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Everything You Need to Solve Diesel Problems Quickly and Easily • Rudolf Diesel • Diesel Basics • Engine Installation • Fuel Systems • Electronic Engine Management Systems • Cylinder Heads and Valves • Engine Mechanics • Turbochargers • Electrical Fundamentals • Starting and Generating Systems • Cooling Systems • Greener Diesels **Fundamentals of Medium/Heavy Duty Diesel Engines Jones & Bartlett Learning** *Thoroughly updated and expanded, Fundamentals of Medium/Heavy Diesel Engines, Second Edition offers comprehensive coverage of basic concepts and fundamentals, building up to advanced instruction on the latest technology coming to market for medium- and heavy-duty diesel engine systems.* **Cycle World Magazine Cities and Cars A Handbook of Best Practices McFarland** *The focus of public officials and citizens in most large urban centers is on public mass transportation, such as trains, light-rail systems, and the increased use of buses. In the interim, traffic management practices have increased in importance. This volume collects essays on the aspects of this complex subject.* **Metro California Builder & Engineer Troubleshooting and Repairing Diesel Engines, 5th Edition McGraw Hill Professional** *This fully updated, money-saving guide shows, step by step, how to repair and maintain diesel engines Thoroughly revised to cover the latest advances, this resource equips you with the state-of-the-art tools and techniques needed to keep diesel engines running smoothly and in top condition. The book offers comprehensive and practical coverage of diesel technology and clearly explains new diesel/hydrogen and diesel/methane engines. Troubleshooting and Repairing Diesel Engines, Fifth Edition covers new engine technology, electronic engine management, biodiesel fuels, and emissions controls. This new edition contains cutting-edge information on recent developments, including turbocharging and changes in the composition of conventional fuel. You will find out how to successfully carry out repairs and get professional results while saving money. •Covers a broad range of diesel engine makes and models•Features helpful facts, specifications, and flow charts •Written by a master mechanic and bestselling author* **Cycle World Jane's International Defense Review IDR. Mass Transit New Generation of Electric Vehicles BoD – Books on Demand** *Important factor in political decision-making is a public opinion as well. Therefore, it is very important to raise global ecological awareness and wider public education regarding ecology. Goal of this book is to bring closer to the readers new drive technologies that are intended to environment and nature protection. The book presents modern technique achievements and technologies applied in the implementation of electric vehicles. Special attention was paid to energy efficiency of EV's. Also today's trends, mathematical models and computer design elements of future cars are presented.* **Mine Ventilation Proceedings of the 10th US / North American Mine Ventilation Symposium, Anchorage, Alaska, USA, 16-19 May 2004 CRC Press** *The purpose of the 10th US North American Mine Ventilation Symposium in Anchorage 2004 was to bring together practitioners involved in the planning and operation of underground ventilation systems, to provide a forum for debate and exchange of ideas, and to share information on the advances which have been made and consider problems which remain in the broad field of mine ventilation. The Mine Ventilation Symposium series has always been a premier forum for ventilation experts, practitioners, educators, students, regulators and* *manufacturers from around the world to exchange knowledge, ideas and opinions. This volume features over sixty selected technical papers from fifteen countries around the world including topics such as mine fires and explosions,case studies, diesel in underground mines, face ventilation, ventilation systems design, strata gas and control, ventilation and control systems, modeling and software development, dust generation, transport and control.* **AN EXPERIMENTAL STUDY OF A PASSIVE NOx ADSORBER (PNA) FOR THE REDUCTION OF COLD START DIESEL EMISSIONS** *Abstract : Medium and heavy-duty diesel engines contribute nearly a third of all NOx emissions nationwide. Further reduction of NOx emissions from medium and heavy-duty diesel engines is needed in order to meet National Ambient Air Quality Standards (NAAQS) for ambient particulate matter and ozone. Current diesel engine aftertreatment systems are very efficient at reducing NOx emissions at exhaust temperatures above 200 °C, however at exhaust temperatures below 200 °C there are significant NOx emissions at the tailpipe. Therefore, a reduction of diesel engine cold start and low speed/load operation emissions, where exhaust temperatures are below 200 °C, is needed. Utilizing a passive NOx adsorber (PNA) to adsorb NOx emissions at temperatures below 200 °C and reduce tailpipe NOx emissions is part of the solution. In this research, over 200 hours of experimental testing was carried out on a Johnson Matthey Diesel Cold Start Concept Catalyst (dCSCTM), a passive NOx adsorber with hydrocarbon trapping ability on an oxidation catalyst. Storing NOx emissions while the aftertreatment system downstream of the PNA is at temperatures below 200 °C needs to be supplemented by externally heating the aftertreatment system downstream of the PNA. This would reduce the time the aftertreatment system is at temperatures below 200 °C. The faster the aftertreatment system reaches operating temperature the less risk of substantial NOx emissions at the tailpipe, because the storage capacity of the dCSCTM is finite. Methods such as electric heaters, fuel burners, engine calibration, engine hardware changes, and others to quickly reach desired aftertreatment temperatures are being researched. The EPA and CARB are preparing to monitor the emissions regulation compliance of medium and heavy-duty diesel engines by using on-board diagnostics, throughout the useful life of the engine. They are also investigating thermal and chemical catalyst poisoning in order to accurately age and predict the life of the aftertreatment system. Improving processes and reducing contaminants in fuels can reduce the risk of chemical catalyst poisoning. A 2013 6.7L Cummins ISB (280 hp) diesel engine was used for a series of experiments to quantify the NO, NO2, and NOx storage and release performance of the dCSCTM. NOx storage experiments were performed at a range of temperatures from 80 to 250 °C and NOx release experiments were performed at temperatures from 200 to 450 °C. The portion of NO, NO2, and NOx that is converted and the portion that remains stored on the dCSCTM and the oxidation characteristics of the dCSCTM at these temperatures were also quantified. Peak NOx storage capacity of the dCSCTM was found to be at temperatures from 125 to 150 °C. Throughout the testing, a decrease in the total NOx storage capacity was observed. However, the 200-second dCSCTM NOx storage capacity remained constant throughout testing. The percentage of stored NOx released was observed to be over 70% if the dCSCTM temperature ramped through 200 to 265 °C and/or reached 350 °C. These temperatures coincide with the desired* *operating temperatures of current aftertreatment systems. The dCSCTM also shows over 50% NO to NO2 oxidation at temperatures from 200 to 400 °C and a peak oxidation performance of 90% at 300 °C. At temperatures of 150 °C and above, the dCSCTM oxides 90 to 100% of CO to CO2. At 80 to 125 °C, the dCSCTM oxidizes 50 to 70% of the CO entering the substrate to CO2.* **State of Alternative Fuel Technologies, 2001 Society of Automotive Engineers Review of the 21st Century Truck Partnership, Second Report National Academies Press** *In July 2010, the National Research Council (NRC) appointed the Committee to Review the 21st Century Truck Partnership, Phase 2, to conduct an independent review of the 21st Century Truck Partnership (21CTP). The 21CTP is a cooperative research and development (R&D) partnership including four federal agencies-the U.S. Department of Energy (DOE), U.S. Department of Transportation (DOT), U.S. Department of Defense (DOD), and the U.S. Environmental Protection Agency (EPA)-and 15 industrial partners. The purpose of this Partnership is to reduce fuel consumption and emissions, increase heavy-duty vehicle safety, and support research, development, and demonstration to initiate commercially viable products and systems. This is the NRC's second report on the topic and it includes the committee's review of the Partnership as a whole, its major areas of focus, 21CTP's management and priority setting, efficient operations, and the new SuperTruck program.* **Public Works Manual Commercial Carrier Journal CCJ. AN EXPERIMENTAL INVESTIGATION INTO THE EFFECT OF PARTICULATE MATTER ON NOx REDUCTION IN A SCR CATALYST ON A DPF** *Abstract : The study of NOx reduction across the SCRF® is presented in this report to understand the inlet and outlet NO, NO2, NH3 species from the SCRF®. The SCRF® is a prototype SCR catalyst on a Diesel Particulate Filter (DPF) that reduces NOx and PM at the downstream location. The SCRF® reduces the packaging volume of the aftertreatment components in order to reduce the cost, volume and weight of the aftertreatment system. A total of 12 experiments were performed on a Cummins ISB 2013 280 hp engine and the aftertreatment system. The tests were performed to investigate the NOx reduction performance of the SCRF® under various Particulate Matter loading. The loading phase has been divided into two stages: Stage 1 and Stage 2. Stage 1 begins after all the PM has been removed from the SCRF®, which is then followed by Stage 2 loading. The engine is run at 2400 rpm and 200 Nm load with different fuel rail pressures for a duration to achieve PM loadings of 0, 2, and 4 g/L (grams of PM per volume of the SCRF®) in the SCRF®. For the testing of the SCRF® without PM loading, a Catalyzed Particulate Filter (CPF) was placed before the SCRF®. After the loading phase, NOx reduction stage was run at different engine conditions. The engine speed and load conditions were selected for the NOx reduction stage, named as test points 1, 3, 6, and 8, in order to attain a wide range in space velocities, inlet temperatures and NO2/NOx ratios in the SCRF®, which are the major parameters determining NOx reduction efficiency in the SCRF®. The exhaust temperature varied from 206 to 443 °C, inlet NO2/ NOx ratio varied from 0.22 to 0.46, and space velocity varied from 13.5 to 48.2 k/hr. Urea was dosed in the decomposition tube before the SCRF® to determine the NOx conversion efficiency at different ammonia to NOx ratio (ANR) values. The ANR values considered for the NOx reduction and NH3 slip were 0, 0.8, 1, 1.2, and 1.2 repeat. The ANR of 1.2 was repeated in the urea dosing* *cycle. It was found that the NOx conversion efficiency across the SCRF® is maximum for test points 3 and 6 i.e. for the temperature range of 300-350°C. The NO2/NOx ratio at those points was around 0.42-0.46. It is observed that the loading in the SCRF® does not affect the NOx conversion efficiency at low (205 °C) and high (440 °C) temperature points but affects in between. The NOx conversion efficiency improved with PM loading until 300 °C SCRF® inlet temperature and decreased (with PM loading) after 350 °C. There is noticeable ammonia oxidation at temperatures above 400 °C in the SCRF® that affects NOx conversion efficiency [1]. At higher temperature of about 440 °C, NH3 slip is observed varying with PM loading in the SCRF®. With PM loading, NO2 assisted oxidation increases the concentration of NO [2] and affects the NOx conversion efficiency. It is concluded from the results that the NO2 concentration across the SCRF® decreased with PM loading and SCRF® temperature due to NO2 assisted PM oxidation. The impact of PM loading on NOx reduction in the SCRF® was insignificant below 300 °C. NOx conversion decreased by 3 - 5 % above 350 °C with increase in PM loading from 0 to 2 and 4 g/L, due to consumption of NO2 via passive oxidation of PM. The NOx concentration is not completely converted across the SCRF® at temperatures above 350 °C even if dosed with an ANR value of 1.2.* **Engine Lubricants, Effects of Fuels & Lubricants on Automotive Devices, and Lubricant Applications & New Test Methods Commercial Vehicle Alternative Fuels 2007 Advanced Diesel Engines and Liquid Alternative Fuels** *"June 2003."/"SAE International Future Transportation Technology Conference, Costa Mesa, California, June 23-25, 2003"--Page [4] of cover./Includes bibliographical references* **AN EXPERIMENTAL INVESTIGATION INTO THE EFFECT OF NO2 AND TEMPERATURE ON THE PASSIVE OXIDATION AND ACTIVE REGENERATION OF PARTICULATE MATTER IN A DIESEL PARTICULATE FILTER** *Abstract : In this study the oxidation of particulate matter (PM) retained in a catalyzed particulate filter (CPF) is investigated to understand the kinetics of PM oxidation. Seven passive oxidation and four active regeneration experiments were performed on a Cummins ISB 2013 280 hp engine and the production aftertreatment system adapted to a lab setup, in order to study the NO2 assisted and thermal oxidation of the PM retained in the CPF. The CPF was loaded with PM produced by the engine and the PM was then oxidized in the CPF under various Passive Oxidation (PO) and Active Regeneration (AR) conditions. First, the engine was operated at an engine condition that produced PM at a greater rate than the production setting, in order to load the CPF to 3.0±0.4 g/L in a suitable time of 6 hours. To study the NO2 assisted oxidation, exhaust at pre-determined engine conditions with low PM concentration (2 concentration and temperature was flowed through the CPF. During the PO testing, the exhaust temperature into the CPF varied from 299 - 385°C, the NO2 concentration varied between 137 - 1013 ppm and the exhaust mass flowrate varied between 3.63 - 12.0 kg/min. Thermal oxidation was studied by operating the engine at a specific condition where the exhaust at the Diesel Oxidation Catalyst (DOC) inlet was at a higher temperature than the light-off temperature of hydrocarbon oxidation in the DOC (300 °C). Late combustion cycle fuel dosing was performed and the hydrocarbons in the dosed fuel were oxidized across the DOC. This created an exotherm and raised the exhaust temperature into the CPF to the required value between 498 - 575°C to oxidize the PM retained in the*

CPF at the end of loading, by reaction with O2. The O2 concentration into the CPF varied between 8.17 to 9.03%. It was found that the NO2 assisted kinetics could be represented using the standard Arrhenius equation. The activation energy obtained using the standard Arrhenius model, is 94 kJ/gmol and the pre-exponential factor obtained is 25.5 1/ppm/s. The thermal oxidation reaction rate could be similarly represented using the O2 concentration and temperature over the range of conditions studied. The activation energy for thermal oxidation was found to be 136 kJ/gmol and the pre-exponential factor obtained is 3.56 1/ppm/s. It was found that for two of the passive oxidation tests, the reaction rates were higher than that predicted using the Arrhenius representation. The Loading Engine Condition also showed higher reaction kinetics than the NO2assisted kinetics. The engine and exhaust conditions as well as reaction rates obtained as part of this study are intended to be compared to the corresponding values obtained for a SCR-in-DPF substrate that is currently being studied at Michigan Tech as the next phase of study. The purpose of this comparison is to understand the difference in performance of both aftertreatment systems in light of their respective weights and volumes. The data obtained during this study is also being used to calibrate the 1-D CPF model at MTU. An introduction to the model is provided in this thesis, and the important variables of the study that are also used for model calibration are presented in the appropriate sections. **Jane's Urban Transport Systems Janes Information Group** *Surveys the systems, manufacturers and consultants within the global market. City by city, you can analyse and review both current operations and future plans. Provides traffic statistics, fleet lists and numbers in service. Provides contact details and background of approx. 1,500 manufacturers* **Commercial Carrier Journal for Professional Fleet Managers CCJ. Emissions Technologies Consulting-specifying Engineer Transportation & Distribution Yachting Street TurbochargingHP1488 Design, Fabrication, Installation, and Tuning of High-Performance Street Turbocharger Systems Penguin** *Transform an average car or truck into a turbocharged high performance street machine. A handbook on theory and application of turbocharging for street and high-performance use, this book covers high performance cars and trucks. This comprehensive guide features sections on theory, indepth coverage of turbocharging components, fabricating systems, engine building and testing, aftermarket options and project vehicles.* **Marine Diesel Engines F & S Index United States Annual The Diesel Odyssey of Clessie Cummins Carnot USA Books Lloyd Register of Shipping 1938 Sailing Vessels Lloyd's Register** *The Lloyd's Register of Shipping records the details of merchant vessels over 100 gross tonnes, which are self-propelled and sea-going, regardless of classification. Before the time, only those vessels classed by Lloyd's Register were listed. Vessels are listed alphabetically by their current name.* **Annual Index/Abstracts of Sae Technical Papers, 2005**