(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property Organization
International Bureau

(43) International Publication Date
23 July 2009 (23.07.2009)

PCT

(10) International Publication Number
WO 2009/091685 A1

(51) International Patent Classification:
F02M 45/08 (2006.01) ***F02M 63/00*** (2006.01)
F02M 61/06 (2006.01)

(21) International Application Number:
PCT/US2009/030707

(22) International Filing Date: 12 January 2009 (12.01.2009)

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
61/020,774 14 January 2008 (14.01.2008) US

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(81) **Designated States** *(unless otherwise indicated, for every kind of national protection available)*: AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PG, PH, PL, PT, RO, RS, RU, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) **Designated States** *(unless otherwise indicated, for every kind of regional protection available)*: ARIPO (BW, GH, GM, KE, LS, MW, MZ, NA, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, SE, SI, SK, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:
— *with international search report*

(54) **Title:** FUEL INJECTION DEVICE FOR AN INTERNAL COMBUSTION ENGINE, AND ASSOCIATED METHOD

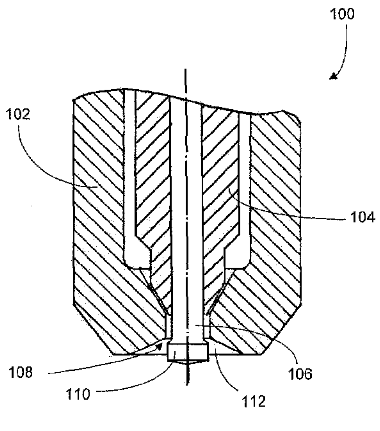

FIG. 1

(57) **Abstract:** A fuel injection device (100) and associated method are provided. An injector body (102) defines an axial bore and has a nozzle exit (112) extending into the combustion chamber. The injector body (102) receives fuel within the bore and channels the fuel through the nozzle exit (112) into the combustion chamber. A flow rate' control member (104) is movably disposed within the injector body bore and is actuatable by a first actuator to move with respect to and to interact with the nozzle exit (112) to control a flow rate of the channeled fuel. A pintle member (106) is movably disposed within a flow rate control member (104) bore and is actuatable by a second actuator, independently of the flow rate control member (104), to move with respect to the flow rate control member and to interact with the nozzle exit (112) to control a spray angle of the channeled fuel. The flow rate and spray angle are thereby independently controllable.

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FUEL INJECTION DEVICE FOR AN INTERNAL COMBUSTION ENGINE, AND ASSOCIATED METHOD

BACKGROUND OF THE INVENTION

Field of the Invention

Embodiments of the present invention relate to internal combustion engines and, more particularly, to a fuel injection device for an internal combustion engine, and a method associated therewith.

Description of Related Art

In general, an internal combustion engine is an engine wherein combustion of fuel and an oxidizer (typically air) occurs in a confined space, such as a combustion chamber, to convert thermal energy into mechanical energy. Typically, these engines use a spark ignition method or compression ignition system to create combustion. The spark ignition method generally involves delivering fuel to the combustion chamber via a fuel injector wherein an air-fuel mixture is ignited by a spark from a spark plug, as known by those of ordinary skill in the art. In compression ignition systems, as typically used with diesel fuel and engines, the combustion is triggered by sufficiently high compression of fuel and air within the combustion chamber. However, incomplete combustion of carbonaceous fuel within such systems due to inherent inefficiencies may produce high pollution levels.

As such, Homogeneous Charge Compression Ignition (HCCI) combustion or low-temperature combustion modes are gaining traction, since such systems may provide ultra-low particulates and oxides of nitrogen emissions from internal combustion engines that may help to meet increasingly restrictive emission standards. However, precise and accurate control of the air-fuel mixing process in the engine cylinder, with improved injection strategies under wide operating speed and load regimes, is lacking in HCCI combustion technologies. Current fuel injection devices may not meet HCCI combustion requirements. HCCI combustion has the potential to reduce NO_x and soot emissions from diesel engines and to reduce NO_x, HC, and CO emissions from gasoline engines, while simultaneously increasing thermal efficiencies. However, HCCI technology faces critical design challenges to obtain homogenous air-fuel fixtures, to control ignition timing, and to expand to high load conditions. This may be particularly true for diesel engines, as the lower boiling point of diesel fuels makes mixture preparation even more challenging than the gasoline fuels.

Further, current fuel delivery techniques may lack flexibility in meeting the mixture requirements for HCCI due to fixed injection angles of the fuel by the fuel injection devices. Fuel-wall impingement and cylinder-liner wetting may occur for some current injection devices, which undesirably result in higher Hydrocarbon (HC) and carbon monoxide (CO) emissions and lower fuel efficiency. For example, in fuel injectors with large fixed injection angles, when the injection timing is very early in the compression stroke, severe wall wetting occurs with a significant amount of fuel impingement on the cylinder liner. However, for the conventional injection timing, liquid distribution is optimized in the piston bowl at large fixed injection angles. A narrow angle injector, on the other hand, provides very good fuel distribution for early injection timing, but not for conventional injection timing. As such, a single injection angle cannot adequately meet the air-fuel mixing requirements for injection strategies with very early or late injection timings.

Accordingly, there is needed an improved fuel injection device for providing for improved operation of internal combustion engines employing direct injection technology.

BRIEF SUMMARY OF THE INVENTION

The above and other needs are met by the present invention which, in one aspect, provides a fuel injection device adapted to channel fuel into a combustion chamber of an internal combustion engine. Such a fuel injection device comprises an injector body defining a bore extending axially therethrough and having a nozzle exit adapted to extend into the combustion chamber, wherein the injector body is further adapted to receive the fuel within the bore and to channel the fuel through the nozzle exit. A flow rate control member is disposed within the injector body bore and is movable with respect thereto. The flow rate control member is actuatable by a first actuator to move with respect to and to interact with the nozzle exit to control a flow rate of the fuel channeled into the combustion chamber. A pintle member is disposed within an axial bore defined by the flow rate control member and is movable with respect thereto. The pintle member is actuatable by a second actuator, independently of the flow rate control member, to move with respect to the flow rate control member and to interact with the nozzle exit to control a spray angle of the fuel channeled into the combustion chamber. The flow rate and spray angle of the fuel channeled into the combustion chamber are thereby independently controllable.

Another aspect of the present invention comprises a method of channeling fuel into a combustion chamber of an internal combustion engine. Such a method comprises receiving the fuel within a bore defined by an injector body and extending axially therethrough to a nozzle exit and channeling the fuel through the nozzle exit into the combustion chamber. A flow rate control member disposed within the injector body bore is actuated with a first actuator so as to move the flow rate control member with respect to the nozzle exit such that the flow rate control member interacts with the nozzle exit to control a flow rate of the fuel channeled into the combustion chamber. A pintle member disposed within an axial bore defined by the flow rate control member bore is actuated with a second actuator, independently of the flow rate control member, so as to move the pintle member with respect to the flow rate control member such that the pintle member interacts with the nozzle exit to control a spray angle of the fuel channeled into the combustion chamber. The flow rate and spray angle of the fuel channeled into the combustion chamber are thereby independently controllable.

Yet another aspect of the present invention comprises a fuel injection device adapted to channel fuel into a combustion chamber of an internal combustion engine. Such a fuel injection device comprises an injector body defining a bore extending axially therethrough and having a nozzle exit adapted to extend into the combustion chamber. The injector body is further adapted to receive the fuel within the bore and to channel the fuel through the nozzle exit. A flow rate control member is disposed within the injector body bore and is movable with respect thereto. A first actuator is configured to actuate the flow rate control member to move with respect to and to interact with the nozzle exit to control a flow rate of the fuel channeled into the combustion chamber, wherein the flow rate control member further defines an axial bore. A pintle member is disposed within the flow rate control member bore and is movable with respect thereto. A second actuator is configured to actuate the pintle member, independently of the flow rate control member, to move with respect to the flow rate control member and to interact with the nozzle exit to control a spray angle of the fuel channeled into the combustion chamber, whereby the flow rate and spray angle of the fuel channeled into the combustion chamber are independently controllable.

Aspects of the present invention thus provide significant advantages as further detailed herein.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWING(S)

Having thus described the invention in general terms, reference will now be made to the accompanying drawings, which are not necessarily drawn to scale, and wherein:

FIG. 1 is a schematic cross-sectional elevation of a fuel injection device according to one embodiment of the present invention;

FIG. 2 is a perspective view of a fuel injection device according to one embodiment of the present invention as implemented in a fuel injection system for an internal combustion engine;

FIG. 3 is a schematic cross-sectional perspective view of a fuel injection device according to one embodiment of the present invention;

FIG. 4A is a schematic cross-sectional perspective view of a fuel injection device having first and second actuators, according to one embodiment of the present invention;

FIG. 4B is a partial schematic cross-sectional view of a fuel injection device according to one embodiment of the present invention;

FIGS. 5A and **5B** are schematic perspective views of a fuel injection device according to one embodiment of the present invention as implemented in a fuel injection system for an internal combustion engine;

FIGS. 6A-6C are partial schematic perspective views of a fuel injection device according to one embodiment of the present invention as implemented in a fuel injection system for an internal combustion engine;

FIG. 7A is a partial cross-sectional view of a fuel injection device according to one embodiment of the present invention, illustrating the path of the fuel exiting the fuel injection device;

FIG. 7B is a side elevation of a hollow cone spray being dispersed from a fuel injection device according to one embodiment of the present invention;

FIGS. 8A and **8B** are schematic cross-sectional views of a fuel injection device according to one embodiment of the present invention, illustrating the path of the fuel exiting the fuel injection device at various positions of a pintle member;

FIGS. 9A and **9B** are partial cross-sectional views of a fuel injection device according to one embodiment of the present invention, illustrating the path of the fuel exiting the fuel injection device at various positions of a pintle member, as corresponding to **FIGS. 8A** and **8B**, respectively; and

FIGS. 10A-10I are schematic cross-sectional views of various configurations for a pintle member and nozzle exit for a fuel injection device according to various aspects of the present invention.

DETAILED DESCRIPTION OF THE INVENTION

The present invention now will be described more fully hereinafter with reference to the accompanying drawings, in which some, but not all embodiments of the inventions are shown. Indeed, these inventions may be embodied in many different forms and should not be construed as limited to the embodiments set forth herein; rather, these embodiments are provided so that this disclosure will satisfy applicable legal requirements. Like numbers refer to like elements throughout.

FIGS. **1**, **2**, **3**, **4A**, **4B, 5A**, **5B**, and **6A-6C** schematically illustrate a fuel injection device according to one embodiment of the present invention, the fuel injection device being generally indicated by the numeral **100**. The fuel injection device **100** is configured to independently change the spray geometry (or spray angle) and flow rate of fuel injected into a combustion chamber of an internal combustion engine to provide, for example, low emission combustion. The fuel injection device **100** is configured to improve the flexibility in spray geometry and the control of the flow rate of fuel injected into the combustion chamber of an internal combustion engine. Accuracy and control of the air-fuel mixing process for HCCI combustion may thus be improved. The fuel injection device **100** may also be adapted to both Spark-Ignition (SI) and Compression Ignition (CI) engines. The fuel injection device **100** is configured to adaptively control fuel injection angles and fuel flow rates into the combustion chamber. In some embodiments, a resulting “hollow cone” spray pattern will thus continually adapt or change based on piston position, resulting in improved combustion efficiency with lower emissions. The fuel injection device **100** may be used for any fluid delivery process requiring independent control of fuel flow rate and fuel spray geometry.

The fuel injection device **100** may include two actuators, one to control fuel flow rate and a second to control fuel spray angle. In such instances, the two actuators can regulate the fuel spray geometry and fuel flow rate independently and continuously throughout the injection process. The fuel injection device **100** is configured such that the cone angle and flow rate may be controlled independently. As such, the cone spray pattern of the fuel may be continuously adjusted according to piston position to provide improved combustion efficiency and reduced particulate emissions. The fuel injection device **100** may be readily transferred to almost any internal combustion engine requiring liquid fuel injection: gasoline or diesel, mobile or stationary, military or civilian. Such a fuel injection device **100** may speed the commercialization of HCCI engines, which promise higher thermal efficiencies and near-zero pollution emissions. Although, it is envisioned that such a fuel injection device may be used in SI and CI engines, also, or any other system requiring a fluid delivery process.

Typically, fuel is generally delivered into the engine cylinder of an internal combustion engine via a multi-hole injection device with fixed injection cone angles for both SI and CI engines. Advantageously, using the fuel injection device **100**, the spray cone angle of the fuel and fuel flow rate may be independently controlled by varying the injection pulse width and changing the pintle member location in the injection nozzle, wherein adjusting the location of the pintle member adjusts the spray cone angle. In one embodiment, as illustrated in FIGS. **5A**, **5B**, and **6A-6C**, such a fuel injection device **100** may comprise an injector body **102** operably disposed between a fuel line **200** and a combustion chamber **300** of an internal combustion engine as defined, for example, by a piston cylinder **350**. As shown in FIGS. **1**, **3**, **4A** and **4B**, the fuel injection device **100** further includes a flow rate control member **104** (e.g., a valve) disposed within an axial bore defined by the injector body **102**. The flow rate control member **104** may be moved within the injector body bore with respect to a nozzle exit **112** by a first actuator **150** (FIG. **4A**). The flow rate control member **104** is thus configured to interact with the nozzle exit **112** (i.e., as “opened” and “closed” by the first actuator **150**) to control the fuel flow rate into the combustion chamber **300**. For example, the first actuator **150** may comprise an electromechanical actuation system for moving the flow rate control member **104** within the injector body bore. In other instances, the first actuator **150** for the flow rate control member **104** may comprise a solenoid controlled via a micro-controller. In some instances, the first actuator **150** may comprise, for example, a movable body member **152**, a magnetic coil member **154**, and a resilient member **156** configured to interact with the flow rate control member. In any instance, a controller **50** may be in communication with the first actuator **150** for controlling actuation thereof. In some aspects, an end portion **114** of the flow rate control member **104** may be substantially frustoconically shaped, wherein an inner surface **116** at or proximal to the nozzle exit **112** of the injector body **102** may be correspondingly shaped such that the flow rate control member **104** is capable of interacting therewith to control the fuel flow rate into the combustion chamber **300**. However, the terminal portion **110** of the pintle member **106** may include and implement various other geometries and/or configurations such as, for example, those configurations illustrated in FIGS. **10A-10I**. Of course, one of skill in the art will recognize that many other geometries and/or configurations may be implemented. Further, the nozzle exit **112** may also have various geometries and/or configurations for varying the interaction between the terminal portion **110** and the nozzle exit **112**, as also shown in FIGS. **10A-10I**.

The fuel injection device **100** further includes an adjustable pintle member **106** movably disposed within an axial bore defined by the flow rate control member **104**. The pintle member **106** may be moved within the flow rate control member bore by a second actuator **160** (FIG. **4A**), independently of the flow rate control member **104** and the first actuator **150** controlling the flow rate control member **104**. As such, the pintle member **106** may be configured to move independently of the flow rate control member **104** and axially with respect to the injector body **102** so as to interact with the nozzle exit **112**. The interaction between a terminal portion **110** of the pintle member **106** and the nozzle exit **112** thus adjusts the spray angle (or spray geometry) of the fuel being injected into the combustion chamber **300**. More particularly, in some aspects, a gap **108** defined between the terminal portion **110** of the pintle member **106** and the nozzle exit **112** determines the injection cone angle / spray angle / spray geometry.

According to some aspects, the pintle member **106** may be adjusted/moved by a second actuator **160** comprising, for example, an electromechanical or piezo-electric actuator. The second actuator **160** / actuation system for the pintle member **106** may be linearly configured and comprise, for instance, a piezoelectric linear actuator controlled by a micro-controller. In some instances, the controller **50** may be configured to control actuation of the second actuator **160**, in addition to controlling actuation of the first actuator **150**, wherein the controller **50** may be in communication with or otherwise comprise a portion of the overall electrical/wiring scheme of the apparatus/assembly having an internal combustion engine implementing the fuel injection device **100**. In this regard, the first actuator **150** and the second actuator **160** may be independently controlled by the controller **50** such that the spray angle can be continuously varied throughout the injection process, independently of the fuel flow rate. In other instances, the first actuator

150 and the second actuator **160** may have separate/independent controllers (e.g., micro-controllers) for controlling actuation of the respective first and second actuator **150**, **160**. That is, in some instances, the first actuator **150** may be controlled by a first controller (not shown) and the second actuator **160** may be controlled by a second controller (not shown).

Advantageously, the fuel injection device **100** comprises a valve-independent pintle mechanism, which flexibly varies the gap between the terminal portion **110** of the pintle **106** and the nozzle exit **112** and thus changes the spray cone angle. As generally illustrated in FIGS. **7A** and **7B**, the flow of the fuel may be determined by the shape of the pintle member **106**, particularly for large pintle displacements. Due to the high fuel pressures used in direct injection systems, the range of travel for the pintle member **106** may be relatively small (e.g., less than 100 μm). As such, piezoelectric actuation may be particularly employed by the second actuator **160** to enable high-bandwidth control of motion at this relatively small scale.

As shown in FIGS. **5A**, **5B**, and **6A-6C**, in order to optimize the mixing, injection and combustion of fuel, the fuel injection device **100** can continuously vary the fuel spray angle as it enters the combustion chamber **300**. Such variance may ensure that the maximum amount of fuel is burned at peak efficiency, optimizing power output and fuel economy. The fuel injection device **100** is thus configured to continually adapt the spray angle to maintain optimal combustion. As shown in FIGS. **5A** and **6A**, the fuel injection device **100** may be adapted to provide a narrow spray cone angle for early-stage injection. As shown in FIGS. **5B** and **6C**, the fuel injection device **100** may be adapted to provide a wide cone angle for injection near top dead center conditions. As shown in FIG. **6B**, the fuel injection device **100** may be adapted to provide an intermediate spray cone angle between the narrow spray cone angle for early-stage injection and the wide cone angle for injection near top dead center conditions. Narrow angle injection avoids liner wetting by keeping the fuel primarily in the central region of the cylinder. However, when applied at high loads, large amounts of fuel may be deposited on the piston wall. Accordingly, adjusting the spray angle with respect to the position of the piston **400** greatly reduces wall wetting. As such, the fuel injection device **100** adaptively controls injection angles and fuel flow rates independently of each other to provide, in some embodiments, a “hollow cone” spray pattern which continually adapts in configuration based on the position of piston **400**, resulting in optimal combustion efficiency with minimal emissions. In some instances, the fuel injection device **100** may be configured to provide a hollow-cone fuel spray with included angles between about 70° and 150°. As shown in FIGS. **8A** and **9A**, the terminal portion **110** of the pintle member **106** may be positioned so as to provide a relatively narrow spray cone angle (e.g., about 25.3° with respect to the longitudinal axis of the pintle member **106**). As shown in FIGS. **8B** and **9B**, the terminal portion **110** of the pintle member **106** is illustrated as further displaced from the nozzle exit than as shown in FIGS. **8A** and **8B**. In this regard, the pintle member **106** is positioned so as to provide a relatively wide spray cone angle (e.g., about 45.7° with respect to the longitudinal axis of the pintle member **106**). That is, the spray cone angle increases (i.e., becomes wider) as the terminal portion **110** of the pintle member **106** is increasingly displaced from the nozzle exit **112**.

Many modifications and other embodiments of the inventions set forth herein will come to mind to one skilled in the art to which these inventions pertain having the benefit of the teachings presented in the foregoing descriptions and the associated drawings. Therefore, it is to be understood that the inventions are not to be limited to the specific embodiments disclosed and that modifications and other embodiments are intended to be included within the scope of the appended claims. For example, the disclosed injection device may be implemented in a variety of applications other than internal combustion engines. For instance, the injection device may be implemented in liquid fuel applications (e.g., gas turbines, rocket engines, boiler burners, etc.), washing and cleaning, liquid metal atomization, spray coating deposition, spray cooling, agricultural and forest spraying, and liquid dispensing. Of course, one of skill in the art will recognize various other applications not provided herein for which the disclosed apparatus may be implemented in light of this disclosure. Although specific terms are employed herein, they are used in a generic and descriptive sense only and not for purposes of limitation.

THAT WHICH IS CLAIMED:

1. A fuel injection device adapted to channel fuel into a combustion chamber of an internal combustion engine, said fuel injection device comprising:

an injector body defining a bore extending axially therethrough and having a nozzle exit adapted to extend into the combustion chamber, the injector body being further adapted to receive the fuel within the bore and to channel the fuel through the nozzle exit;

a flow rate control member disposed within the injector body bore and movable with respect thereto, the flow rate control member being actuatable by a first actuator to move with respect to and to interact with the nozzle exit to control a flow rate of the fuel channeled into the combustion chamber, the flow rate control member further defining an axial bore; and

a pintle member disposed within the flow rate control member bore and movable with respect thereto, the pintle member being actuatable by a second actuator, independently of the flow rate control member, to move with respect to the flow rate control member and to interact with the nozzle exit to control a spray angle of the fuel channeled into the combustion chamber, the flow rate and spray angle of the fuel channeled into the combustion chamber thereby being independently controllable.

2. A fuel injection device according to Claim 1 further comprising a controller in communication with at least one of the first and second actuators for directing operation thereof so as to control actuation of the respective flow rate control member and the pintle member.

3. A fuel injection device according to Claim 1 wherein the first actuator comprises a solenoid configured to interact with the flow rate control member to control the flow rate of the fuel channeled into the combustion chamber.

4. A fuel injection device according to Claim 1 wherein the first actuator comprises an electromechanical system configured to interact with the flow rate control member to control the flow rate of the fuel channeled into the combustion chamber.

5. A fuel injection device according to Claim 1 wherein the second actuator comprises one of an electromechanical and piezoelectric actuator configured to interact with the pintle member to control a spray angle of the fuel channeled into the combustion chamber.

6. A fuel injection device according to Claim 1 wherein the pintle member is configured for displacement from the nozzle exit between about 0 and 100 μm for adjusting the spray angle of the fuel channeled into the combustion chamber.

7. A method of channeling fuel into a combustion chamber of an internal combustion engine, comprising:

receiving the fuel within a bore defined by an injector body and extending axially therethrough to a nozzle exit and channeling the fuel through the nozzle exit into the combustion chamber;

actuating a flow rate control member disposed within the injector body bore with a first actuator so as to move the flow rate control member with respect to the nozzle exit such that the flow rate control member interacts with the nozzle exit to control a flow rate of the fuel channeled into the combustion chamber; and

actuating a pintle member disposed within an axial bore defined by the flow rate control member bore with a second actuator, independently of the flow rate control member, so as to move the pintle member with respect to the flow rate control member such that the pintle member interacts with the nozzle exit to control a spray angle of the fuel channeled into the combustion chamber, the flow rate and spray angle of the fuel channeled into the combustion chamber thereby being independently controllable.

8. A method according to Claim 7 wherein actuating a flow rate control member further comprises actuating a flow rate control member as directed by a controller in communication with the first actuator for controlling actuation of the flow rate control member.

9. A method according to Claim 7 wherein actuating a pintle member further comprises actuating a pintle member as directed by a controller in communication with the second actuator for controlling actuation of the pintle member.

10. A fuel injection device according to Claim 7 wherein actuating a flow rate control member disposed within the injector body bore with a first actuator further comprises actuating a flow rate control member disposed within the injector body bore with a first actuator comprising a solenoid configured to interact with the flow rate control member to control the flow rate of the fuel channeled into the combustion chamber.

11. A fuel injection device according to Claim 7 wherein actuating a flow rate control member disposed within the injector body bore with a first actuator further comprises actuating a flow rate control member disposed within the injector body bore with a first actuator comprising an electromechanical system configured to interact with the flow rate control member to control the flow rate of the fuel channeled into the combustion chamber.

12. A fuel injection device according to Claim 7 actuating a pintle member disposed within an axial bore defined by the flow rate control member bore with a second actuator further comprises actuating a pintle member disposed within an axial bore defined by the flow rate control member bore with a second actuator comprising one of an electromechanical and piezoelectric actuator configured to interact with the pintle member to control a spray angle of the fuel channeled into the combustion chamber.

13. A fuel injection device according to Claim 7 wherein actuating a pintle member further comprises actuating a pintle member so as to displace the pintle member from the nozzle exit between about 0 and 100 μm for adjusting the spray angle of the fuel channeled into the combustion chamber.

14. A fuel injection device adapted to channel fuel into a combustion chamber of an internal combustion engine, said fuel injection device comprising:

an injector body defining a bore extending axially therethrough and having a nozzle exit adapted to extend into the combustion chamber, the injector body being further adapted to receive the fuel within the bore and to channel the fuel through the nozzle exit;

a flow rate control member disposed within the injector body bore and movable with respect thereto;

a first actuator configured to actuate the flow rate control member to move with respect to and to interact with the nozzle exit to control a flow rate of the fuel channeled into the combustion chamber, the flow rate control member further defining an axial bore;

a pintle member disposed within the flow rate control member bore and movable with respect thereto; and

a second actuator configured to actuate the pintle member, independently of the flow rate control member, to move with respect to the flow rate control member and to interact with the nozzle exit to control a spray angle of the fuel channeled into the combustion chamber, the flow rate and spray angle of the fuel channeled into the combustion chamber thereby being independently controllable.

15. A fuel injection device according to Claim 14 further comprising a controller in communication with at least one of the first and second actuators for directing operation thereof so as to control actuation of the respective flow rate control member and the pintle member.

16. A fuel injection device according to Claim 14 wherein the first actuator comprises a solenoid configured to interact with the flow rate control member to control the flow rate of the fuel channeled into the combustion chamber.

17. A fuel injection device according to Claim 14 wherein the first actuator comprises an electromechanical system configured to interact with the flow rate control member to control the flow rate of the fuel channeled into the combustion chamber.

18. A fuel injection device according to Claim 14 wherein the second actuator comprises one of an electromechanical and piezoelectric actuator configured to interact with the pintle member to control a spray angle of the fuel channeled into the combustion chamber.

19. A fuel injection device according to Claim 14 wherein the pintle member is configured for displacement from the nozzle exit between about 0 and 100 μm for adjusting the spray angle of the fuel channeled into the combustion chamber.

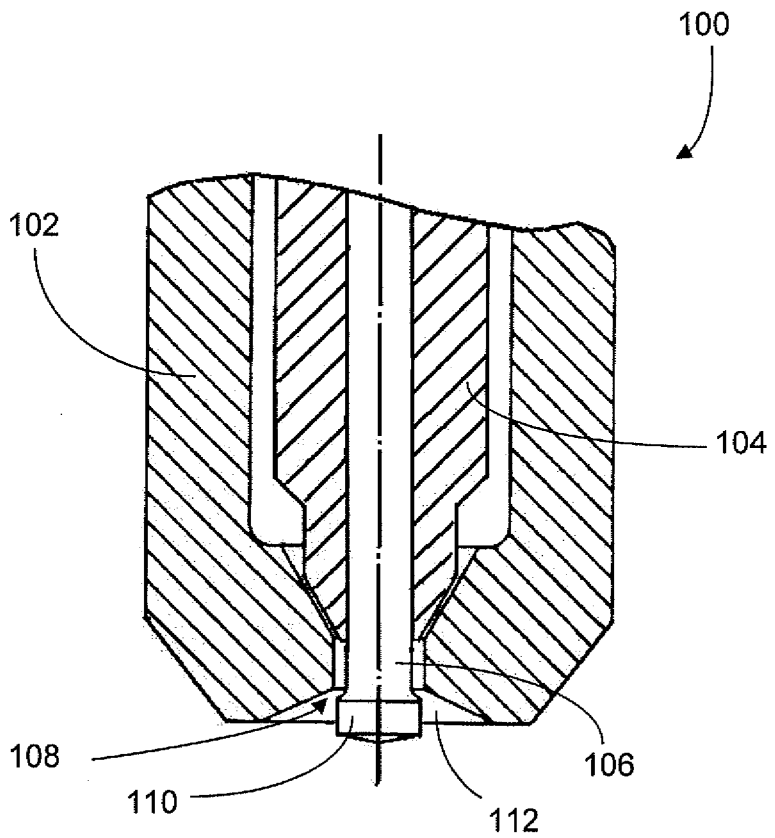

FIG. 1

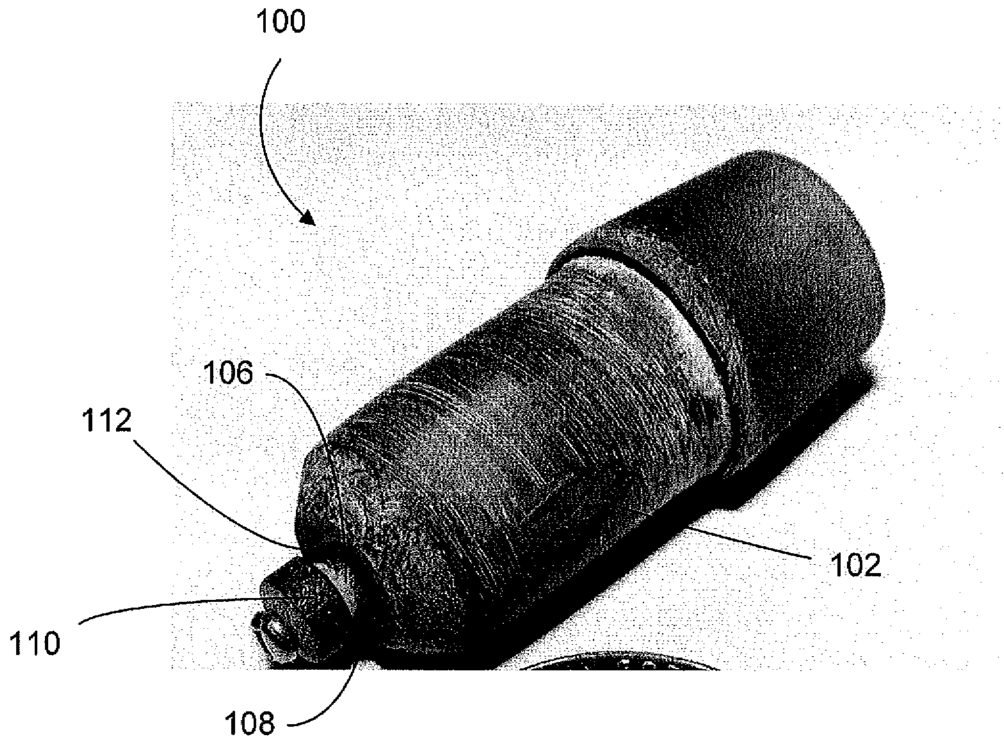

FIG. 2

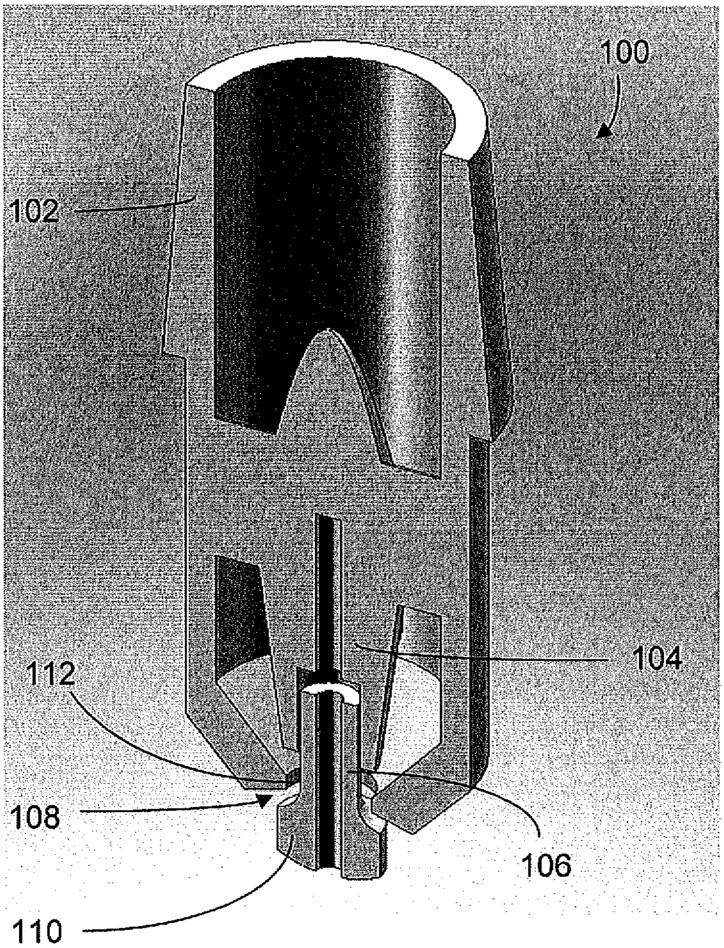

FIG. 3

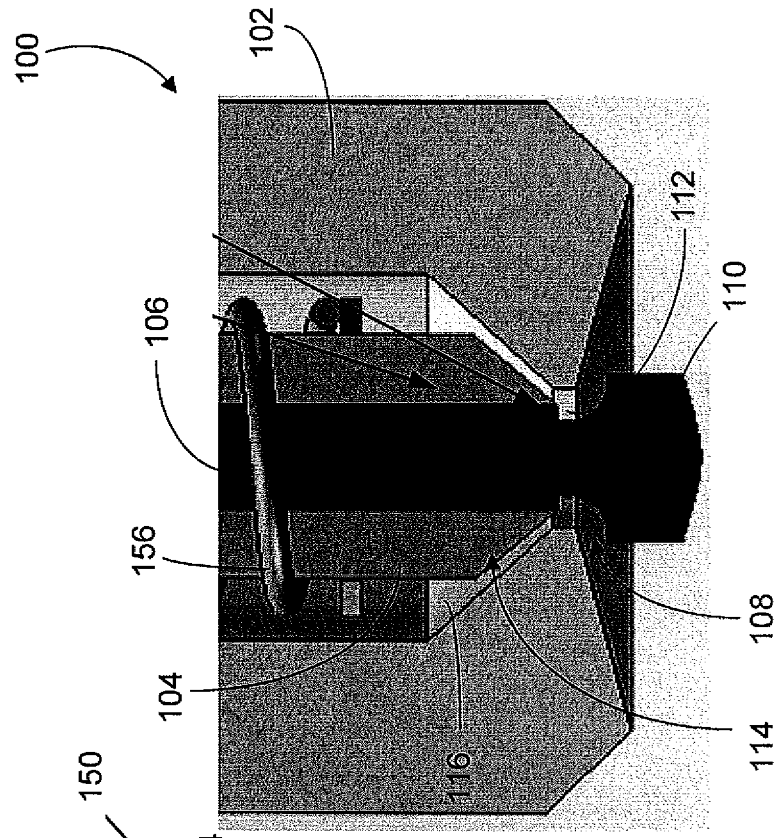
100
102
106
156
104
116
114
108
110
112

FIG. 4B

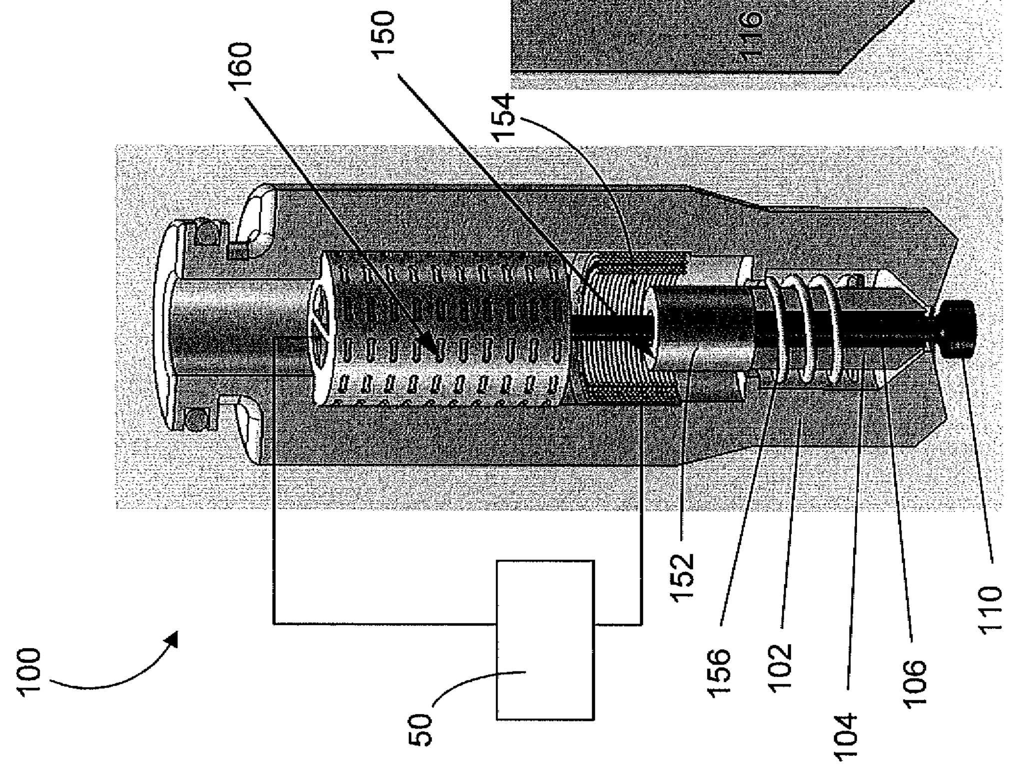
160
150
154
100
50
152
156
102
104
106
110

FIG. 4A

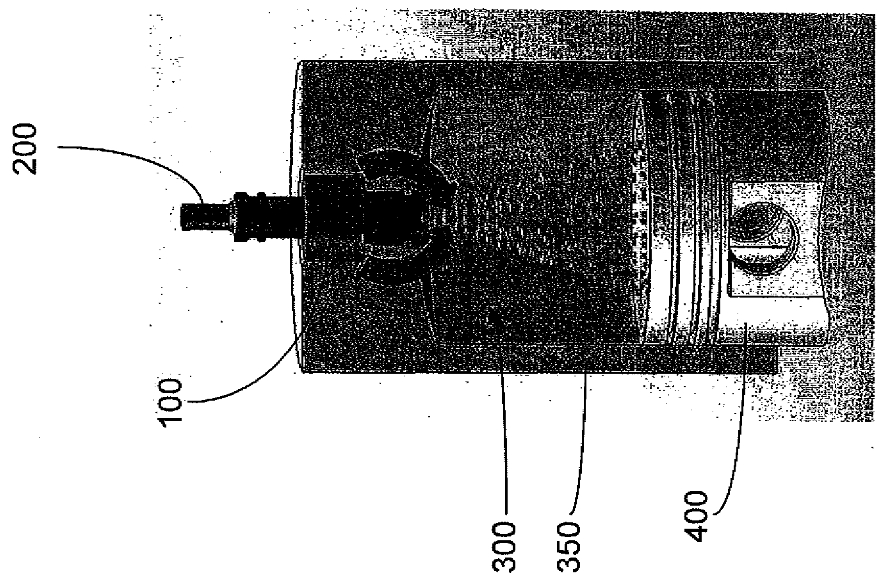

FIG. 5A

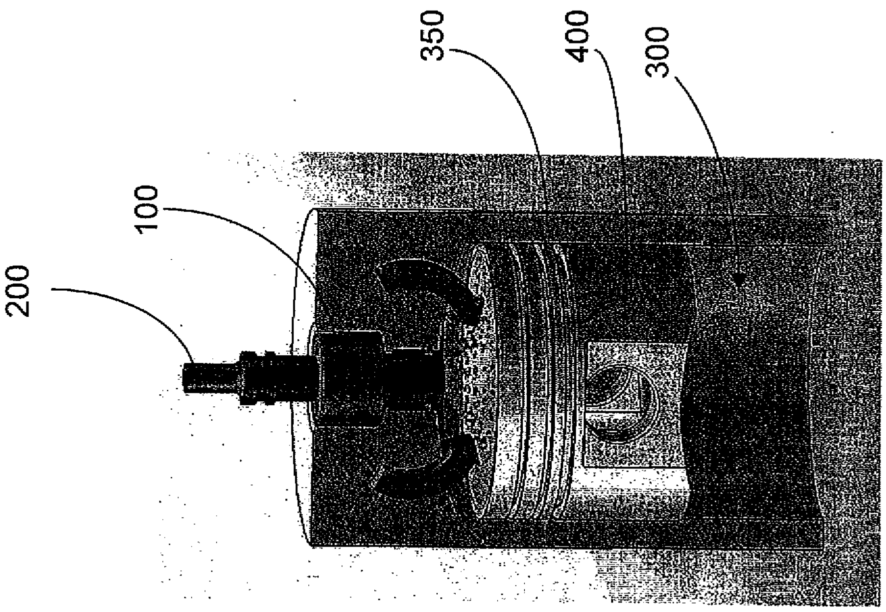

FIG. 5B

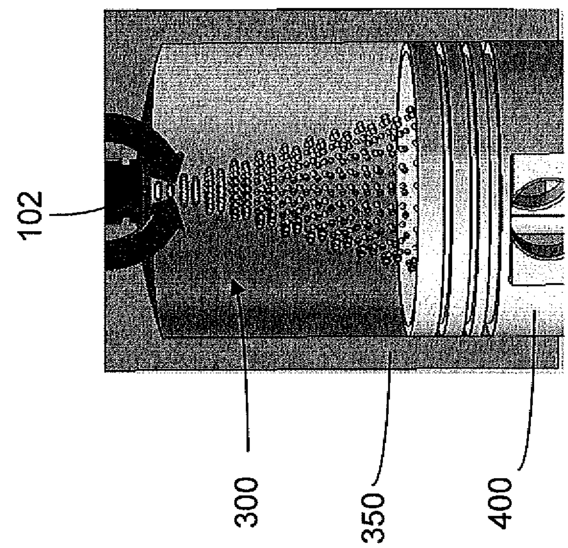

FIG. 6A

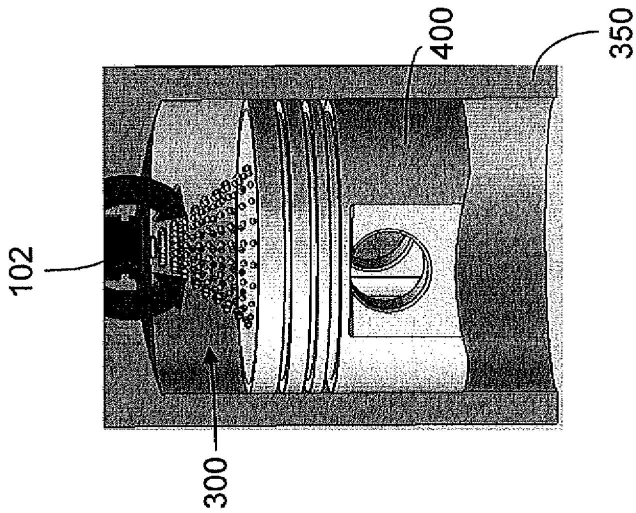

FIG. 6B

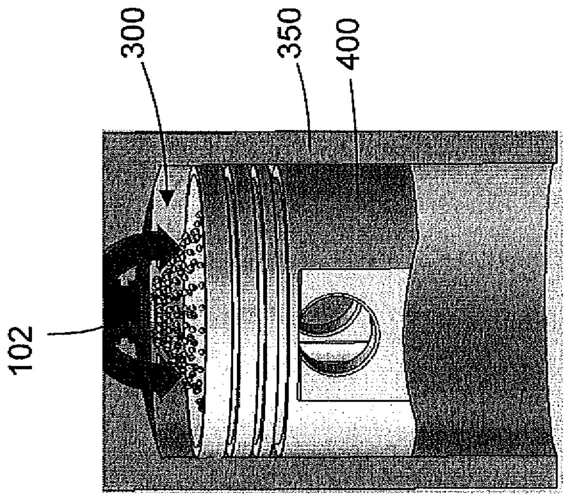

FIG. 6C

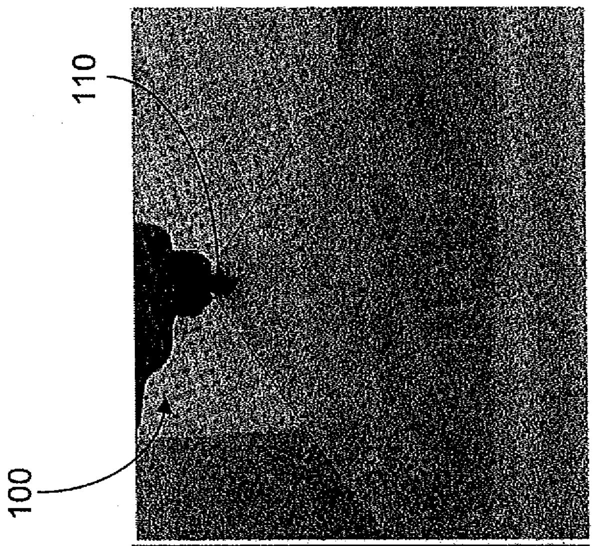

FIG. 7B

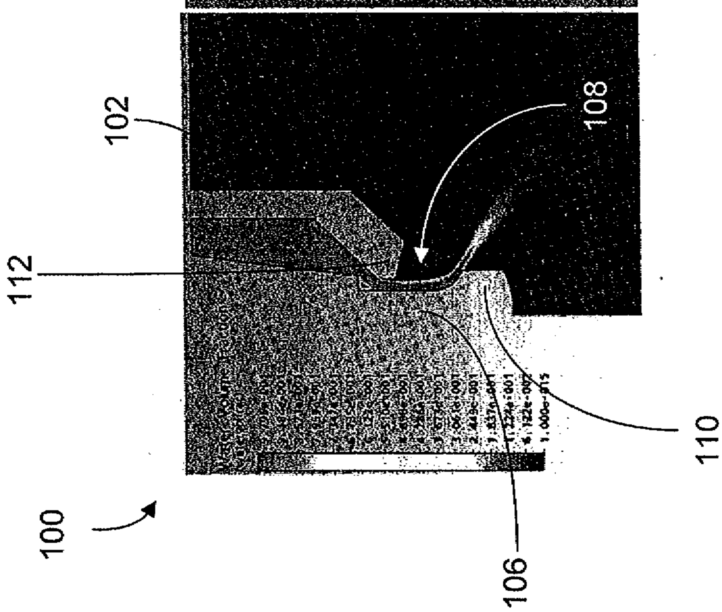

FIG. 7A

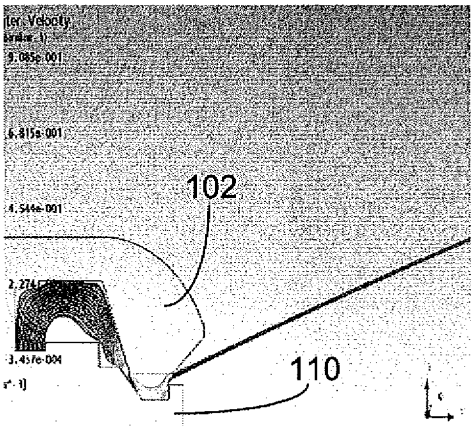

FIG. 8A

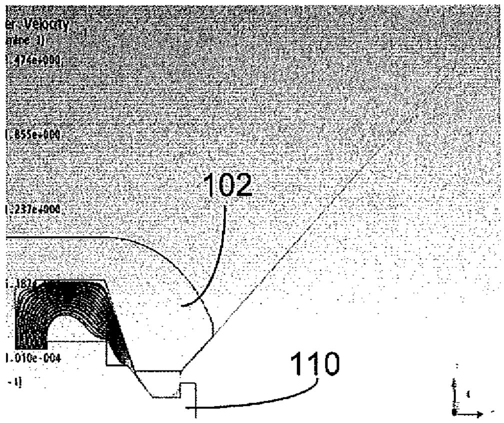

FIG. 8B

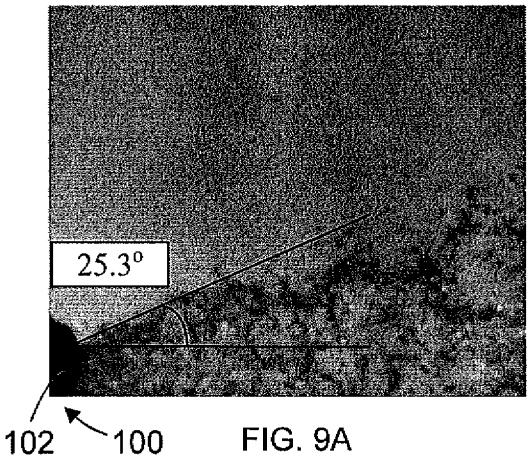

FIG. 9A

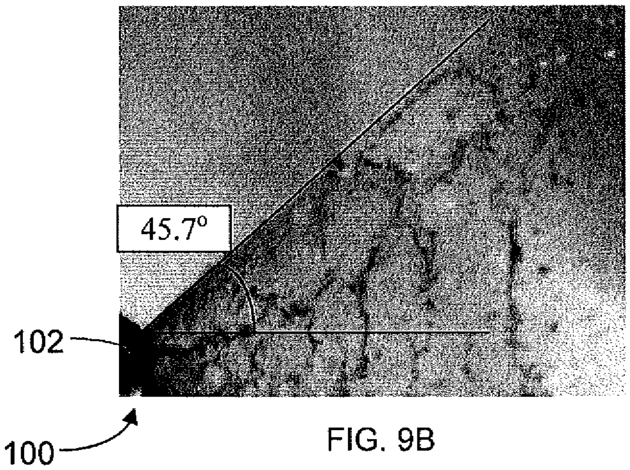

FIG. 9B

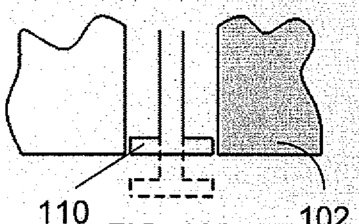

FIG. 10A

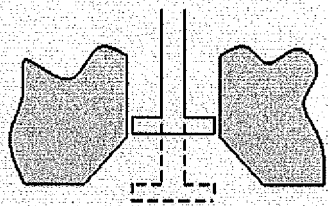

FIG. 10B

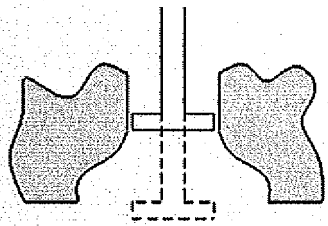

FIG. 10C

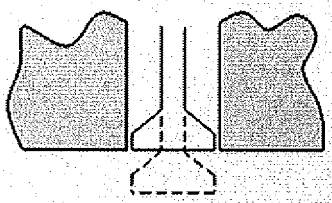

FIG. 10D

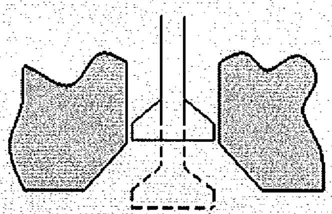

FIG. 10E

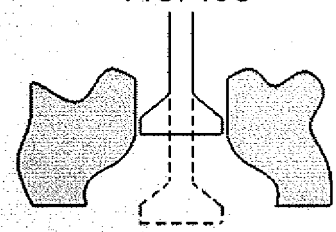

FIG. 10F

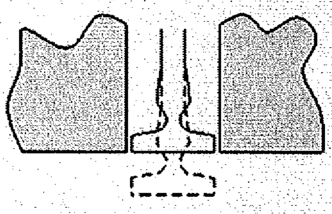

FIG. 10G

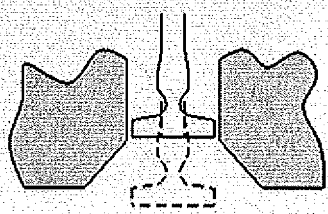

FIG. 10H

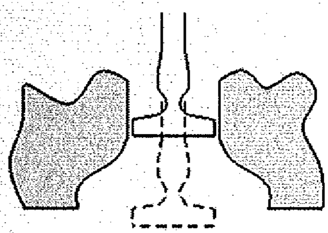

FIG. 10I

INTERNATIONAL SEARCH REPORT

International application No
PCT/US2009/030707

A. CLASSIFICATION OF SUBJECT MATTER
INV. F02M45/08 F02M61/06 F02M63/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
F02M

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X Y	GB 2 281 940 A (LUCAS IND PLC [GB]) 22 March 1995 (1995-03-22) figures 1-3	1,2,7-9, 14,15 3-5,16, 17
Y	JP 2004 204795 A (TOYOTA MOTOR CORP) 22 July 2004 (2004-07-22) figures 1-21	3-5,16, 17
X	FR 2 407 361 A (MASCHF AUGSBURG NUERNBERG AG [DE]) 25 May 1979 (1979-05-25) figures 1-4	1

☐ Further documents are listed in the continuation of Box C.

☒ See patent family annex.

* Special categories of cited documents :

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"P" document published prior to the international filing date but later than the priority date claimed

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"&" document member of the same patent family

Date of the actual completion of the international search	Date of mailing of the international search report
30 March 2009	06/04/2009

Name and mailing address of the ISA/	Authorized officer
European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Fax: (+31-70) 340-3016	Morales Gonzalez, M

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/US2009/030707

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