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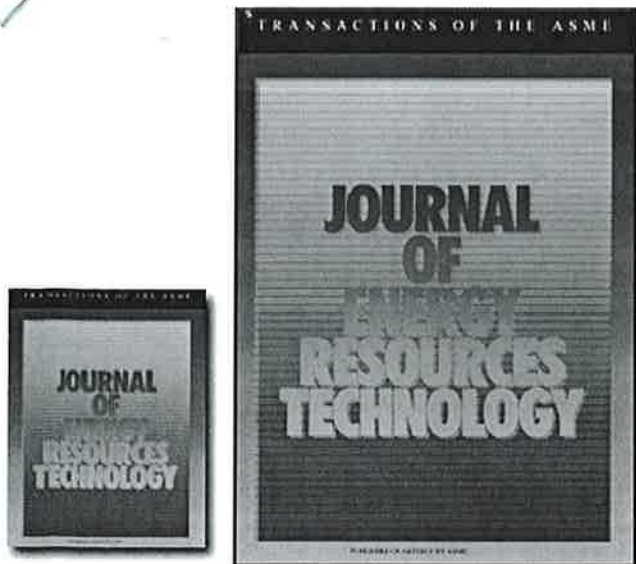
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Diesel Engine Optimization for Electric Hybrid Vehicles

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ABSTRACT

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Talal F. Yusaf
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Performance and emission testing for a single cylinder four-stroke diesel engine have been experimentally performed to determine the optimum operation conditions for this engine when it is used as a hybrid power unit. The studied operation parameters included brake specific fuel consumption (BSFC), exhaust emission (NO_x, CO, CO₂, and O₂), and engine life. The results indicate that the lowest BSFC of the engine was found when the engine runs around 1 kW charging load at speed ranged between 1900 rpm and 2700 rpm. As the speed of the engine is maintained constant, the minimum level of BSFC is below 300 g/kW h at around 1900 rpm. The best engine operation conditions, for low emission, are found at engine speed around 2500 rpm. It was found that the oxides of nitrogen remain within the acceptable level (below 180 ppm) for such a diesel engine. The battery charge has been conducted at constant speeds, where the lubricant oil temperature was constant and always below maximum temperature; this is a good indication for longer engine life.

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