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Automotive Emissions Regulations and Exhaust Aftertreatment Systems John Kasab, Andrea Strzelec, 2020-08-31

The objective of this book is to present a fundamental development of the science and engineering underlying the design of exhaust aftertreatment systems for automotive internal combustion engines. No pre-requisite knowledge of the field is required; our objective is to acquaint the reader, whom we expect to be new to the field of emissions control, with the underlying principles, control methods, common problems, and fuel effects on catalytic exhaust aftertreatment devices. We do this in hope that they can better understand the previous and current generations of emissions control and improve upon them. This book is designed for the engineer, researcher, designer, student, or any combination of those who is concerned with the control of automotive exhaust emissions. It includes discussion of theory and fundamentals applicable to hardware development.

Internationaler Motorenkongress 2018 Johannes Liebl, Christian Beidl, Wolfgang Maus, 2018-05-08 Die inhaltlichen Schwerpunkte dieses Tagungsbandes beziehen sich auf emotionale Diskussionen um Verbrennungsmotoren, um diese wieder auf eine sachlich fundierte Ebene zu führen. Effiziente Pkw- und Nfz-Motoren sind im Systemverbund mit neuen Kraftstoffen die Schlüsselentwicklung für eine CO₂-neutrale individuelle Mobilität mit niedrigsten Emissionen.

International Energy Outlook Energy Information Administration (U.S.), 2013-10-24 DOE EIA 0484 2013 Presents an assessment by the Energy Information Administration of the outlook for international energy markets through 2040. The International Energy Outlook 2013 (IEO2013) projects that world energy consumption will grow by 56 percent between 2010 and 2040. Total world energy use rises from 524 quadrillion British thermal units (Btu) in 2010 to 630 quadrillion Btu in 2020 and to 820 quadrillion Btu in 2040. Figure 1. Much of the growth in energy consumption occurs in countries outside the Organization for Economic Cooperation and Development (OECD), known as non-OECD, where demand is driven by strong long-term economic growth. Energy use in non-OECD countries increases by 90 percent; in OECD countries, the increase is 17 percent. The IEO2013 Reference case does not incorporate prospective legislation or policies that might affect energy markets.

Integration von ökologischen Lebenswegbewertungen in Fahrzeugentwicklungsprozesse Florian Broch, 2017-05-10 Florian Broch entwickelte ein Konzept, bei dem die lebenswegorientierte ökologische Produktbewertung in den Entwicklungsprozess eines Fahrzeugs integriert wird. Über alle Phasen der Entwicklung hinweg wird so eine effiziente und richtungssichere Bewertung und Verfolgung der Kohärenz eines Fahrzeugs ermöglicht. Weiterhin bereitet der Autor die Ergebnisse der Kohärenzzielgruppengerecht für eine Entscheidungsunterstützung in der Fahrzeugentwicklung auf. Zur Begegnung von Datenlücken in frühen Phasen der Entwicklung führt er unter anderem eine Prognose von Parameterwerten der Sachbilanz mit Methoden des Data Mining durch.

Stationäres und instationäres Betriebsverhalten von Abgasturboladern Bernhardt Lüddecke, 2016-03-16 Bernhardt Lüddecke bietet einen umfassenden Einblick in Kennfeldvermessung und Berechnung von Abgasturboladern. Mit experimentellen und numerischen Untersuchungen zur

Aero Thermodynamik sowie zu Reibungsverlusten und Wärmeverlusten verdeutlicht er die Eigenschaften dieser kompakten Maschinen. Mithilfe einer neuartigen Drehmoment Messtechnik konnte der Autor erstmals kurbelwinkelaufgelöst das momentane Drehmoment einer Abgasturboladerturbine geringer Baugröße unter realen motorischen Bedingungen ermitteln. Die vorliegende Studie erlaubt es auf ein quasi stationäres Turbinenverhalten auch unter pulsierender Beaufschlagung zu schließen, was für aussagekräftige Simulationen aufgeladener Motoren von wesentlicher Bedeutung ist.

Survey on Advanced Fuels for Advanced Engines Jürgen Krah, Olaf Schröder, 2019-10-28 The literature study Survey on Advanced Fuels for Advanced Engines has been set up as a reviewlike compilation and consolidation of relevant information concerning recent and upcoming advanced engine fuels for road vehicles with special focus on biomass based liquid fuels. It is provided as a selfcontained report but at the same time serves as an updated and complementary resource to IEAAMF's online fuel information portal <http://www.iea-amf.org>. An attempt is made to describe the status quo and perspectives of advanced fuels and to give a broad overview on parameters, tools and experimental approaches necessary for fuel characterization and evaluation. The focus of literature coverage especially concerning fuel properties and exhaust emission research results is from recent to approximately five or ten years back but if appropriate older resources were considered too in the general discussion of relevant effects and mechanisms.

Der Abgaskrieg Heiko Schmidt, 2016-08-29 Die Spuren einer vernünftigen Entwicklung zusammengefasst in einer wissenschaftlichen Aufarbeitung der Abgaschronologie des Volkswagenkonzerns geben einen Einblick über die Bestimmungen der Abgasgesetzgebung bis hin zu einer Lobby, die diese zu ihren Gunsten reglementieren will. Der Abgaskrieg führte zu einem Erdbeben bei VW. Dieser Kampf der Autoindustrie gegen das Abgasreglement fordert wie in jedem Krieg Opfer. Bei VW ist dies der Vorstandsvorsitzende Martin Winterkorn bis dahin Liebling der Medien. Die Tricks der Automobilhersteller bezüglich der Abgasbestimmungen sind so einfallsreich wie die der Formel 1. Sie lassen nichts unversucht, erst kommt das Reglement, dann die Interpretation. Hunting emissions is the mission. Wie sauber sind Automobilabgase? Töglisch prasseln neue Vorwürfe und Anschuldigungen auf die deutsche Automobilindustrie nieder. Die NGOs sehen im Auto den Umweltsünder und den Feind, den es zu bekämpfen gilt. Die Vertreibung der Fahrzeuge mit Dieselmotor aus den Innenstädten hat begonnen und mit der Einführung der zukünftigen blauen Umweltplakette auch eine weitere Enteignung der Autobesitzer. Elektroautos riechen und leben nicht. Sie sind außen drollig, innen eng und kommen nicht weit. Mit der Elektromobilität werden in Gesellschaft und Politik große Hoffnungen verbunden, auf dem langen Weg zu einer elektromobilen Gesellschaft sind aber noch etliche Herausforderungen zu lösen. Elektromobilität und Digitalisierung die Zukunft des Autos hat erst begonnen, hat das Auto konventioneller gemacht ausgespielt. Wenn jetzt die richtigen Weichen gestellt werden und intelligente Lösungen die Umwelt mit einbeziehen bleibt die Mobilität erhalten. Denn die Weichen für eine erfolgreiche Positionierung werden in diesem Jahrzehnt gestellt.

Onboard Diagnostics and Measurement in the Automotive Industry, Shipbuilding, and Aircraft Construction Michael Palocz-Andresen, 2012-07-03 Onboard Diagnostics and

Measurement in the Automotive Shipbuilding and Aircraft Industries is a unique title which focuses on the direct OBM and indirect OBD determination of emissions in transportation. It offers the reader a state of the art report on the recent developments concerning the determination of emissions and the estimation of pollutants concentrated in the exhaust pipe using technologies such as intelligent micro controllers, micro sensors and micro actuators systems on board. Written by Dr Palocz Andresen, guest professor of Sustainable Transportation at Leuphana University in Lüneburg, this book is especially useful in understanding how the European Union and the United States address the problem of transport generated emissions. This book goes beyond the more common emissions issues encountered in the automotive arena including light duty and heavy commercial vehicles to expand upon the upcoming and similar concerns derived from air and sea transport. Onboard Diagnostics and Measurements in the Automotive Shipbuilding and Aircraft Industries is a must have source of technical information to those studying or working in the areas of transportation technology, sustainability, legislation, environment and climate protection.

Grundlagen Verbrennungsmotoren Günter P. Merker, Rüdiger Teichmann, 2014-05-28
Das Buch spannt einen Bogen von einfachen thermodynamischen Grundlagen des Verbrennungsmotors hin zu komplexen Modellansätzen zur Beschreibung der Gemischbildung, Zündung, Verbrennung und Schadstoffbildung unter Beachtung der Motorperipherie von Otto und Dieselmotoren. Damit liegt der inhaltliche Schwerpunkt des Buches auf den Simulationsmodellen und deren strömungstechnischen, thermodynamischen und verbrennungsschemischen Grundlagen, wie sie für die Entwicklung moderner Verbrennungsmotoren unentbehrlich sind. Neu in die aktuelle Auflage aufgenommen wurden die Themen Auslegung von Verbrennungsmotoren zu künftigen Brennstoffen, Downsizing, Hybridantriebe und Range Extender für Nfz und Groß Dieselmotoren, Einspritz- und Aufladesysteme, Schadstoffreduktion sowie Optimierungsstrategien.

Modellgestützte Steuerung, Regelung und Diagnose von Verbrennungsmotoren Rolf Isermann, 2011-06-28
Mit diesem Buch liegt eine kompakte Darstellung von Verfahren zur Optimierung der Regelung und Steuerung von Verbrennungsmotoren vor. Sie wendet sich in erster Linie an Ingenieure, die sich mit der regelungstechnischen Analyse und Synthese der Steuerungen und Regelungen beschäftigen. Neben der theoretischen und experimentellen Modellbildung werden der rechnerunterstützte Entwurf von Steuerungen sowie die optimale Versuchsplanung für die Vermessung von Motoren auf Prüfständen behandelt. Weiterhin erfährt der Leser in diesem Zusammenhang neue Methoden zur Fehlerdiagnose und dem Einsetzen von neuronalen Netzen und Entwicklungstools für die Motorentwicklung.

Analyse von Strategien der Automobilindustrie zur Reduktion von CO₂-Flottenemissionen und zur Markteinführung alternativer Antriebe Jörg Wansart, 2012-10-20
Weltweit nehmen die Anforderungen der Gesetzgeber an die Automobilindustrie hinsichtlich der Reduktion von CO₂-Flottenemissionen und der Markteinführung alternativer Fahrzeugantriebe zu. Jörg Wansart entwickelt ein Simulationswerkzeug für die Analyse von Strategien der Automobilindustrie zur Einhaltung der gesetzlichen Anforderungen bezüglich Greenhouse Gases (GHG) und Zero Emission Vehicles (ZEV) in Kalifornien. Das Potential des entwickelten Werkzeugs

wird im Rahmen eines umfangreichen Fallbeispiels für den kalifornischen Markt aufgezeigt *EU Policies in a Global Perspective* Gerda Falkner, Patrick Müller, 2013-11-20 Recent decades have seen a rise in the significance of governance layers beyond the nation state and even Europe Nonetheless few efforts have been made thus far to systematically examine the EU's interaction with global policy regimes This book maps the relative importance of EU policies in the multi level global governance system in comparison with national and global activities It provides a unique comparative analysis of the EU's capacity for projecting its policies outward Focusing on trade policy agriculture food safety competition social rights environmental policy transport migration nuclear non proliferation or financial regulation each chapter contributes to a better understanding of the EU's role in shaping global policies the mechanisms it uses and the conditions leading to success or failure The contributors comparative research highlights that policy export is a demanding phenomenon that faces severe limitations and frequently comes with drawbacks Still EU policy export played a key role in shaping the rules of the global trade regime and influenced global policy outcomes at least to a minor extent or in technical aspects in the majority of the covered policy areas Overall however this book reveals that the EU not only aims to export its policies but interacts with its global environment in a number of distinct ways including policy import and policy protection to shield it from global pressures Concluding with a comparison of all policies on the meta level and relevant policy recommendations this book will be of interest to students scholars and practitioners of European politics European public policy global governance and international relations *Green Technologies and the Mobility Industry* Andrew Brown, 2010-11-16 This book features 20 SAE technical papers originally published in 2009 and 2010 which showcase how the mobility industry is developing greener products and staying responsive if not ahead of new standards and legal requirements These papers were selected by SAE International's 2010 President Dr Andrew Brown Jr Executive Director and Chief Technologist for Delphi Corporation Authored by international experts from both industry and academia they cover a wide range of cutting edge subjects including powertrain electrification alternative fuels new emissions standards and remediation strategies nanotechnology sustainability in vehicle networking and how various countries are also stepping up to the green challenge *Green Technologies and the Mobility Industry* also offers additional useful information the most recent Delphi Worldwide Emissions Standards booklets which will be shipped with the print version of this title or as part of the PDF download if you purchase the ebook version Exclusive Multimedia Package Watch Dr Andrew Brown Jr describe the new trends in green mobility Download a free SAE presentation on green technologies and the mobility industry Challenging times an interview with Dr Andrew Brown Jr Buy the Set and Save This book is the first in the trilogy from SAE on Safe Green and Connected vehicles in the mobility industry edited by Dr Andrew Brown Jr This trilogy can be purchased in a combination of the following sets *Green Technologies and Active Safety in the Mobility Industry* *Green Technologies and Connectivity in the Mobility Industry* *Active Safety and Connectivity in the Mobility Industry* Buy the Entire 3 Volume Set to Save the Most Green Safe Connected

Umgebungstemperaturen Sebastian Lehmann, 2017 Die Zerstörung von Flüssigkeit mit anschließender Verdunstung der so gebildeten Tropfen ist Grundlage für zahlreiche Anwendungen. Technisch relevante Beispiele hierfür sind Verbrennungsmotoren mit Direkteinspritzung. In ihnen wird Kraftstoff in seiner kompakten flüssigen Form in den Brennraum eingespritzt und breitet sich dort als Spray aus, dessen Tropfen verdunsten und das gewöhnliche brennbare Dampf-Luft-Gemisch bilden. Bei der Einspritzung lassen sich Gemischbildung und Verbrennung entscheidend beeinflussen. Eine angestrebte Vorhersage durch Simulationsrechnungen des Sprays steht jedoch unter anderem vor der großen Herausforderung, dass die Zahl der darin befindlichen Tropfen extrem groß ist und wird zusätzlich dadurch erschwert, dass diese bei einem realen Kraftstoff aus vielen chemischen Komponenten bestehen, die unterschiedlich schnell verdunsten. Im vorliegenden Band beschreibt der Autor seine Versuche, die Verdunstung mehrkomponentiger Tropfen zu erfassen. So hat er unter anderem mit optischen Verfahren Größen und Konzentrationen gemessen und Ergebnisse mit Simulationsrechnungen verglichen. Hierbei hat er biogene Kraftstoffe ausgewählt und die Untersuchungen auf niedrige Umgebungstemperaturen wie sie etwa beim Kaltstart auftreten konzentriert.

Fuel Cells Detlef Stolten, Remzi C. Samsun, Nancy Garland, 2016-05-31 This ready reference is unique in collating in one scientifically precise and comprehensive handbook the widespread data on what is feasible and realistic in modern fuel cell technology. Edited by one of the leading scientists in this exciting area, the short, uniformly written chapters provide economic data for cost considerations and a full overview of demonstration data covering such topics as fuel cells for transportation, fuel provision codes and standards. The result is highly reliable facts and figures for engineers, researchers and decision makers working in the field of fuel cells.

Learning Rates of Electric Vehicles Andreas Zerfuß, 2017-07-25 Governments of many countries consider the electrification of individual passenger transport as a suitable strategy to decrease oil dependency and reduce transport-related carbon dioxide (CO₂) and air pollutant emissions. However, battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) have been more expensive than their conventional counterparts and suffer from relatively short electric driving ranges, which still hampers the market potential of these vehicles. Despite persisting shortfalls, mechanisms such as technological learning and economies of scale promise to improve the techno-economic performance of BEVs and PHEVs in the short to mid term. Here, the author seeks to obtain insight into the techno-economic prospects of BEVs and PHEVs by i) establishing experience curves and ii) quantifying user costs and the costs of mitigating carbon dioxide and air pollutant emissions in a time series analysis. The analysis captures the situation in Germany between 2010 and 2016.

Fuel/Engine Interactions Gautam Kalghatgi, 2013-10-08 Conventional fossil fuels will constitute the majority of automotive fuels for the foreseeable future but will have to adapt to changes in engine technology. Unconventional transport fuels such as biofuels, gas-to-liquid fuels, compressed natural gas and liquid petroleum gas will also play a role. Hydrogen might be a viable transport fuel if it overcomes barriers in production, transport

storage and safety and or if fuel cells become viable This book opens by considering these issues and then introduces practical transport fuels A chapter on engine deposits follows which is an important practical topic about how fuels affect engines that is not usually considered in other books The next three chapters discuss auto ignition phenomena in engines The auto ignition resistance of fuels is the most important fuel property since it limits the efficiency of spark ignition engines and determines the performance of compression ignition engines Moreover the manufacture of fuels is primarily driven by the need to meet auto ignition quality demands set by fuel specifications The final chapter considers the implications for future fuels The book covers the many important ways that fuels and engines interact and why and how fuels will need to change to meet the requirements of future engines as well as the implications for fuels manufacture and specifications **Nonlinear**

Optimization of Vehicle Safety Structures Jesper Christensen, Christophe Bastien, 2015-12-07 Nonlinear Optimization of Vehicle Safety Structures Modeling of Structures Subjected to Large Deformations provides a cutting edge overview of the latest optimization methods for vehicle structural design The book focuses on large deformation structural optimization algorithms and applications covering the basic principles of modern day topology optimization and comparing the benefits and flaws of different algorithms in use The complications of non linear optimization are highlighted along with the shortcomings of recently proposed algorithms Using industry relevant case studies users will how optimization software can be used to address challenging vehicle safety structure problems and how to explore the limitations of the approaches given The authors draw on research work with the likes of MIRA Jaguar Land Rover and Tata Motors European Technology Centre as part of multi million pound European funded research projects emphasizing the industry applications of recent advances The book is intended for crash engineers restraints system engineers and vehicle dynamics engineers as well as other mechanical automotive and aerospace engineers researchers and students with a structural focus Focuses on non linear large deformation structural optimization problems relating to vehicle safety Discusses the limitations of different algorithms in use and offers guidance on best practice approaches through the use of relevant case studies Author s present research from the cutting edge of the industry including research from leading European automotive companies and organizations Uses industry relevant case studies allowing users to understand how optimization software can be used to address challenging vehicle safety structure problems and how to explore the limitations of the approaches given *Decreasing Fuel*

Consumption and Exhaust Gas Emissions in Transportation Michael Palocz-Andresen, 2012-12-15 Within all areas of transportation solutions for economical and environmentally friendly technology are being examined Fuel consumption combustion processes control and limitation of pollutants in the exhaust gas are technological problems for which guidelines like 98 69 EC and 99 96 determine the processes for the reduction of fuel consumption and exhaust gas emissions Apart from technological solutions the consequences of international legislation and their effects on environmental and climate protection in the area of the transportation are discussed **Internationaler Motorenkongress 2014** Johannes

Liebl, 2014-07-08 Bis nachhaltige technische und wirtschaftliche Lösungen für den Elektroantrieb gefunden sind, behält der Verbrennungsmotor seine dominierende Stellung als Antriebsquelle für Pkw und Nutzfahrzeuge. In den nächsten Jahrzehnten kommt dem klassischen Motor damit weiterhin die Rolle des Schrittmachers für CO₂-arme Mobilität zu. Um die ambitionierten Umweltziele zu erreichen, müssen alle Komponenten, Systeme und Funktionen des Motors weiter optimiert und an die immer komplexeren Anforderungen im Gesamtsystem angepasst werden. Vor dem Hintergrund dieser Entwicklungsaufgaben veranstaltet ATZ|live und das VDI Wissensforum erstmals gemeinsam den Internationalen Motorenkongress.

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