Proceedings of the FISITA 2012 World Automotive Congress are selected from nearly 2,000 papers submitted to the 34th FISITA World Automotive Congress, which is held by Society of Automotive Engineers of China (SAE-China) and the International Federation of Automotive Engineering Societies (FISITA). This proceedings focus on solutions for sustainable mobility in all areas of passenger car, truck and bus transportation. Volume 1: Advanced Internal Combustion Engines (I) focuses on: • New Gasoline Direct Injection (GDI), Spark Ignition (SI) & Compression Ignition (CI) Engines and Components • Fuel Injection and Sprays • Fuel and Lubricants • After-Treatment and Emission Control Above all researchers, professional engineers and graduates in fields of automotive engineering, mechanical engineering and electronic engineering will benefit from this book. SAE-China is a national academic organization composed of enterprises and professionals who focus on research, design and education in the fields of automotive and related industries. FISITA is the umbrella organization for the national automotive societies in 37 countries around the world. It was founded in Paris in 1948 with the purpose of bringing engineers from around the world together in a spirit of
cooperation to share ideas and advance the technological development of the automobile.

This book presents select proceedings of the International Conference on Future Learning Aspects of Mechanical Engineering (FLAME 2018). The book discusses interdisciplinary areas such as automobile engineering, mechatronics, applied and structural mechanics, bio-mechanics, biomedical instrumentation, ergonomics, biodynamic modeling, nuclear engineering, agriculture engineering, and farm machineries. The contents of the book will benefit both researchers and professionals.

Control System Toolbox provides tools for automatically tuning control systems from high-level design goals that you specify, such as reference tracking, disturbance rejection, and stability margins. The software jointly tunes all the free parameters of your control system regardless of control system architecture, the number of feedback loops it contains, or whether it is modeled in MATLAB or Simulink. You can use the interactive Control System Tuner app, or tune at the command line. The Control System Tuner app tunes control systems modeled in MATLAB or Simulink (requires Simulink Control Design software). This app lets you tune any control system architecture to meet your design goals. You can tune multiple fixed-order, fixed-structure SISO or MIMO control elements distributed over any number of feedback loops. Control System Tuner automatically tunes the controller parameters to satisfy the must-have requirements (design constraints) and to best meet the remaining requirements (objectives). The library of tuning goals lets you capture high-level design requirements in a form suitable for fast automated tuning. Available tuning goals include standard control objectives such as reference tracking, disturbance rejection, loop shapes, closed-loop damping, and stability margins. You can tune control systems at the command line using the systune command. To do so, either: . Model your system in MATLAB using Control Design Blocks for the tunable controller elements. . Model your system in Simulink, and use the sITuner interface to configure your model for tuning (requires Simulink Control Design software). The library of tuning goals lets you capture high-level design requirements in a form suitable for fast automated tuning. This library includes standard control objectives such as reference tracking, disturbance rejection, loop shapes, closed-loop damping, and stability margins. At the command line, use looptune to tune SISO or MIMO feedback loops using a loop-shaping approach. looptune tunes a feedback loop to specified bandwidth and stability margins. In Control System Tuner, use Quick Loop Tuning for loop shaping of feedback loops. This book develops the following examples: . Tuning Multiloop Control Systems . PID Tuning for Setpoint Tracking vs. Disturbance Rejection . Time-Domain Specifications . Frequency-Domain Specifications . Loop Shape and Stability Margin Specifications . System Dynamics Specifications . Tuning Control Systems with SYSTUNE . Tune Control Systems in Simulink . Building Tunable Models . Tune a Control System Using Control System Tuner . Using Parallel Computing to Accelerate Tuning . Control of a Linear Electric Actuator . Control of a Linear Electric Actuator Using Control System Tuner . PID Tuning for Setpoint Tracking vs. Disturbance Rejection . Active Vibration Control in Three-Story Building . Digital Control of Power Stage Voltage . MIMO Control of Diesel Engine . Tuning of a Two-Loop Autopilot . Multiloop Control of a Helicopter . Fixed-Structure Autopilot for a Passenger Jet . Fault-Tolerant Control of a Passenger Jet . Passive Control of Water Tank Level . Vibration Control in Flexible Beam . Passive Control with Communication Delays . Gain-Scheduled Control of a Chemical Reactor . Tuning of Gain-Scheduled Three-Loop Autopilot . Tuning Feedback Loops with LOOPTUNE . Decoupling Controller for a Distillation Column . Tuning of a Digital Motion Control System

Collection of selected, peer reviewed papers from the 2013 International Conference on Precision Mechanical Instruments and Measurement Technology (ICPMIMT 2013), May 25-26, 2013, Shenyang, Liaoning, China. The 804 papers are grouped as follows:
Chapter 1: Mechatronics, Control and Management, Measurement and Instrumentation, Monitoring Technologies; Chapter 2: Materials Science and Manufacturing Engineering; Chapter 3: Power Systems, Electronics and Microelectronics, Embedded and Integrated Systems, Communication; Chapter 4: Computational Methods and Algorithms, Applied Information Technologies.

Engineering mathematics is a branch of applied mathematics where mathematical methods and techniques are implemented for solving problems related to the engineering and industry. It also represents a multidisciplinary approach where theoretical and practical aspects are deeply merged with the aim at obtaining optimized solutions. In line with that, the present Special Issue, 'Engineering Mathematics in Ship Design', is focused, in particular, with the use of this sort of engineering science in the design of ships and vessels. Articles are welcome when applied science or computation science in ship design represent the core of the discussion.

The volume includes a set of selected papers extended and revised from the International Conference on Informatics, Cybernetics, and Computer Engineering. A computer network, often simply referred to as a network, is a collection of computers and devices interconnected by communications channels that facilitate communications and allows sharing of resources and information among interconnected devices. Put more simply, a computer network is a collection of two or more computers linked together for the purposes of sharing information, resources, among other things. Computer networking or Data Communications (Datacom) is the engineering discipline concerned with computer networks. Computer networking is sometimes considered a sub-discipline of electrical engineering, telecommunications, computer science, information technology and/or computer engineering since it relies heavily upon the theoretical and practical application of these scientific and engineering disciplines. Networks may be classified according to a wide variety of characteristics such as medium used to transport the data, communications protocol used, scale, topology, organizational scope, etc. Electronics engineering, also referred to as electronic engineering, is an engineering discipline where non-linear and active electrical components such as electron tubes, and semiconductor devices, especially transistors, diodes and integrated circuits, are utilized to design electronic circuits, devices and systems, typically also including passive electrical components and based on printed circuit boards. The term denotes a broad engineering field that covers important subfields such as analog electronics, digital electronics, consumer electronics, embedded systems and power electronics. Electronics engineering deals with implementation of applications, principles and algorithms developed within many related fields, for example solid-state physics, radio engineering, telecommunications, control systems, signal processing, systems engineering, computer engineering, instrumentation engineering, electric power control, robotics, and many others. ICCE 2011 Volume 3 is to provide a forum for researchers, educators, engineers, and government officials involved in the general areas of Computer Engineering and Electronic Engineering to disseminate their latest research results and exchange views on the future research directions of these fields. 99 high-quality papers are included in the volume. Each paper has been peer-reviewed by at least 2 program committee members and selected by the volume editor. Special thanks to editors, staff of association and every participants of the conference. It’s you make the conference a success. We look forward to meeting you next year.

Diesel Engine System Design links everything diesel engineers need to know about engine performance and system design in order for them to master all the essential topics quickly and to solve practical design problems. Based on the author’s unique experience in the field, it enables engineers to come up with an appropriate specification at an early stage in the product development cycle. Links
everything diesel engineers need to know about engine performance and system design featuring essential topics and techniques to solve practical design problems. Focuses on engine performance and system integration including important approaches for modelling and analysis. Explores fundamental concepts and generic techniques in diesel engine system design incorporating durability, reliability, and optimization theories.

The development of hybrid vehicles is one of the current approaches to improve fuel efficiency. California Polytechnic State University San Luis Obispo's existing platform is a diesel-hydraulic series hybrid. This thesis provides a MATLAB-based model and simulation for this platform to be used as a development tool. The model is highly configurable and the code employs parallel processing to allow for rapid simulation of a range of inputs. A best-efficiency control strategy is implemented to select between operational modes containing optimized engine and hydraulic system parameters during the simulation. Results from the simulations are comparable to results from similar simulations.

A practical guide to the design, implementation, evaluation, and deployment of emerging technologies for intelligent IoT applications. With the rapid development in artificially intelligent and hybrid technologies, IoT, edge, fog-driven, and pervasive computing techniques are becoming important parts of our daily lives. This book focuses on recent advances, roles, and benefits of these technologies, describing the latest intelligent systems from a practical point of view. Fog, Edge, and Pervasive Computing in Intelligent IoT Driven Applications is also valuable for engineers and professionals trying to solve practical, economic, or technical problems. With a uniquely practical approach spanning multiple fields of interest, contributors cover theory, applications, and design methodologies for intelligent systems. These technologies are rapidly transforming engineering, industry, and agriculture by enabling real-time processing of data via computational, resource-oriented metaheuristics and machine learning algorithms. As edge/fog computing and associated technologies are implemented far and wide, we are now able to solve previously intractable problems. With chapters contributed by experts in the field, this book: Describes Machine Learning frameworks and algorithms for edge, fog, and pervasive computing Considers probabilistic storage systems and proven optimization techniques for intelligent IoT Covers 5G edge network slicing and virtual network systems that utilize new networking capacity Explores resource provisioning and bandwidth allocation for edge, fog, and pervasive mobile applications Presents emerging applications of intelligent IoT, including smart farming, factory automation, marketing automation, medical diagnosis, and more. Researchers, graduate students, and practitioners working in the intelligent systems domain will appreciate this book’s practical orientation and comprehensive coverage. Intelligent IoT is revolutionizing every industry and field today, and Fog, Edge, and Pervasive Computing in Intelligent IoT Driven Applications provides the background, orientation, and inspiration needed to begin.

Matlab incorporates a wide variety of statistical models for the design of experiments. A one-stage model fits a model to all the data in one process. If your data inputs do not have a hierarchical structure, and all model inputs are global at the same level, then fit a one-stage model. If your data has local and global inputs, where some variables are fixed while varying others, then choose a two-stage or point-by-point model instead. A two-stage model fits a model to data with a hierarchical structure. If your data has local and global inputs, where some variables are fixed while varying others, then choose a two-stage model. For example, data collected in the
form of spark sweeps is suited to a two-stage model. Each test sweeps a range of spark angles, with fixed engine speed, load, and air/fuel ratio within each test. If your data inputs do not have a hierarchical structure, and all model inputs are global, at the same level, then fit a one-stage model instead. For two-stage models, only specify a single local variable. If you want more local inputs, use a one-stage or point-by-point model instead. Point-by-point modeling allows you to build a model at each operating point of an engine with the necessary accuracy to produce an optimal calibration. You often need point-by-point models for multiple injection diesel engines and gasoline direct-injection engines. With point-by-point models, no predictions are available between operating points. If you need predictions between operating points, use a one-stage model instead. Additionally, MATLAB allows you to work with the following topics: -Apps that support the entire workflow: designing experiments, fitting statistical models to engine data, and producing optimal calibrations -Design-of-Experiments methodology for reducing testing time through classical, space-filling, and optimal design techniques -Accurate engine modeling with data fitting techniques including Gaussian process, radial basis function, and linear regression modeling -Boundary modeling to keep optimization results within the engine operating envelope -Generation of lookup tables over drive cycles, models, or test data -Export of performance-optimized models to Simulink for use in simulation and HIL testing


Volume 2 of the two-volume set Advanced direct injection combustion engine technologies and development investigates diesel DI combustion engines, which despite their commercial success are facing ever more stringent emission legislation worldwide. Direct injection diesel engines are generally more efficient and cleaner than indirect injection engines and as fuel prices continue to rise DI engines are expected to gain in popularity for automotive applications. Two exclusive sections examine light-duty and heavy-duty diesel engines. Fuel injection systems and after treatment systems for DI diesel engines are discussed. The final section addresses exhaust emission control strategies, including combustion diagnostics and modelling, drawing on reputable diesel combustion system research and development. Investigates how HSDI and DI engines can meet ever more stringent emission legislation Examines technologies for both light-duty and heavy-duty diesel engines Discusses exhaust emission control strategies, combustion diagnostics and modelling

With success of ICEEE 2010 in Wuhan, China, and December 4 to 5, 2010, the second International Conference of Electrical and Electronics Engineering (ICEEE 2011) will be held in Macau, China, and December 1 to 2, 2011. ICEEE is an annual conference to call together researchers, engineers, academicians as well as industrial professionals from all over the world to present their research results and development activities in Electrical and Electronics Engineering along with Computer Science and Technology, Communication Technology, Artificial Intelligence, Information Technology, etc. This year ICEEE is sponsored by International Industrial Electronics Center, Hong Kong. And based on the deserved reputation, more than 750 papers have been submitted to
ICEEE 2011, from which 92 high quality original papers have been selected for the conference presentation and inclusion in the "Future Information Technology and Computer Engineering" book based on the referees' comments from peer-refereed. We expect that the Future Information Technology and Computer Engineering book will be a trigger for further related research and technology improvements in the importance subject including Database Management, Information Technology and System, Computing Methodologies, Computer Systems Organization, Computer Application, etc. We expect that the Future Information Technology and Computer Engineering book will be a trigger for further related research and technology improvements in the importance subject including Database Management, Information Technology and System, Computing Methodologies, Computer Systems Organization, Computer Application, etc.

A comprehensive resource covering the foundational thermal-fluid sciences and engineering analysis techniques used to design and develop internal combustion engines Internal Combustion Engines: Applied Thermosciences, Fourth Edition combines foundational thermal-fluid sciences with engineering analysis techniques for modeling and predicting the performance of internal combustion engines. This new 4th edition includes brand new material on: New engine technologies and concepts Effects of engine speed on performance and emissions Fluid mechanics of intake and exhaust flow in engines Turbocharger and supercharger performance analysis Chemical kinetic modeling, reaction mechanisms, and emissions Advanced combustion processes including low temperature combustion Piston, ring and journal bearing friction analysis The 4th Edition expands on the combined analytical and numerical approaches used successfully in previous editions. Students and engineers are provided with several new tools for applying the fundamental principles of thermodynamics, fluid mechanics, and heat transfer to internal combustion engines. Each chapter includes MATLAB programs and examples showing how to perform detailed engineering computations. The chapters also have an increased number of homework problems with which the reader can gauge their progress and retention. All the software is ‘open source’ so that readers can see in detail how computational analysis and the design of engines is performed. A companion website is also provided, offering access to the MATLAB computer programs.

Digital Twin Development and Deployment in the Cloud: Developing Cloud-Friendly Dynamic Models Using Simulink®/SimscapeTM and Amazon AWS promotes a physics-based approach to the field of digital twins. Through the use of multiphysics models running in the cloud, significant improvement to the diagnostics and prognostic of systems can be attained. The book draws a clear definition of digital twins, helping business leaders clearly identify the value it brings. In addition, it outlines the key elements needed for deployment, including the hardware and software tools needed. Special attention is paid to the process of developing and deploying the multi-physics models of the digital twins. Provides a high-level overview of digital twins and their underutilization in the field of asset management and maintenance Proposes a streamline process to create digital twins for a wide variety of applications using MATLAB® SimscapeTM Deploys developed digital twins on Amazon Web Services Includes MATLAB and Simulink codes available for free download on MATLAB central Covers popular prototyping hardwares, such as Arduino and Raspberry Pi

This book presents selected papers from the 7th International Conference on Advances in Energy Research (ICAER 2019), providing a comprehensive coverage encompassing all fields and aspects of energy in terms of generation, storage, and distribution. Themes such as optimization of energy systems, energy efficiency, economics, management, and policy, and the interlinkages between energy and environment are included. The contents of this book will be of use to researchers and policy makers alike.
Practical Design and Application of Model Predictive Control is a self-learning resource on how to design, tune and deploy an MPC using MATLAB® and Simulink®. This reference is one of the most detailed publications on how to design and tune MPC controllers. Examples presented range from double-Mass spring system, ship heading and speed control, robustness analysis through Monte-Carlo simulations, photovoltaic optimal control, and energy management of power-split and air-handling control. Readers will also learn how to embed the designed MPC controller in a real-time platform such as Arduino®. The selected problems are nonlinear and challenging, and thus serve as an excellent experimental, dynamic system to show the reader the capability of MPC. The step-by-step solutions of the problems are thoroughly documented to allow the reader to easily replicate the results. Furthermore, the MATLAB® and Simulink® codes for the solutions are available for free download. Readers can connect with the authors through the dedicated website which includes additional free resources at www.practicalmpc.com. Illustrates how to design, tune and deploy MPC in a quick manner Demonstrates a variety of applications that are solved using MATLAB® and Simulink® Bridges the gap in providing a number of realistic problems with very hands-on training Provides MATLAB® and Simulink® code solutions. This includes nonlinear plant models that the reader can use for other projects and research work Presents application problems with solutions to help reinforce the information learned

A wide-ranging and practical handbook that offers comprehensive treatment of high-pressure common rail technology for students and professionals In this volume, Dr. Ouyang and his colleagues answer the need for a comprehensive examination of high-pressure common rail systems for electronic fuel injection technology, a crucial element in the optimization of diesel engine efficiency and emissions. The text begins with an overview of common rail systems today, including a look back at their progress since the 1970s and an examination of recent advances in the field. It then provides a thorough grounding in the design and assembly of common rail systems with an emphasis on key aspects of their design and assembly as well as notable technological innovations. This includes discussion of advancements in dual pressure common rail systems and the increasingly influential role of Electronic Control Unit (ECU) technology in fuel injector systems. The authors conclude with a look towards the development of a new type of common rail system. Throughout the volume, concepts are illustrated using extensive research, experimental studies and simulations. Topics covered include: Comprehensive detailing of common rail system elements, elementary enough for newcomers and thorough enough to act as a useful reference for professionals Basic and simulation models of common rail systems, including extensive instruction on performing simulations and analyzing key performance parameters Examination of the design and testing of next-generation twin common rail systems, including applications for marine diesel engines Discussion of current trends in industry research as well as areas requiring further study Common Rail Fuel Injection Technology is the ideal handbook for students and professionals working in advanced automotive engineering, particularly researchers and engineers focused on the design of internal combustion engines and advanced fuel injection technology. Wide-ranging research and ample examples of practical applications will make this a valuable resource both in education and private industry.

This book discusses efforts to control the low-frequency vibration transmission of typical power equipment and pipeline systems of ships, exploring the use of active and passive hybrid vibration isolation and adjustable dynamic vibration absorption technologies. It also proposes an adaptive feed-forward control strategy and studies a distributed feed-forward control hardware system. In addition, the book presents a three-way dynamic vibration absorption theory used to design a pipeline-system adjustable dynamic vibration
absorber, which offers a number of advantages, such as compact structure, easy assembly and disassembly, low power consumption, excellent vibration control effect and wide frequency band adjustable ability, etc. This book is a valuable resource for researchers and engineers in the fields of noise and vibration control, active control systems, active vibration isolation and adaptive dynamic vibration absorption.

This book is intended to serve as a comprehensive reference on the design and development of diesel engines. It talks about combustion and gas exchange processes with important references to emissions and fuel consumption and descriptions of the design of various parts of an engine, its coolants and lubricants, and emission control and optimization techniques. Some of the topics covered are turbocharging and supercharging, noise and vibrational control, emission and combustion control, and the future of heavy duty diesel engines. This volume will be of interest to researchers and professionals working in this area.

A comprehensive resource covering the foundational thermal-fluid sciences and engineering analysis techniques used to design and develop internal combustion engines Internal Combustion Engines: Applied Thermosciences, Fourth Edition combines foundational thermal-fluid sciences with engineering analysis techniques for modeling and predicting the performance of internal combustion engines. This new 4th edition includes brand new material on: New engine technologies and concepts Effects of engine speed on performance and emissions Fluid mechanics of intake and exhaust flow in engines Turbocharger and supercharger performance analysis Chemical kinetic modeling, reaction mechanisms, and emissions Advanced combustion processes including low temperature combustion Piston, ring and journal bearing friction analysis The 4th Edition expands on the combined analytical and numerical approaches used successfully in previous editions. Students and engineers are provided with several new tools for applying the fundamental principles of thermodynamics, fluid mechanics, and heat transfer to internal combustion engines. Each chapter includes MATLAB programs and examples showing how to perform detailed engineering computations. The chapters also have an increased number of homework problems with which the reader can gauge their progress and retention. All the software is ‘open source’ so that readers can see in detail how computational analysis and the design of engines is performed. A companion website is also provided, offering access to the MATLAB computer programs.

The book documents 25 papers collected from the Special Issue “Advances in Condition Monitoring, Optimization and Control for Complex Industrial Processes”, highlighting recent research trends in complex industrial processes. The book aims to stimulate the research field and be of benefit to readers from both academic institutes and industrial sectors.

The market demand for skills, knowledge and adaptability have positioned robotics to be an important field in both engineering and science. One of the most highly visible applications of robotics has been the robotic automation of many industrial tasks in factories. In the future, a new era will come in which we will see a greater success for robotics in non-industrial environments. In order to anticipate a wider deployment of intelligent and autonomous robots for tasks such as manufacturing, healthcare, entertainment, search and rescue, surveillance, exploration, and security missions, it is essential to push the frontier of robotics into a new dimension, one in which motion and intelligence play equally important roles. The 2010 International Conference on Intelligent Robotics and Applications (ICIRA 2010) was held in Shanghai, China, November 10–12, 2010. The theme of the conference was “Robotics Harmonizing Life,” a theme that reflects the ever-growing interest in research, development and applications in the
dynamic and exciting areas of intelligent robotics. These volumes of Springer’s Lecture Notes in Artificial Intelligence and Lecture Notes in Computer Science contain 140 high-quality papers, which were selected at least for the papers in general sessions, with a 62% acceptance rate. Traditionally, ICIRA 2010 holds a series of plenary talks, and we were fortunate to have two such keynote speakers who shared their expertise with us in diverse topic areas spanning the range of intelligent robotics and application activities.

Sustainable Development and Innovations in Marine Technologies includes the papers presented at the 18th International Congress of the Maritime Association of the Mediterranean (IMAM 2019, Varna, Bulgaria, 9-11 September 2019). Sustainable Development and Innovations in Marine Technologies includes a wide range of topics: Aquaculture & Fishing; Construction; Defence & Security; Design; Dynamic response of structures; Degradation/Defects in structures; Electrical equipment of ships; Human factors; Hydrodynamics; Legal/Social aspects; Logistics; Machinery & Control; Marine environmental protection; Materials; Navigation; Noise; Non-linear motions – manoeuvrability; Off-shore and coastal development; Off-shore renewable energy; Port operations; Prime movers; Propulsion; Safety at sea; Safety of Marine Systems; Sea waves; Seakeeping; Shaft & propellers; Ship resistance; Shipyards; Small & pleasure crafts; Stability; Static response of structures; Structures, and Wind loads. The IMAM series of Conferences started in 1978 when the first Congress was organised in Istanbul, Turkey. IMAM 2019 is the eighteenth edition, and in its nearly forty years of history, this biannual event has been organised throughout Europe. Sustainable Development and Innovations in Marine Technologies is essential reading for academics, engineers and all professionals involved in the area of sustainable and innovative marine technologies.

Power electronics, which is a rapidly growing area in terms of research and applications, uses modern electronics technology to convert electric power from one form to another, such as ac-dc, dc-dc, dc-ac, and ac-ac with a variable output magnitude and frequency. It has many applications in our every day life such as air-conditioners, electric cars, sub-way trains, motor drives, renewable energy sources and power supplies for computers. This book covers all aspects of switching devices, converter circuit topologies, control techniques, analytical methods and some examples of their applications. Designed to appeal to a new generation of engineering professionals, Power Electronics Handbook, 3rd Edition features four new chapters covering renewable energy, energy transmission, energy storage, as well as an introduction to Distributed and Cogeneration (DCG) technology, including gas turbines, gensets, microturbines, wind turbines, variable speed generators, photovoltaics and fuel cells, has been gaining momentum for quite some time now. Smart grid technology. With this book readers should be able to provide technical design leadership on assigned power electronics design projects and lead the design from the concept to production involving significant scope and complexity. Contains 45 chapters covering all aspects of power electronics and its applications. Three new chapters now including coverage Energy Sources, Energy Storage and Electric Power Transmission Contributions from more than fifty leading experts spanning twelve different countries.

This book presents selected, peer-reviewed proceedings of the 2nd International Conference on Material, Machines and Methods for Sustainable Development (MMMS2020), held in the city of Nha Trang, Vietnam, from 12 to 15 November, 2020. The purpose of the conference is to explore and ensure an understanding of the critical aspects contributing to sustainable development, especially materials, machines and methods. The contributions published in this book come from authors representing universities, research institutes and industrial companies, and reflect the results of a very broad spectrum of research, from micro- and nanoscale materials
design and processing, to mechanical engineering technology in industry. Many of the contributions selected for these proceedings focus on materials modeling, eco-material processes and mechanical manufacturing.

With the increasing demands for safer freight trains operating with higher speed and higher loads, it is necessary to implement methods for controlling longer, heavier trains. This requires a full understanding of the factors that affect their dynamic performance. Simulation techniques allow proposed innovations to be optimised before introducing them into the operational railway environment. Coverage is given to the various types of locomotives used with heavy haul freight trains, along with the various possible configurations of those trains. This book serves as an introductory text for college students, and as a reference for engineers practicing in heavy haul rail network design.

Fuel efficiency and emission reductions are the two consistent drivers for internal combustion engine development for both on-highway and off-road vehicles. Advanced combustion technologies are proposed for the improvement of fuel consumption and reduction of harmful gas production inside the cylinder in laboratory engines. Outside cylinder technologies and after-treatment are the alternatives for a production engine to meet the stringent emission standards. Advanced control technologies play important roles in the realization of new technologies. This research was aimed at investigating possible techniques and feasible methods of implementation to reduce diesel engine emissions to meet the more stringent Tier 4 standards. In this study, two technologies are studied for off-road diesel engine NOx emission reductions: stoichiometric combustion ignition (SCI) and lean NOx trap (LNT). The concept of the stoichiometric compression ignition (SCI) engine was investigated for implementation in a turbocharged diesel engine through co-simulation. At first, an integrated environment for 1D engine modeling with control function was proposed for a SCI performance evaluation and control implementation. The SCI engine has been evaluated by Constant Speed Load Acceptance tests under steady-state and transient conditions. For SCI implementations, basic controls have been designed including air-fuel ratio (AFR) control, torque limiting control and idle speed control. The proposed control strategies have been verified with 1D detail models in the integrated environments. Further, the Mean Value Engine Model (MVEM) is proposed for advanced model based control design. The SCI engine subsystems are modeled using an orifice constrain model for throttle, turbine, and wastegate; filling and emptying model for intake and exhaust manifolds; rotational dynamic for engine camshaft and turbocharger shift, air-charging model and exhaust properties regressed by the data from integrated simulation at different engine operating conditions. The MVEM was implemented in Matlab/Simulink for verification. Modular and system verification was conducted for steady-state and transient state consistency with the 1D detail model. The results are promising, but the whole system needs further tuning for dynamic control design. The lean-NOx trap, as an alternative after-treatment for NOx control, has been studied for generic diesel engine emission control. Based on experimental data, an improved NOx adsorption model is proposed for integrated engine control and optimization.

The international marine shipping industry is responsible for the transport of around 90% of the total world trade. Low-speed two-stroke diesel engines usually propel the largest trading ships. This engine type choice is mainly motivated by its high fuel efficiency and the capacity to burn cheap low-quality fuels. To reduce the marine freight impact on the environment, the International Maritime Organization (IMO) has introduced stricter limits on the engine pollutant emissions. One of these new restrictions, named Tier III,
sets the maximum NOx emissions permitted. New emission reduction technologies have to be developed to fulfill the Tier III limits on two-stroke engines since adjusting the engine combustion alone is not sufficient. There are several promising technologies to achieve the required NOx reductions, Exhaust Gas Recirculation (EGR) is one of them. For automotive applications, EGR is a mature technology, and many of the research findings can be used directly in marine applications. However, there are some differences in marine two-stroke engines, which require further development to apply and control EGR. The number of available engines for testing EGR controllers on ships and test beds is low due to the recent introduction of EGR. Hence, engine simulation models are a good alternative for developing controllers, and many different engine loading scenarios can be simulated without the high costs of running real engine tests. The primary focus of this thesis is the development and validation of models for two-stroke marine engines with EGR. The modeling follows a Mean Value Engine Model (MVEM) approach, which has a low computational complexity and permits faster than real-time simulations suitable for controller testing. A parameterization process that deals with the low measurement data availability, compared to the available data on automotive engines, is also investigated and described. As a result, the proposed model is parameterized to two different two-stroke engines showing a good agreement with the measurements in both stationary and dynamic conditions. Several engine components have been developed. One of these is a new analytic in-cylinder pressure model that captures the influence of the injection and exhaust valve timings without increasing the simulation time. A new compressor model that can extrapolate to low speeds and pressure ratios in a physically sound way is also described. This compressor model is a requirement to be able to simulate low engine loads. Moreover, a novel parameterization algorithm is shown to handle well the model nonlinearities and to obtain a good model agreement with a large number of tested compressor maps. Furthermore, the engine model is complemented with dynamic models for ship and propeller to be able to simulate transient sailing scenarios, where good EGR controller performance is crucial. The model is used to identify the low load area as the most challenging for the controller performance, due to the slower engine air path dynamics. Further low load simulations indicate that sensor bias can be problematic and lead to an undesired black smoke formation, while errors in the parameters of the controller flow estimators are not as critical. This result is valuable because for a newly built engine a proper sensor setup is more straightforward to verify than to get the right parameters for the flow estimators.

This book includes original, peer-reviewed research papers from the 11th International Conference on Modelling, Identification and Control (ICMIC2019), held in Tianjin, China on July 13-15, 2019. The topics covered include but are not limited to: System Identification, Linear/Nonlinear Control Systems, Data-driven Modelling and Control, Process Modelling and Process Control, Fault Diagnosis and Reliable Control, Intelligent Systems, and Machine Learning and Artificial Intelligence. The papers showcased here share the latest findings on methodologies, algorithms and applications in modelling, identification, and control, integrated with Artificial Intelligence (AI), making the book a valuable asset for researchers, engineers, and university students alike.

Autonomous systems are one of the most important trends for the next generation of control systems. This book is the first to transfer autonomous systems concepts and intelligent agents theory into the control and operation environment of power systems. The focus of this book is to design a future control system architecture for electrical power systems, which copes with the changed requirements concerning complexity and flexibility and includes several applications for power systems. This book draws the whole circle from the theoretical and IT-concept of autonomous systems for power system control over the required knowledge-based methods and their capabilities to concrete applications within this field.
Internal combustion engines (ICE) still have potential for substantial improvements, particularly with regard to fuel efficiency and environmental compatibility. In order to fully exploit the remaining margins, increasingly sophisticated control systems have to be applied. This book offers an introduction to cost-effective model-based control-system design for ICE. The primary emphasis is put on the ICE and its auxiliary devices. Mathematical models for these processes are developed and solutions for selected feedforward and feedback control-problems are presented. The discussions concerning pollutant emissions and fuel economy of ICE in automotive applications constantly intensified since the first edition of this book was published. Concerns about the air quality, the limited resources of fossil fuels and the detrimental effects of greenhouse gases exceedingly spurred the interest of both the industry and academia in further improvements. The most important changes and additions included in this second edition are: restructured and slightly extended section on superchargers, short subsection on rotational oscillations and their treatment on engine test-benches, complete section on modeling, detection, and control of engine knock, improved physical and chemical model for the three-way catalytic converter, new methodology for the design of an air-to-fuel ratio controller, short introduction to thermodynamic engine-cycle calculation and corresponding control-oriented aspects.

The holistic view of powertrain development that includes engine, transmission and driveline is now well accepted. Current trends indicate an increasing range of engines and transmissions in the future with, consequently, a greater diversity of combinations. Coupled with the increasing introduction of hybrid vehicles, the scope for research, novel developments and new products is clear. This volume presents a collection of papers from the Institution of Mechanical Engineers Conference Integrated Powertrain and Driveline Systems 2006 (IPDS 2006) organised by the IMechE Automobile Division. Main themes include transmissions; concept to market evolution; powertrain integration; and engine integration. Novel concepts relating, for example, to continuously variable transmissions (CVTs) and hybridization are discussed, as well as approaches to modelling and simulation. The main themes include transmissions, concept to market evolution and powertrain evolution Discusses concepts relating to continuously variable transmissions and hybridization.

Selected, peer reviewed papers from the 2013 2nd International Conference on Energy and Environmental Protection (ICEEP 2013), April 19-21, 2013, Guilin, China

Report for Bachelor of Engineering (Marine and Offshore Systems)

The reduction of greenhouse gas emissions is a major governmental goal worldwide. The main target, hopefully by 2050, is to move away from fossil fuels in the electricity sector and then switch to clean power to fuel transportation, buildings and industry. This book discusses important issues in the expanding field of wind farm modeling and simulation as well as the optimization of hybrid and micro-grid systems. Section I deals with modeling and simulation of wind farms for efficient, reliable and cost-effective optimal solutions. Section II tackles the optimization of hybrid wind/PV and renewable energy-based smart micro-grid systems.

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