



Modeling Combustion Control for High Power Diesel Mode Switching

Poster Location P-20

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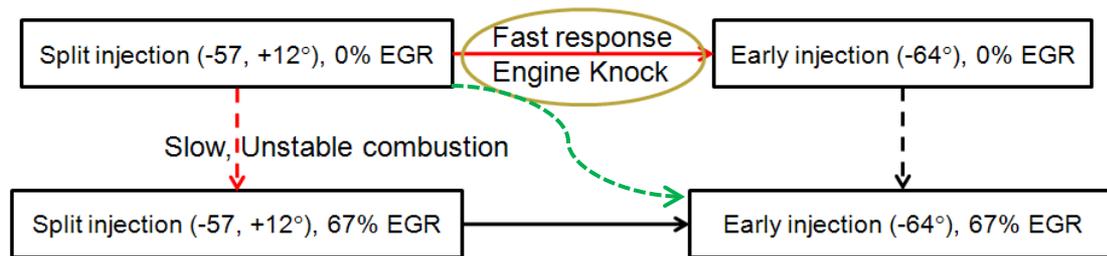
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Motivation

- High power LTC-diesel mode operation
- Transient operation
- Emission Certification

Conditions

- 1737 RPM, 11.6 bar IMEP
- Mode switch from Traditional to PCCI Mode
 - Fuel Injection control (~1 cycle response)
 - VVT
 - EGR, Boost (~100 cycles response)



Preliminary Results

- No emission spikes
- Better combustion control
 - Engine Knock avoidance
 - Stable IMEP transition

