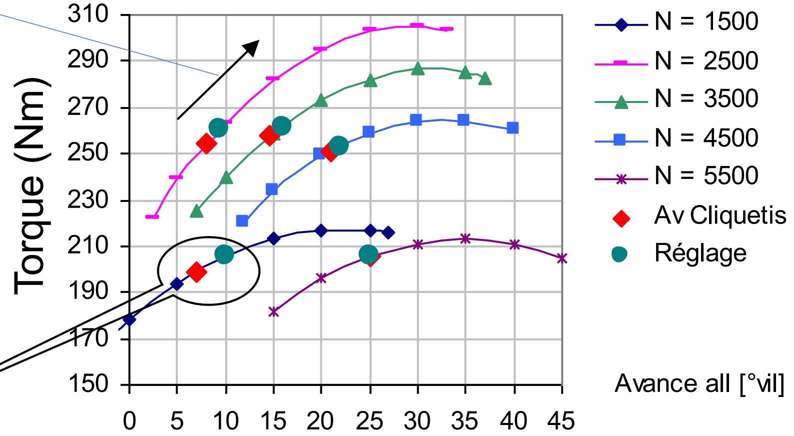
Auto-ignition phenomenon: knocking

- Influence of operating parameters on knocking tendency:
  1. Air/Fuel mixture composition
     ⇒ Tendency to increase the ***RON*** of the fuel
  2. Temperature and pressure of the fresh gas mixture
     ⇒ Tendency to reduce (!) the compression ratio (ε ⬀ for ⬀ η_i) !
     ⇒ Tendency to reduce α_{all} (spark advance angle)
     until knock occurrence

corresponds to RON increase
(higher resistance to auto-ignition)

knock sensor
(accelerometer)





@2500 rpm:
Torque 250 Nm → 300Nm:
we could have 20% more power by moving the advance angle by -20;
however, the knocking limit prevents us from doing it.

Green : limit of knocking occurrence
Red : safety margin fixed by the ECU

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Load regulation parameters

- Relations (cf. Diesel engine slides)
  - **Multicylinder :**
    - $\dot{E}_e$ as a function of $\dot{M}_A$:

$$\dot{E}_e = \underbrace{\eta_{mec} \cdot \eta_i}_{\eta_e} \cdot \underbrace{\dot{M}_A \cdot q}_{\dot{M}_F \cdot LHV} \quad \text{with} \quad q = \begin{cases} \dfrac{LHV}{R_{A/F}} \cdot \dfrac{1}{\lambda} & if \quad \lambda \geq 1 \\ \dfrac{LHV}{R_{A/F}} & if \quad \lambda \leq 1 \end{cases}$$

    - $\dot{M}_a$ as a function of P_{coll}, T_{coll} :

$$\dot{M}_A = n_c \cdot \underbrace{\eta_{vol} \cdot \frac{P_{coll}}{r \cdot T_{coll}} \cdot V_u \cdot n}_{M_A} \quad \text{with} \quad V_{cyl} = n \cdot V_u$$

$\dot{M}_A$: Total mass air flow of the engine

n_c : Number of engine cycles per second

M_A : Mass of air introduced into a cylinder and per cycle

q : Energy content of the mixture : [kJ/kg_{air}]

    - $\dot{E}_e$ as a function of P_{coll}, T_{coll} :

$$\dot{E}_e = \underbrace{\eta_{mec} \cdot \eta_i}_{\eta_e} \cdot \underbrace{\underbrace{\frac{N}{60 \cdot n_{TM}}}_{n_c} \cdot \underbrace{\eta_{vol} \cdot \frac{P_{coll}}{r \cdot T_{coll}} \cdot V_u \cdot n}_{M_A}}_{\dot{M}_A} \cdot q$$

Rem: 'coll(ector) = intake, admission'

Load regulation parameters

- Load regulation for S.I. engines: summary

A) **Stoichiometric** engines : $\lambda = 1$ → $\lambda \neq$ no means of action !

- Effective power depends on ⇒ $\dot{E}_e = f\left(\eta_{mec}, \eta_i, N, M_A, q(\lambda = 1)\right)$

Means of action on $\dot{E}_e$:

Mass of air : M_A

$$M_{air} = f(\eta_{vol}, T_{adm}, P_{adm})$$

Pressure variation into the manifold

⇒ P_{coll} is the only means of action to control the power

⇒ Problem: for atm. Otto engines: $P_{coll} \approx P_0$

⇒ creation of a pressure drop on the intake manifold system (throttle valve) in order to have $P_{coll} << P_0$

Energy content of the mixture : q

$$q = f(LHV, R_{A/F}, \lambda)$$

Fuel/Air ratio variation is limited by the stoichiometric operating mode of the engine

q = cte

P_{adm} ⇒ means of action to reduce the power of stoichiometric engines

⇒ potential to increase the maximal power of the engine

Load regulation parameters

- Load regulation for S.I. engines: summary

B) **Lean burn** engines : $\lambda > 1$

- Effective power depends on ⇒ $\dot{E}_e = f\left(\cancel{\eta_{org}}, \cancel{\eta_i}, \cancel{N}, M_A ✓, q(\lambda) ✓\right)$

secondary action ← Means of action on $\dot{E}_e$: → primary action

Mass of air : M_A	Energy content of the mixture : q
$M_{air} = f(\eta_{vol} \searrow, T_{adm} \searrow, P_{adm} \nearrow)$	$q = f(\cancel{LHV}, \cancel{R_{A/F}}, \lambda \nearrow)$

Pressure variation into the manifold

⇒ P_{coll} is a means of action to control the power

⇒ Creation of a pressure drop on the intake manifold system (throttle valve) in order to have $P_{coll} < P_0$

Fuel/Air ratio variation

⇒ Problem : flammability range (λ >1.6) homogeneous

⇒ Solution : F/A ratio gradient ($\nabla\lambda$) heterogeneous, global λ 2-5

Stratified engines

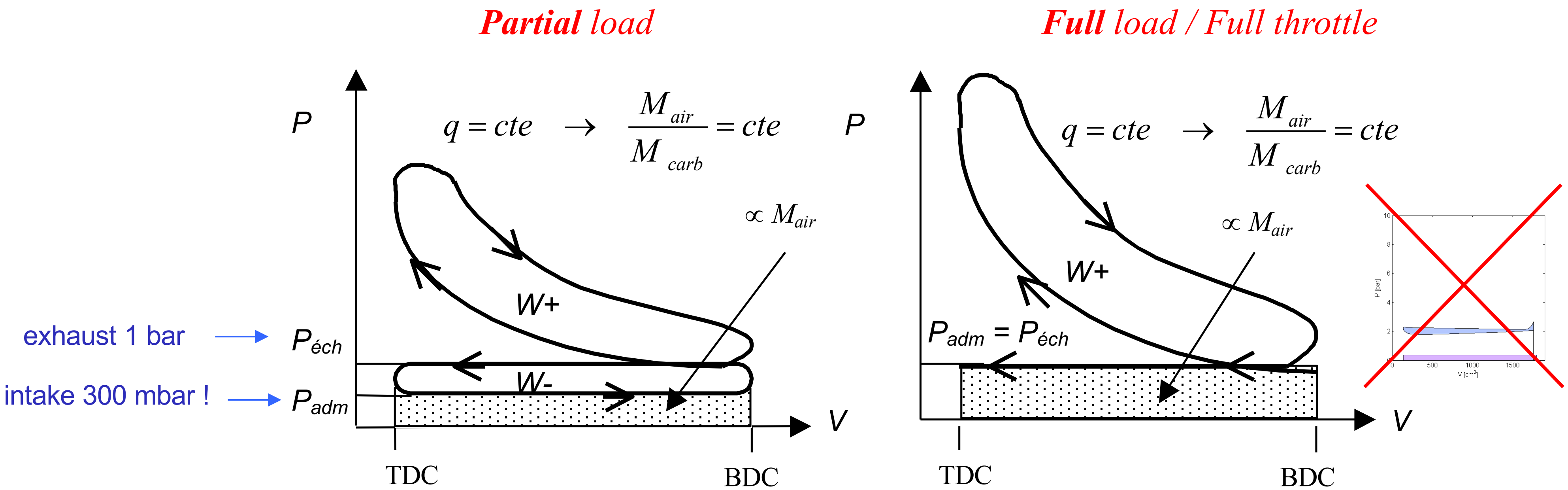
P_{coll} ⇒ complementary means of action to change / control the engine load

λ ⇒ main means of action to change / control the engine load

A stratified engine still has a throttle valve, but it is more often wide open, and reduced only slightly.

Load regulation parameters

- **Partial** load operation
  1. Action on P_{coll} (=P_{adm}):



⇒ Operation at a constant A/F ratio : λ = 1

⇒ During partial load operation, creation of a negative low-pressure loop in the engine cycle generates “pumping losses”:

$$IMEP_{LP} \approx \Delta P_{exh-adm} = P_{exh} - P_{adm}$$

Load regulation parameters

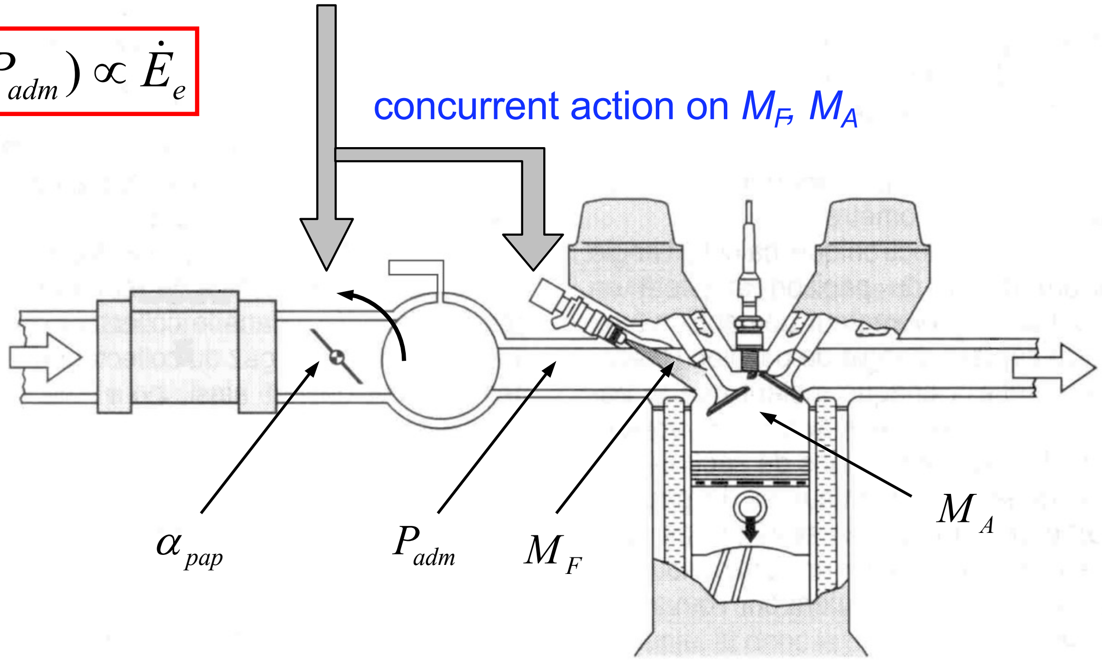
- **Partial** load operation
  - Control of $\dot{E}_e$ by action on the throttle valve in order to reduce the pressure into the intake manifold (to maintain λ=1)

$$\begin{array}{|lcl|} M_A & \rightarrow & \text{var} \\ P_{adm} & \rightarrow & \text{var} \\ M_F & \rightarrow & \text{var} \\ \lambda & \rightarrow & cte \end{array}$$

$$\nearrow \alpha_{pap} \rightarrow \nearrow P_{adm} \rightarrow \nearrow M_F \ (\propto \nearrow M_A) \rightarrow \nearrow \dot{E}_e$$

(vanne papillon)

$$M_A(P_{adm}) \propto \dot{E}_e$$



Animation (throttle valve):

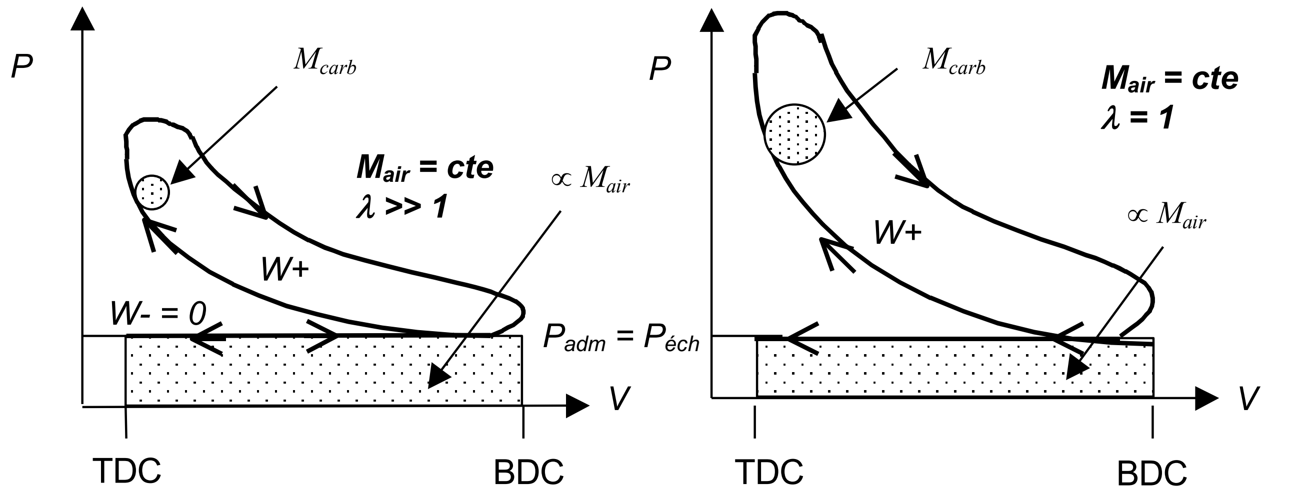
Load regulation parameters

- **Partial** load operation

  2. Action on λ :

with FSI, no need to reduce M_A as much (by the throttle valve)

***Partial** load* — ***Full** load / Full throttle*



⇒ λ_{global} is above the flammability limit, but $\lambda_{local} \approx 1$ so the flammability conditions of the mixture are locally satisfied

⇒ In both cases, absence of a negative low pressure loop in the engine cycle, leading to improvement of the global efficiency

Avoid the low pressure loop by having a ≈same amount of air in the cylinder, by the fuel stratified condition: controls the partial load without a throttle valve at the air inlet.

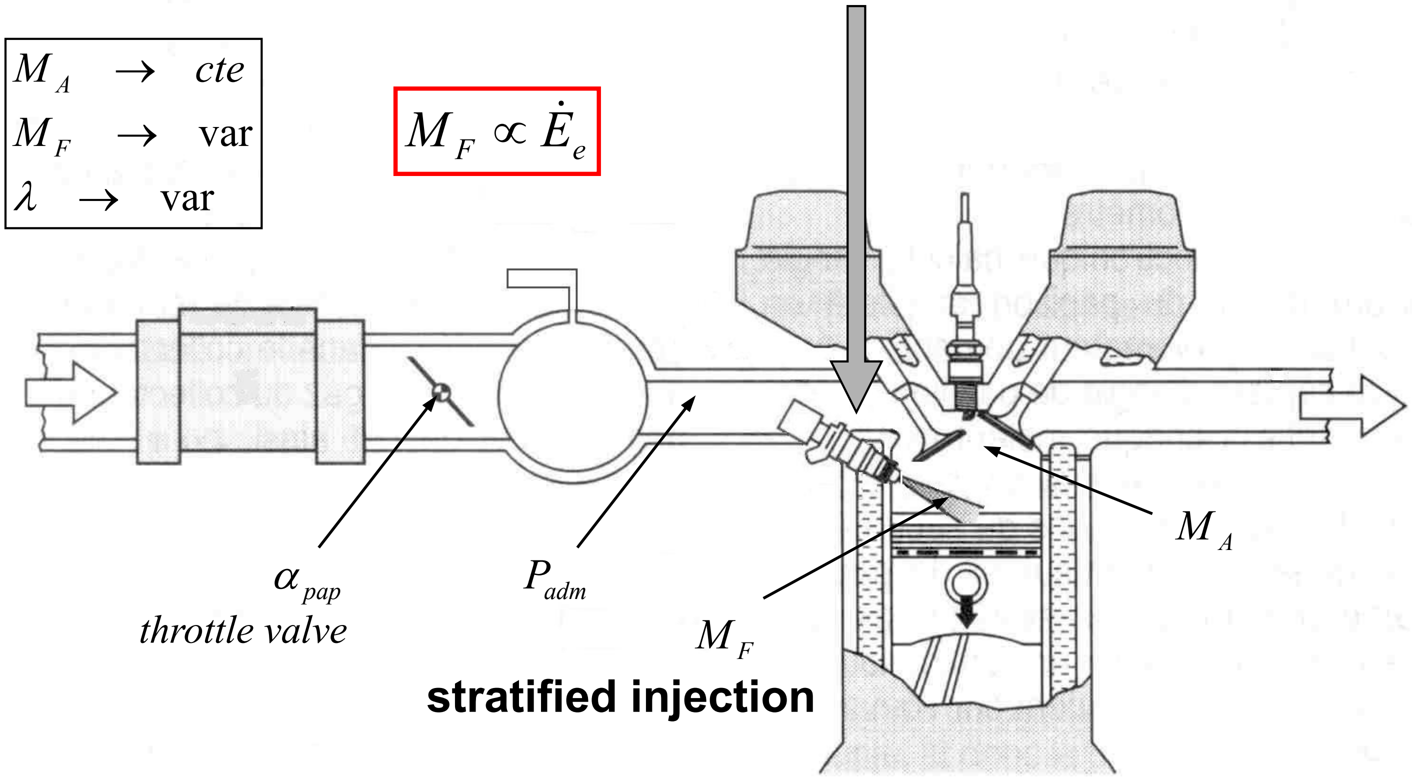
Load regulation parameters

- Partial load operation
  - Control of $\dot{E}_e$ by **action on the injected fuel quantity** :

$$\nearrow M_F\ (M_A = cte) \rightarrow \searrow\lambda \rightarrow \nearrow q \rightarrow \dot{E}_e \nearrow$$

$$M_A \rightarrow cte$$
$$M_F \rightarrow \text{var}$$
$$\lambda \rightarrow \text{var}$$

$$M_F \propto \dot{E}_e$$



Load regulation parameters

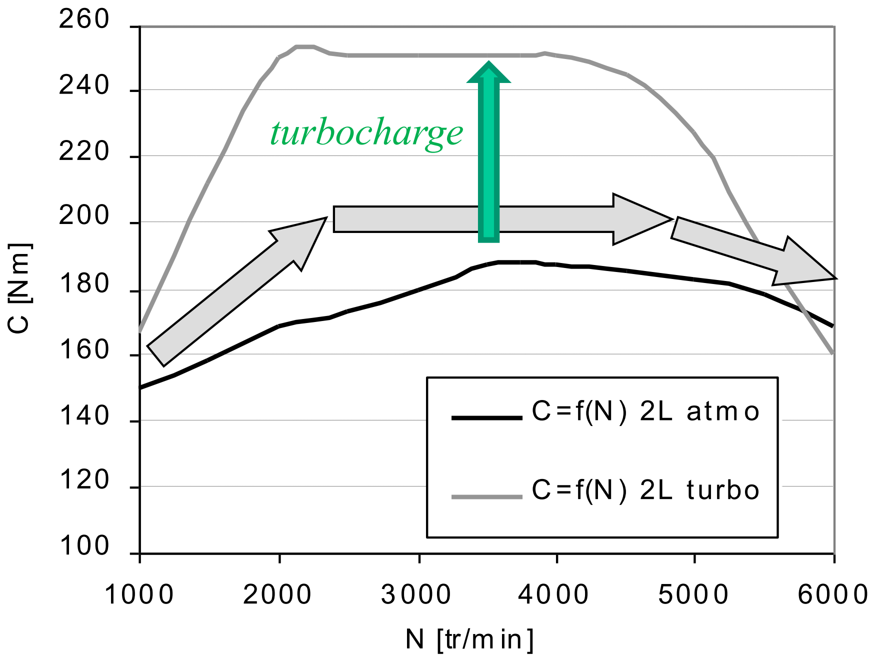
- **Full** load operation

means of action

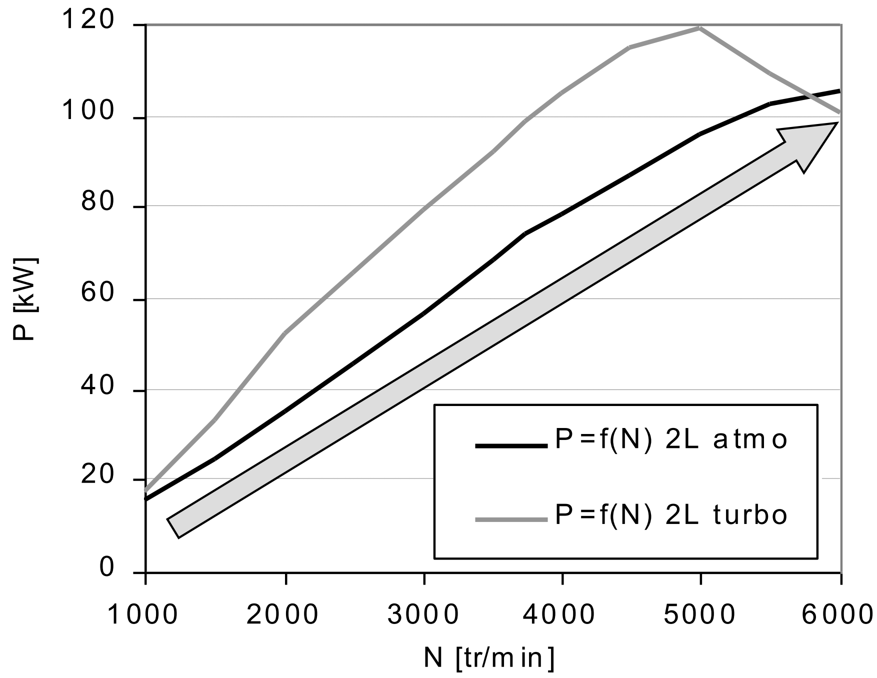
  - Reminder : Effective power depends on $\Rightarrow$ $\dot{E}_e = f(N, \eta_{vol}, P_{adm}, \eta_i, q)$

1. Engine speed : *N*

torque at full load



power at full load



Load regulation parameters

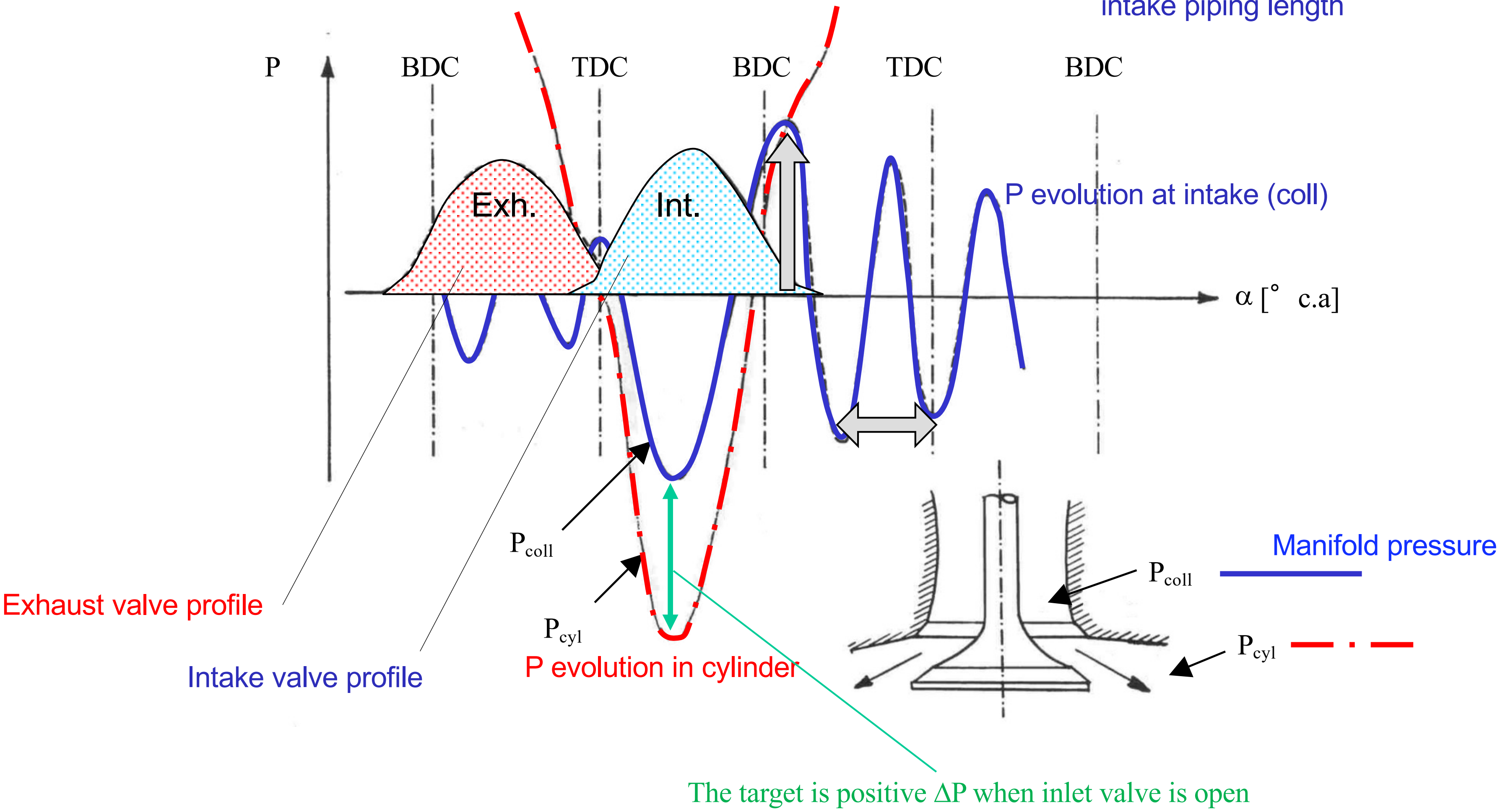
- **Full** load operation

2. Volumetric efficiency : η_{vol}

crank angle at inlet valve opening (IO) and closing (IC)

$$\eta_{vol} = f\left(L_{pipes}, \alpha_{IO}, \alpha_{IC}\right)$$

intake piping length

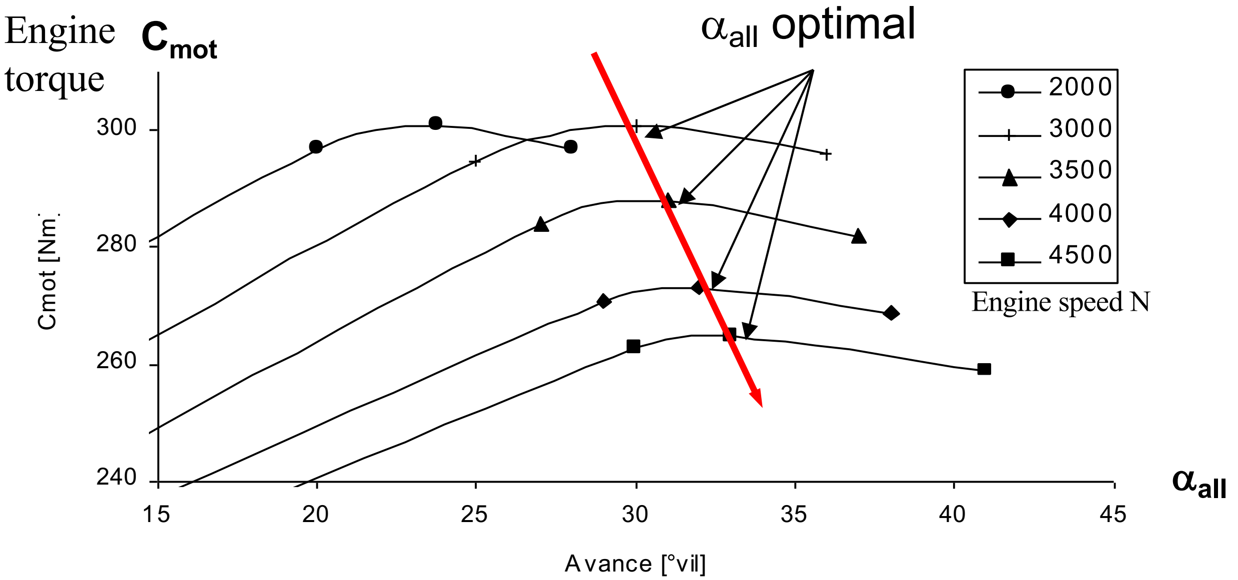


Load regulation parameters

- **Full** load operation

  3. Intake pressure : P_{coll} (Turbocharging, see Chapter 4)
  - Compressor $\Rightarrow$ mechanical driveshaft on the crankcase
  - Turbocharger $\Rightarrow$ $h_{exhaust}$ recovery by a turbine

  4. Indicated efficiency : η_i $\Rightarrow$ optimal spark advance angle α_{all} (limited action)



For each full load point (as fct of engine speed N) there is an optimal spark advance angle α_{all} , in order to maximize the torque C

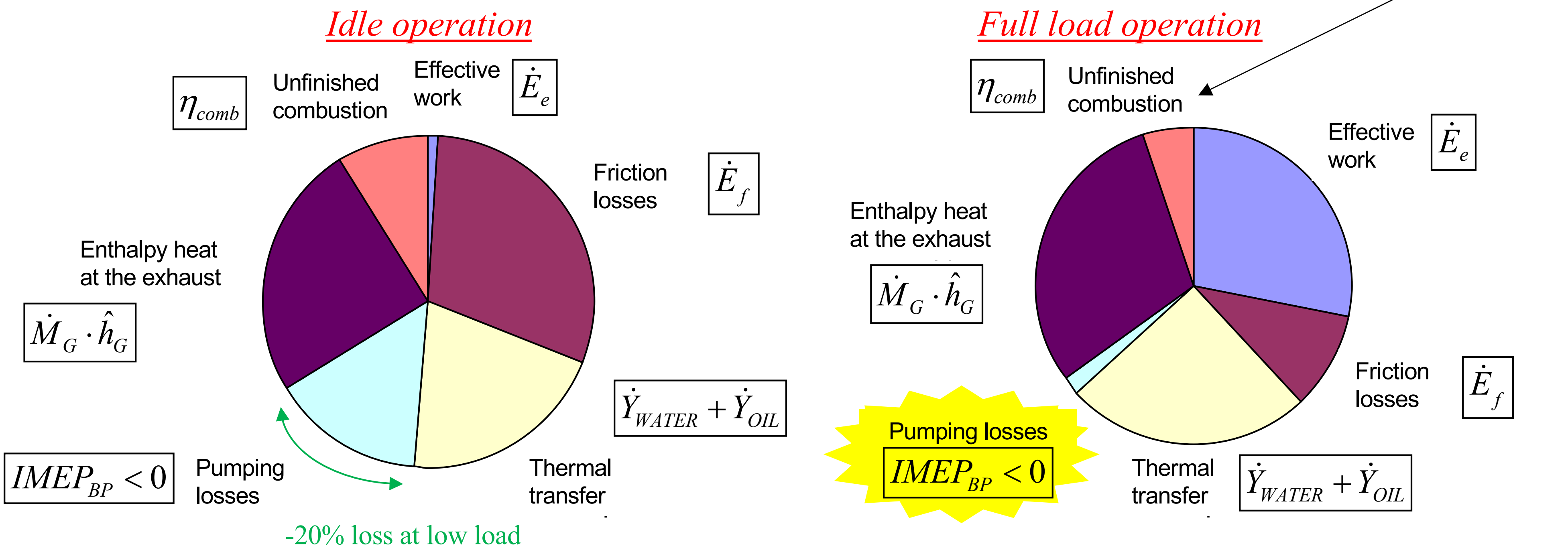
Content of Chapter 5

- Application range
- Operating principle
  - Fuel properties of gasoline
  - Injection system
  - Ignition system
  - Combustion process in S.I engines
- Load regulation parameters
  - Partial load operation
  - Full load operation
- Energy distribution in S.I. engines
  - Origin of losses and representation in the operating map
  - Comparison between C.I. and S.I. Engines

Energy distribution in S.I. engines

Energy balance for S.I. Engines

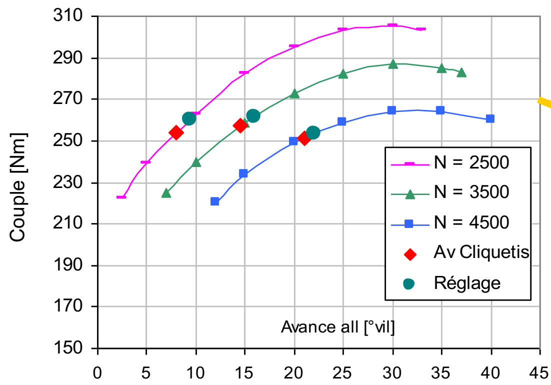
- Origin of losses :
  - Losses by unfinished combustion (specially in full load operation if $\lambda < 1$, rich burn conditions)
  - Enthalpy losses at the exhaust (T_{exh} is higher than C.I. engines because ε = 9 to 12:1)
  - Heat transmitted to cooling / oil circuits
  - Friction losses and driving the auxiliary components
  - Pumping losses in partial load operation ($IMEP_{BP} < 0$) (not the case with C.I.)

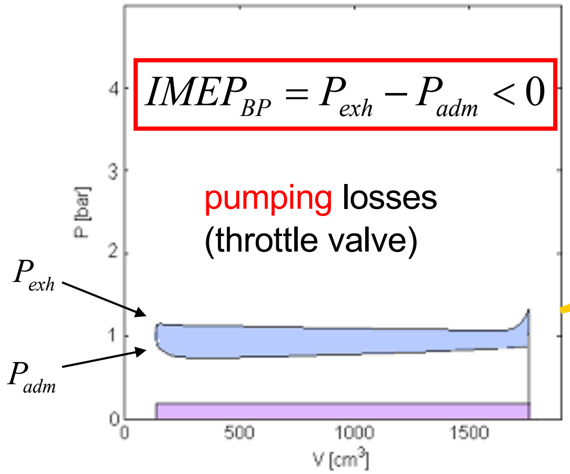


Energy distribution in S.I. engines

- Energy balance for S.I. Engines
  - Representation in operating map

knocking limit: spark advance angle has to be reduced=>lower efficiency





$$IMEP_{BP} = P_{exh} - P_{adm} < 0$$

pumping losses (throttle valve)

P_{exh}

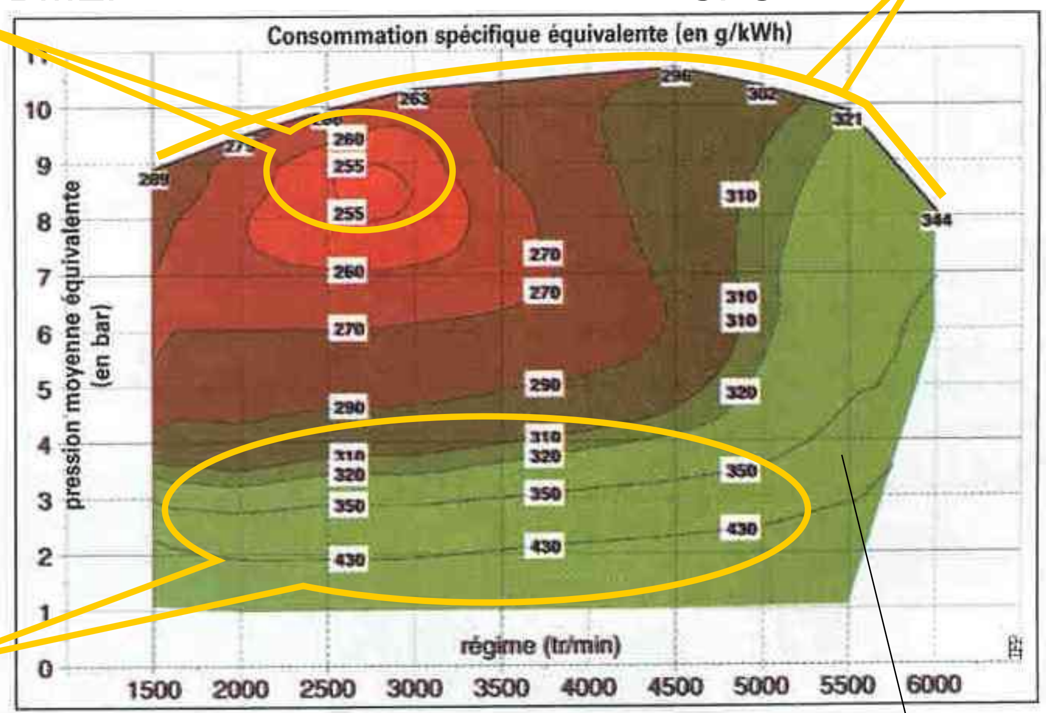
P_{adm}

red: high efficiency

green: low efficiency

BMEP

SFC



Fuel excess for high power: poor efficiency

$$\lambda(\dot{E}_{e,\max}) < 1$$

SFC [g/kWh]	η_g [%]
220	38.0
230	36.4
250	33.5
260	32.2
280	29.9
300	27.9
350	23.9
400	20.9
500	16.7
900	9.3
1500	5.6
3000	2.8

engine speed↗ : higher friction loss

Energy distribution in S.I. engines

- Energy balance for S.I. Engines
  - Origin of losses and operating map

    SUMMARY :

    ⇒ Low efficiency by **low load** operation due to pumping losses for stoichiometric engines (λ=1)

    ⇒ Optimal efficiency at **high load** is limited by knocking phenomena (reduction of spark advance angle, towards TDC)

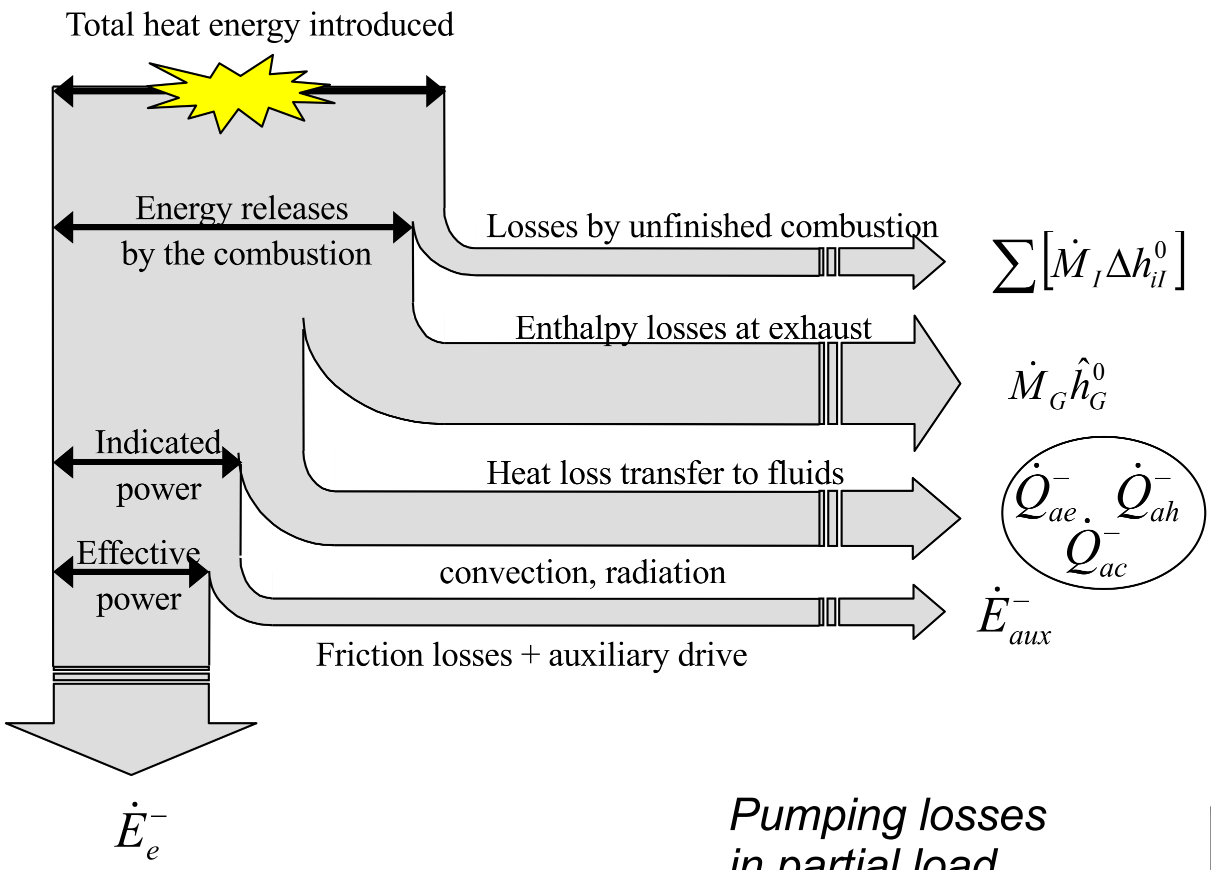
    ⇒ The use of a low compression ratio (limited by knocking) puts at a disadvantage the global efficiency in the whole operating map

    ⇒ The maximal power (in full load) is obtained for rich burn conditions (λ<1), hence efficiency degrades

=> Development axes of S.I. engines are focused on the improvement of global efficiency

Energy distribution in S.I. engines

- Comparison between C.I. and S.I. Engines
  - Energy balance :



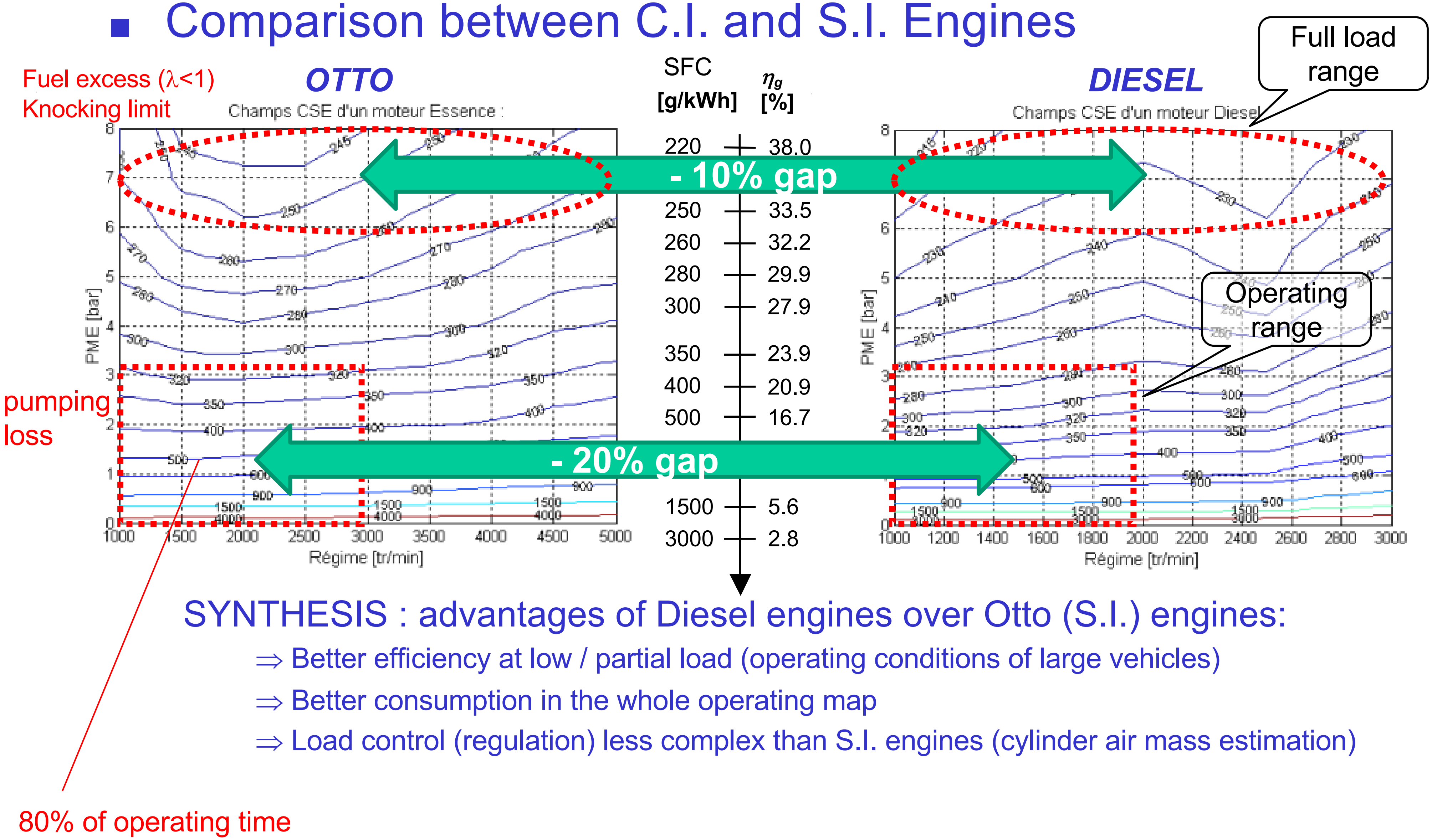
λ @ max power

$\eta_{Otto} \approx 30-35\%$ $\eta_{Diesel} \approx 40-45\%$

	Otto (S.I.)	Diesel (C.I.)
Losses by unfinished combustion	- ($\lambda_{max} < 1$)	+ ($\lambda_{mean} > 1$)
Enthalpy losses at exhaust	- - $T_{exh} \approx$ 800-900° C	+ $T_{exh} \approx$ 500-600° C
Heat loss transfer to fluids	=	=
Friction losses + auxiliary drive	+ (low auxiliaries)	- (injection syst.) *(fuel injection pump)*
Pumping losses in partial load	- -	+

Energy distribution in S.I. engines

- Comparison between C.I. and S.I. Engines



SYNTHESIS : advantages of Diesel engines over Otto (S.I.) engines:

⇒ Better efficiency at low / partial load (operating conditions of large vehicles)

⇒ Better consumption in the whole operating map

⇒ Load control (regulation) less complex than S.I. engines (cylinder air mass estimation)