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Throttleless
Engine

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Throttleless Engine

We have developed an engine control concept, called the Throttleless Premixed Charge Engine (TPCE), which

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provides the necessary range of power and torque adjustment without throttling by using a combination of lean mixture and intake air preheat to adjust torque. Higher intake temperatures reduce the air density and thus power and torque.

Throttleless Premixed-Charge Engines

The slower the engine

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runs, the more the throttle butterfly closes, thus the more energy loss.

Valvetronic mechanism get rid of throttle butterfly thus saves fuel, especially at lower rev. According to the EU combined test cycle consist of high speed and low speed running, the 1.8-litre Valvetronic engine used by 316ti Compact saves 10% fuel (at 53.3 mpg or 5.3 litre / 100 km).

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AutoZine Technical School

throttleless operation, using valve-head load control can be achieved by either early or late intake valve closing. This section describes and compares both these methods for improving part load fuel economy. Intake valve closing concepts. Part 3: other part load strategies. There are of

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course many other ways of improving engine fuel economy.

Throttle-less Operation | MECHADYNE

achieve throttleless spark-ignition (SI) operation over the entire engine operating range, the engine must operate at fuel-air equivalence ratios well below the lean limit ($\phi \sim 0.60$) of a homogeneous natural

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gas-air charge. To achieve these equivalence ratios, the fuel-air charge must

Development of a Throttleless Natural Gas Engine: Final Report

Development of a natural gas-fueled engine capable of throttleless operation is discussed in this paper. This development was conducted under a program funded by the

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National Renewable Energy Laboratory to investigate methods to increase the efficiency of natural gas engines.

Development of a Throttleless Natural Gas Engine

B&S 3.5 HP Throttleless Engine Problem. I am sure this is redundant but I need to determine how to remove the carburetor on this engine to make sure there is no obstruction

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or varnish build-up that could be causing the engine to run very rough. I have replaced the plug but no help there. The mower was running perfectly last time in use but ...

B&S 3.5 HP Throttleless Engine Problem - HobbyTalk

All recip engines use some form of "throttling". SI gasoline engines throttle the intake airflow, and then

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regulate the fuel flow to ensure a suitable A/F ratio and stable combustion. There have been several production gasoline engines (such as BMW's Valvetronic) that used variable intake valve control to "throttle" the engine.

Throttle-less intake - F1technical.net

Your engine starts within the first two pulls - or we will repair

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it free of charge.

Splash Lubrication

Ensures adequate lubrication throughout the crankcase during normal operating conditions.

675EXi Series™ Petrol Lawn Mower Engine | Briggs & Stratton

Throttleless induction system eliminates frictional pumping losses incurred in traditional (throttle

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body) spark engines.

Disadvantages of HCCI

High cylinder pressures
require stronger (and
more expensive)
engine construction.

How Homogeneous Charge Compression Ignition Works

A governor is a device
within an engine that
allows it to consistently
run at its optimum
power. The governor
adjusts to changes in
terrain, responding by

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opening or closing the throttle to allow for more or less engine power.

How to Adjust a Briggs & Stratton Governor | Hunker

In SI engines, the air-fuel mixture quantity has to be controlled by the throttle, resulting in a large pumping loss particularly at low loads. Thus, in general traditional commercial

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SI engines have worse fuel economy but better tailpipe emissions than CI engines .

Throttleless and EGR-controlled stoichiometric combustion ...

Throttleless operation using EGR alone to control the engine output cannot be achieved because there is a limit to the amount of EGR that

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can be used at part load before the combustion process deteriorates. As the EGR level in the mixture is increased, the combustion speed tends to decrease until the process eventually becomes unstable.

Other Strategies To Improve Part Load Fuel Economy | MECHADYNE

Pauly's lawn mower
repair, Converted this

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automatic throttle
mower to manual after
it had low iddle
issues... "idle
problems".. ..This was
my neighbors
trashed...

Converting lawn mower to manual throttle

Diesels are also able to
operate at a huge
range of A/F ratios
unlike the gasoline
engine. In some cases
the diesel engine is

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sucking in 10X more air than needed. Throttle bodies are a control/restriction point. They restrict/control air flow which is why the intake manifold has a vacuum when running.

"Throttle-less" engines? | 8th Generation Honda Civic Forum

To adjust a Briggs & Stratton governor, a person must adjust the

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static setting. This reduces the amount of play that in the governor. To adjust the governor, a wrench and a clamp tool is required. Step 1: Loosen the clamp. Loosen the clamp bolt located on the governor crank until it moves easily.

What Is the Way to Adjust a Briggs & Stratton Governor ...

I am sure this is

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redundant but I need to determine how to remove the carburetor on this engine to make sure there is no obstruction or varnish build-up that could be causing the engine to run very rough. I have replaced the plug but no help there. The mower was running perfectly last time in...

**B&S 3.5 HP
Throttleless Engine
Problem | Hobbyist**

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The Throttleless Otto-Cycle Natural Gas Engine (TONE) concept was proposed as a way to make vehicular use of natural gas-fueled engines more competitive. This research has shown that it is possible to increase operating efficiency, and therefore fuel efficiency and range using the TONE concept.

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Throttleless Otto- cycle natural gas engines. Final report

...

I have a Kohler engine on a lawn mower that surges at a high idle. The only markings I can find is that is 20hp. It - Answered by a verified Technician

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