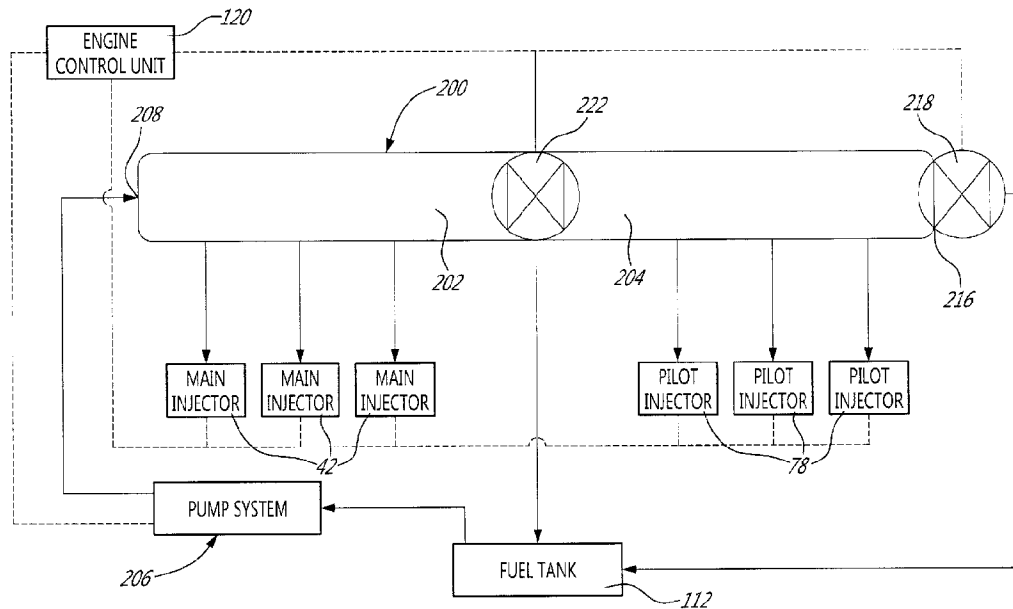




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(72) Inventeurs/Inventors:  
SCHULZ, EDWIN, CA;  
THOMASSIN, JEAN, CA  
(73) Propriétaire/Owner:  
PRATT & WHITNEY CANADA CORP., CA  
(74) Agent: NORTON ROSE FULBRIGHT CANADA  
LLP/S.E.N.C.R.L., S.R.L.

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(57) **Abrégé/Abstract:**

An internal combustion engine with at least two rotatable bodies each defining at least one combustion chamber of variable volume and, for each rotatable body: a pilot subchamber, a pilot fuel injector having a tip in communication with the pilot subchamber, an ignition element positioned to ignite fuel within the pilot subchamber, and a main fuel injector spaced apart from the pilot fuel injector. The engine includes a common first fuel conduit in fluid communication with each main fuel injector, and a common second fuel conduit in fluid communication with each pilot fuel injector. First and second pressure regulating mechanisms which are settable at different pressure values from one another respectively regulate a fuel pressure in the first and second conduits. A method of combusting fuel in an internal combustion engine is also provided.

## ABSTRACT

An internal combustion engine with at least two rotatable bodies each defining at least one combustion chamber of variable volume and, for each rotatable body: a pilot subchamber, a pilot fuel injector having a tip in communication with the pilot subchamber, an ignition element positioned to ignite fuel within the pilot subchamber, and a main fuel injector spaced apart from the pilot fuel injector. The engine includes a common first fuel conduit in fluid communication with each main fuel injector, and a common second fuel conduit in fluid communication with each pilot fuel injector. First and second pressure regulating mechanisms which are settable at different pressure values from one another respectively regulate a fuel pressure in the first and second conduits. A method of combusting fuel in an internal combustion engine is also provided.

## INTERNAL COMBUSTION ENGINE WITH PILOT AND MAIN INJECTION

## TECHNICAL FIELD

- 5 The application relates generally to internal combustion engines and, more particularly, to pilot and main fuel injection in such engines.

## BACKGROUND OF THE ART

Some reciprocating internal combustion engines have a main and pilot fuel injection performed by a same fuel injector. The fuel injectors may be fed by a common rail, where for example each injector includes a pressure intensification mechanism to perform the main injection at an increased pressure and performs a pilot injection using the common rail pressure. Accordingly, a relatively complex configuration may be required for each injector.

Some internal combustion engines, including some rotary engines, include a pilot subchamber for pilot ignition. However, known arrangements are not optimized, in terms of combustion arrangements and characteristics, and thus room for improvement exists.

## SUMMARY

In one aspect, there is provided an internal combustion engine comprising: at least two rotatable bodies; an outer body defining a respective internal cavity for each of the rotatable bodies, each of the rotatable bodies being sealingly and rotationally received within the respective internal cavity to define at least one combustion chamber of variable volume; the engine including, for each of the rotatable bodies: a pilot subchamber defined in the outer body in communication with the respective internal cavity, a pilot fuel injector having a tip in communication with the pilot subchamber, an ignition element positioned to ignite fuel within the pilot subchamber, and a main fuel injector spaced apart from the pilot fuel injector and having a tip in communication with the internal cavity at a location spaced apart from the pilot subchamber; a common first fuel conduit in fluid communication with each main fuel injector; a common second fuel conduit in fluid communication with each pilot fuel injector; a first pressure regulating mechanism in fluid communication with the first fuel conduit for regulating a fuel

pressure therein; and a second pressure regulating mechanism in fluid communication with the second fuel conduit for regulating a fuel pressure therein, the pressure regulating mechanisms being settable at different pressure values from one another.

In another aspect, there is provided a rotary internal combustion engine comprising: an  
5 outer body having at least two internal cavities each defined by two axially spaced apart end walls and a peripheral wall extending between the end walls; a rotor body received in each of the internal cavities, each rotor body being rotatable within the internal cavity in sealing engagement with the peripheral and end walls and defining at least one chamber of variable volume in the internal cavity; for each of the internal cavities: a pilot  
10 subchamber defined in the outer body in fluid communication with the internal cavity, a pilot fuel injector having a tip in communication with the pilot subchamber, an ignition element positioned to ignite fuel within the pilot subchamber, and a main fuel injector spaced apart from the pilot fuel injector, the main fuel injector having a tip in communication with the cavity at a location spaced apart from the pilot subchamber; a  
15 common first fuel conduit in fluid communication with each main fuel injector; a common second fuel conduit in fluid communication with each pilot fuel injector; a first pressure regulating mechanism in fluid communication with the first fuel conduit for regulating a fuel pressure therein; and a second pressure regulating mechanism in fluid communication with the second fuel conduit for regulating a fuel pressure therein, the  
20 first and second pressure regulating mechanisms being settable at different pressure values from one another.

In a further aspect, there is provided a method of combusting fuel in an internal combustion engine having at least two rotatable bodies each defining at least one combustion chamber, the method comprising: pressurizing the fuel in a first conduit at a  
25 first pressure; pressurizing the fuel in a second conduit at a second pressure different from the first pressure; and for each of the rotatable bodies of the engine: feeding a respective pilot injector with fuel at the second pressure from the second conduit to inject fuel in a respective pilot subchamber, igniting the fuel within the respective pilot subchamber, circulating the ignited fuel out of the respective pilot subchamber and into  
30 the one of the combustion chambers, and feeding a respective main injector with fuel at the first pressure from the first conduit to inject fuel into the one of the combustion

chambers spaced apart from the respective subchamber and the respective pilot injector.

#### DESCRIPTION OF THE DRAWINGS

Reference is now made to the accompanying figures in which:

Fig. 1 is a schematic cross-sectional view of a rotary internal combustion engine in accordance with a particular embodiment;

Fig. 2 is a schematic view of an injection system which can be used with an internal combustion engine such as shown in Fig. 1, in accordance with a particular embodiment;

Fig. 3 is a schematic view of an injection system which can be used with an internal combustion engine such as shown in Fig. 1, in accordance with another particular embodiment; and

Fig. 4 is a schematic view of an injection system which can be used with an internal combustion engine such as shown in Fig. 1, in accordance with a further particular embodiment.

#### DETAILED DESCRIPTION

Referring to Fig. 1, a rotary internal combustion engine 10 known as a Wankel engine is schematically shown. In a particular embodiment, the rotary engine 10 is used in a compound cycle engine system such as described in Lents et al.'s US patent No. 7,753,036 issued July 13, 2010, as described in Julien et al.'s US patent No. 7,775,044 issued August 17, 2010, or as described in U.S. patent applications Nos. 13/554,517 and 13/554,564 both filed July 20, 2012. The compound cycle engine system may be used as a prime mover engine, such as on an aircraft or other vehicle, or in any other suitable application. In any event, in such a system, air is compressed by a compressor before entering the Wankel engine, and the engine drives one or more turbine(s) of the compound engine. In another embodiment, the rotary engine 10 is used with a turbocharger without being compounded; in another embodiment, the rotary engine 10 is used without a turbocharger, with air at atmospheric pressure, as a stand-alone

engine. In one embodiment, the rotary engine 10 may be applicable to land base systems including, but not limited to, generators.

The engine 10 is shown and described herein as a Wankel engine as an example only. It is understood that the engine 10 may alternately be any other adequate type of internal combustion engine having a pilot subchamber for ignition, such as for example a reciprocating engine, or a rotary engine having a different configuration than that of a Wankel engine. For example, in a particular embodiment, the rotary engine may be a single or eccentric type rotary engine in which the rotor rotates about a fixed center of rotation. For example, the rotary engine may be a sliding vane engine, such as described in US patent No. 5,524,587 issued June 11, 1996 or in US patent No. 5,522,356 issued June 4, 1996. In another particular embodiment, the rotary engine may be an oscillatory rotating engine, including two or more rotors rotating at different angular velocities, causing the distance between portions of the rotors to vary and as such the chamber volume to change. In another particular embodiment, the rotary engine may be a planetary rotating engine having a different geometry than that of the Wankel engine, such as for example a planetary engine having a rotor cavity with an epitrochoid profile defining three lobes and a rotor with four apex portions. Examples of such non-Wankel rotary engines are shown in Applicant's U.S. application No. 13/750,523 filed January 25, 2013. Other rotary engine geometries are also possible.

The engine 10 generally includes at least one moveable body received in a corresponding internal cavity of an outer body to define at least one combustion chamber. For example, the engine 10 may be a reciprocating engine with a plurality of internal cavities each receiving a moveable body in the form of a reciprocating piston. The engine 10 may alternately be a rotary engine with a plurality of internal cavities each receiving a moveable body on the form of a rotatable body or rotor.

Referring back to Fig. 1, in the particular embodiment shown, the engine 10 comprises an outer body 12 having at least one rotor cavity 20 (only one of which is shown) each defined by axially-spaced end walls 14 and a peripheral wall 18 extending therebetween, with a rotatable body or rotor 24 received in each cavity 20. The inner

surface 19 of the peripheral wall 18 of each cavity 20 has a profile defining two lobes, which is preferably an epitrochoid.

In the case of a multiple rotor engine, the outer body 12 may be integral or defined by a plurality of body portions each defining a respective one of the cavities 20 and receiving a respective one of the rotors 24.

Each rotor 24 is received within the respective cavity 20, with the geometrical axis of the rotor 24 being offset from and parallel to the axis of the outer body 12. Each rotor 24 has axially spaced end faces 26 adjacent to the outer body end walls 14, and a peripheral face 28 extending therebetween. The peripheral face 28 defines three circumferentially-spaced apex portions 30 and a generally triangular profile with outwardly arched sides. The apex portions 30 are in sealing engagement with the inner surface of peripheral wall 18 to form three rotating working or combustion chambers 32 between the inner rotor 24 and outer body 12. A recess (not shown) is defined in the peripheral face 28 of the rotor 24 between each pair of adjacent apex portions 30, to form part of the corresponding chamber 32.

The combustion chambers 32 are sealed. Each rotor apex portion 30 has an apex seal 52 extending from one end face 26 to the other and protruding radially from the peripheral face 28. Each apex seal 52 is biased radially outwardly against the peripheral wall 18 through a respective spring. An end seal 54 engages each end of each apex seal 52, and is biased against the respective end wall 14 through a suitable spring. Each end face 26 of the rotor 24 has at least one arc-shaped face seal 60 running from each apex portion 30 to each adjacent apex portion 30, adjacent to but inwardly of the rotor periphery throughout its length. A spring urges each face seal 60 axially outwardly so that the face seal 60 projects axially away from the adjacent rotor end face 26 into sealing engagement with the adjacent end wall 14 of the cavity. Each face seal 60 is in sealing engagement with the end seal 54 adjacent each end thereof.

Although not shown, each rotor 24 is journaled on an eccentric portion of a shaft and includes a phasing gear co-axial with the rotor axis, which is meshed with a fixed stator phasing gear secured to the outer body co-axially with the shaft. In a particular embodiment where the engine 10 includes multiple rotors 24 and cavities 20, each rotor 24 may be journaled on a respective eccentric portion of a same shaft. The shaft

rotates each rotor 24 and the meshed gears guide the rotor 24 to perform orbital revolutions within the respective rotor cavity 20. The shaft rotates three times for each complete rotation of the rotor 24 as it moves around the rotor cavity 20. Oil seals are provided around the phasing gear to prevent leakage flow of lubricating oil radially outwardly thereof between the respective rotor end face 26 and outer body end wall 14.

For each rotor cavity 20, at least one inlet port 44 is defined through one of the end walls 14 or the peripheral wall 18 for admitting air (atmospheric or compressed) into one of the working chambers 32, and at least one exhaust port 46 is defined through one of the end walls 14 or the peripheral wall 18 for discharge of the exhaust gases from the combustion chambers 32. The inlet and exhaust ports 44, 46 are positioned relative to each other and relative to the ignition member and fuel injectors (further described below) such that during each rotation of the rotor 24, each chamber 32 moves around the cavity 20 with a variable volume to undergo the four phases of intake, compression, expansion and exhaust, these phases being similar to the strokes in a reciprocating-type internal combustion engine having a four-stroke cycle.

In a particular embodiment, the inlet and exhaust ports 44, 46 are arranged such that the rotary engine 10 operates under the principle of the Miller or Atkinson cycle, with its volumetric compression ratio lower than its volumetric expansion ratio. In another embodiment, the inlet and exhaust ports 44, 46 are arranged such that the volumetric compression and expansion ratios are equal or similar to one another.

The engine 10 includes a pilot subchamber 72 for each rotor cavity 20, defined in the outer body 12, for pilot fuel injection and ignition. In the embodiment shown, the pilot subchamber 72 is provided in an insert 34 received in a corresponding hole 36 defined through the peripheral wall 18 of the outer body 12. The insert 34 is retained to the peripheral wall 18 using any adequate type of connection, including, but not limited to, fasteners, welding, brazing, retention through a cover overlapping the insert 34 and connected to the peripheral wall 18, etc. In another embodiment, the pilot subchamber 72 is directly defined in the peripheral wall 18.

In the embodiment shown, the insert body 34 has the entire pilot subchamber 72 defined therein, shown here with a circular cross-section. Other geometries are also possible, including but not limited to cylindrical, conical, frustoconical, wedge-shaped

profiles, etc. The insert 34 includes at least one outlet opening 74 defined therein for communication with the cavity 20, and the subchamber 72 has a shape forming a reduced cross-section adjacent the opening(s) 74, such that the opening(s) 74 define a restriction to the flow between the subchamber 72 and the cavity 20. The opening(s) 74 may have various shapes and/or be defined by a pattern of multiple holes.

The particular insert 34 shown is provided only as an example, and it is understood that other geometries and/or positions within the peripheral wall 18 are possible for the insert 34. In a particular embodiment, the insert 34 is made of a material having a greater high temperature properties and/or lower thermal conductivity than that of the peripheral wall 18, which may be for example made of aluminum. In one embodiment, the insert 34 is made of a nickel or cobalt based super alloy. Alternately, as mentioned above, the insert 34 may be omitted and the pilot subchamber 72 be directly defined in the peripheral wall 18 if the peripheral wall 18 is made of a material having sufficient heat resistance and adequate high temperature properties to resist the high temperatures within the subchamber 72.

The peripheral wall 18 of each rotor cavity 20 has a main injector elongated hole 40 defined therethrough, in communication with the rotor cavity 20 and spaced apart from the pilot subchamber 72. A main fuel injector 42 is received and retained within this corresponding hole 40, with the tip of the main injector 42 communicating with the cavity 20 at a point spaced apart from the pilot subchamber 72. The main injector 42 is located rearwardly of the pilot subchamber 72 with respect to the direction R of the rotor rotation and revolution, and is angled to direct fuel forwardly into each of the rotating chambers 32 sequentially with a tip hole pattern designed for an adequate spray.

The peripheral wall 18 of each rotor cavity 20 also has a pilot injector elongated hole 76 defined therethrough in communication with the subchamber 72. A pilot fuel injector 78 is received and retained within the corresponding hole 76, with the tip of the pilot injector 78 being in communication with the subchamber 72, for example by terminating in a corresponding opening defined in the insert 34 between the subchamber 72 and the pilot injector hole 76. It can be seen that the main injector 42 and pilot injector 78 are spaced apart from one another.

The pilot injector 78 and main injector 42 of each rotor cavity 20 inject fuel, which in a particular embodiment is heavy fuel e.g. diesel, kerosene (jet fuel), equivalent biofuel, etc. into the chambers 32. Alternately, the fuel may be any other adequate type of fuel suitable for injection as described, including non-heavy fuel such as for example  
5 gasoline or liquid hydrogen fuel. In a particular embodiment, at least 0.5% and up to 20% of the fuel is injected through the pilot injector 78, and the remainder is injected through the main injector 42. In another particular embodiment, at most 10% of the fuel is injected through the pilot injector 78. In another particular embodiment, at most 5% of the fuel is injected through the pilot injector 78. The main injector 42 injects the fuel  
10 such that each rotating chamber 32 when in the combustion phase contains a lean mixture of air and fuel.

The peripheral wall 18 of each rotor cavity 20 and, in the embodiment shown, the insert body 34 have an ignition element elongated hole 82 defined therein in communication with the subchamber 72. An ignition element 84 is received and retained within the  
15 corresponding hole 82 and positioned to ignite fuel within the subchamber 72, e.g. with the tip of the ignition element 84 being received in the subchamber 72. In the embodiment shown, the ignition element 84 is a glow plug. Other configurations are also possible, including for example having the ignition element 84 completely received within the insert 34, and/or ignition element(s) 84 of any other adequate type, including  
20 but not limited to plasma ignition, laser ignition, spark plug, microwave, other types of ignition elements, etc.

Referring to Fig. 2, in a particular embodiment, the main fuel injector(s) 42 and the pilot fuel injector(s) 78 of the engine 10 are in fluid communication with a same common rail 100. The common rail 100 has an the inlet 108 in fluid communication with a pump  
25 system 106. In the embodiment shown, the pump system 106 includes a low pressure pump 110 located in or in fluid communication with a fuel source or fuel tank 112, and a high pressure pump 114 receiving the fuel from the low pressure pump 110 and feeding it to the inlet 108 of the common rail 100.

The common rail 100 has an outlet 116 in selective fluid communication, directly or  
30 indirectly, with the fuel tank 112 such as to return an excess of fuel thereto. In the embodiment shown, a metering or pressure regulating valve 118 is provided at the outlet 116 to regulate the flow of fuel therethrough. A pressure regulating mechanism

regulates the fuel pressure in the common rail and may be provided in the pump system 106 (e.g. metering unit) and/or by the valve 118.

In the embodiment shown, an engine control unit 120 controls the pilot and main fuel injection through control of the high pressure pump 114 (e.g. actuation, fuel pressure and/or fuel flow), the valve 118 (e.g. position) and the fuel injectors 42, 78 (e.g. actuation of electronic valves controlling the injection pulses).

In a particular embodiment, the engine 10 has a single moveable body, with a single main injector 42 and a single pilot injector 78 in fluid communication with the common rail 100. In another embodiment, the engine 10 includes at least one additional moveable body, each having an additional main injector 42 and an additional pilot injector 78 (one being shown in dotted lines in Fig. 2) also in fluid communication with the same common rail 100.

In use, the fuel is combusted by pressurizing the fuel in the common rail 100, feeding the pilot injector(s) 78 with the common rail 100 to inject the fuel in the pilot subchamber(s) 72 where it is ignited and circulated into a respective combustion chamber 32, and feeding the main injector(s) 42 with the common rail 100 to inject the fuel into the combustion chamber 32. The pilot and main injections are thus performed spaced apart from one another.

In a particular embodiment, both the main and pilot injectors 42, 78 inject the fuel using the pressure provided in the common rail 100, e.g. without the use of pressure intensification mechanisms. In a particular embodiment, a difference in fuel volume between the pilot and main injections may be provided by tuning the duration and/or number of injection pulses and/or by using a pilot injector 78 having a smaller open area, as defined by the tip openings through which the fuel is injected, than that of the main injector 42.

In the embodiment shown in Fig. 3, the engine 10 includes multiple moveable bodies, and as such a plurality of main fuel injectors 42 and pilot fuel injectors 78 (three in the embodiment shown). All the main fuel injectors 42 are in fluid communication with a same common primary fuel conduit 202, while all the pilot fuel injectors 45 are in fluid communication with a same common secondary fuel conduit 204. A primary pressure regulating mechanism regulates the fuel pressure in the primary fuel conduit 202 while

a secondary pressure regulating mechanism regulates a fuel pressure in the secondary conduit 204. The primary and secondary pressure regulating mechanisms are settable at different pressure values from one another such that the primary and secondary fuel conduits 202, 204 can provide fuel at different pressures.

5 In the particular embodiment shown, the primary and secondary conduits 202, 204 are separate chambers defined side by side in a same common rail 200. The inlet 208 of the common rail 200 and of the primary fuel conduit 202 is in fluid communication with a pump system 206 (e.g. single or multiple pump arrangement) providing for the primary pressure regulating mechanism (e.g. through a metering unit), by regulating the  
10 fuel flow from the pump system 206 to the primary conduit 202.

The primary and secondary conduits 202, 204 are in selective fluid communication with each other through a metering or pressure regulating valve 222 which is also in selective fluid communication with the fuel tank 112 such as to return an excess of fuel thereto. In a particular embodiment, the valve 222 is a metering valve. The secondary  
15 conduit 204 has an outlet 216 (also corresponding to the outlet of the common rail 200) in selective fluid communication, directly or indirectly, with the fuel tank 112 such as to return an excess of fuel thereto. In the embodiment shown, a second metering or pressure regulating valve 218 is provided at the outlet of the secondary conduit to regulate the flow of fuel therethrough. As such, in the embodiment shown, the pressure  
20 regulating mechanism of the secondary conduit 204 may be provided by the inlet valve 222 and/or the outlet valve 218.

In the embodiment shown, the engine control unit 120 controls the pilot and main fuel injection through control of the pump system 206 (e.g. actuation, fuel pressure and/or fuel flow), the valves 218, 222 (e.g. position) and the fuel injectors 42, 78 (e.g.  
25 actuation of electronic valves controlling the injection pulses).

In a particular embodiment, the different pressures of the main and pilot injection allows for main and pilot injectors 42, 78 having a similar size and configuration to be used while still obtaining a smaller fuel volume in the pilot injection than in the main injection. Alternately, as above, the pilot injector 78 may have a smaller open area, as defined by  
30 the tip openings through which the fuel is injected, than that of the main injector 42.

In use, the fuel is combusted by pressurizing the fuel in the primary and secondary conduits 202, 204 to obtain different fuel pressures, feeding the pilot injectors 78 with the primary conduit 202 to inject fuel in the respective pilot subchamber 72 where it is ignited and circulated into a respective combustion chamber 32, and feeding the main  
5 injectors 42 with the secondary conduit 204 to inject fuel into the combustion chamber 32.

Alternately, the primary conduit 202 may be connected to the main injectors 42 and the secondary conduit 204 may be connected to the pilot injectors 78.

The embodiment shown in Fig. 4 is similar to the embodiment shown in Fig. 3.  
10 However, in this embodiment, the primary and secondary conduits 302, 304 are respectively defined by separate common rails. A first pump system 306 (e.g. single or multiple pump arrangement) is in fluid communication with the fuel source and with the inlet 308 of the primary conduit. A second pump system 307 (e.g. single or multiple pump arrangement) is in fluid communication with the fuel tank 112 and with the inlet  
15 309 of the secondary conduit 304.

Each conduit 302, 304 has an outlet 315, 316 in selective fluid communication, directly or indirectly, with the fuel tank 112 such as to return an excess of fuel thereto. In the embodiment shown, a metering or pressure regulating valve 322, 318 is provided at the outlet 315, 316 of each conduit 302, 304 to regulate the flow of fuel therethrough. The  
20 primary pressure regulating mechanism may thus provided in the first pump system 306 (e.g. metering unit) and/or by the first valve 322, while the secondary pressure regulating mechanism may be provided in the second pump system 307 (e.g. metering unit) and/or by the second valve 318.

In the embodiment shown, the engine control unit 120 controls the pilot and main fuel  
25 injection through control of the pump systems 306, 307 (e.g. actuation, fuel pressure and/or fuel flow), the valves 318, 322 (e.g. position) and the fuel injectors 42, 78 (e.g. actuation of electronic valves controlling the injection pulses). Alternately, the pump system and valve associated with each of the conduits may be controlled by a different engine control unit.

30 The above description is meant to be exemplary only, and one skilled in the art will recognize that changes may be made to the embodiments described without departing

from the scope of the invention disclosed. Modifications which fall within the scope of the present invention will be apparent to those skilled in the art, in light of a review of this disclosure, and such modifications are intended to fall within the appended claims.

CLAIMS:

1. An internal combustion engine comprising:
  - at least two rotatable bodies;
  - an outer body defining a respective internal cavity for each of the at least rotatable bodies, each of the at least rotatable bodies being sealingly and rotationally received within the respective internal cavity to define at least one combustion chamber of variable volume;
  - the engine including, for each of the at least two rotatable bodies:
    - a pilot subchamber defined in the outer body in communication with the respective internal cavity,
    - a pilot fuel injector having a tip in communication with the pilot subchamber,
    - an igniter positioned to ignite fuel within the pilot subchamber, and
    - a main fuel injector spaced apart from the pilot fuel injector and having a tip in communication with the internal cavity at a location spaced apart from the pilot subchamber;
    - a first chamber of a common rail in fluid communication with each main fuel injector;
    - a second chamber of the common rail in fluid communication with each pilot fuel injector;
    - a first metering or pressure regulating valve in fluid communication with the first chamber; and
    - a second metering or pressure regulating valve providing selective fluid communication between the first and second metering or pressure regulating valves being settable at different pressure values from one another.
2. The engine as defined in claim 1 wherein the first metering or pressure regulating valve is provided at least in part in a pump in fluid communication with a fuel source and with an inlet of the first chamber.
3. The engine as defined in claim 2, further comprising a third metering or pressure regulating valve through which an outlet of the second conduit is in fluid communication with the fuel source.
4. The engine as defined in claim 3, wherein the pump and the metering or pressure regulating valves are actuatable by an engine control unit.

5. The engine as defined in claim 1, wherein each respective internal cavity is defined by two axially spaced apart end walls and a peripheral wall extending between the end walls, and each of the at least two rotatable bodies includes a rotor body rotatable within the respective internal cavity in sealing engagement with the peripheral and end walls.

6. The engine as defined in claim 5, wherein each respective internal cavity defines an epitrochoid shape with two lobes, each rotor body has three circumferentially spaced apex portions, and the at least one combustion chamber include three rotating chambers of variable volume, the rotor body being engaged to an eccentric portion of a shaft to rotate and perform orbital revolutions within the respective internal cavity with each of the apex portions remaining in sealing engagement with the peripheral wall and separating the chambers.

7. A rotary internal combustion engine comprising:

- an outer body having at least two internal cavities each defined by two axially spaced apart end walls and a peripheral wall extending between the two axially spaced apart end walls;

- a rotor body received in each of the at least two internal cavities, each rotor body being rotatable within a respective one of the at least two internal cavities in sealing engagement with the peripheral wall and with the two axially spaced apart end walls and defining at least one chamber of variable volume in the respective one of the at least two internal cavities;

- for each of the at least two internal cavities:

- a pilot subchamber defined in the outer body in fluid communication with the internal cavity,

- a pilot fuel injector having a tip in communication with the pilot subchamber,

- an igniter positioned to ignite fuel within the pilot subchamber, and

- a main fuel injector spaced apart from the pilot fuel injector, the main fuel injector having a tip in communication with the internal cavity at a location spaced apart from the pilot subchamber;

- a first chamber of a common rail in fluid communication with each main fuel injector;

- a second chamber of a common rail in fluid communication with each pilot fuel injector and in selective fluid communication with the first chamber;

- a first metering or pressure regulating valve in fluid communication with the first chamber for regulating a fuel pressure therein; and

a second metering or pressure regulating valve in fluid communication with the second chamber for regulating a fuel pressure therein, the first and second metering or pressure regulating valves being settable at different pressure values from one another.

8. The engine as defined in claim 7, wherein of the at least two internal cavities defines an epitrochoid shape with two lobes, and each rotor body has three circumferentially spaced apex portions, and the at least one combustion chamber include three rotating chambers of variable volume, each rotor body being engaged to an eccentric portion of a shaft to rotate and perform orbital revolutions within the respective one of the at least two internal cavities with each of the apex portions remaining in sealing engagement with the peripheral wall and separating the chambers.

9. The engine as defined in claim 7, wherein the first metering pressure regulating valve is provided at least in part in a first pump in fluid communication with a fuel source and an inlet of the first chamber.

10. The engine as defined in claim 7, wherein the first and second chambers are in selective fluid communication with each other through the second metering or pressure regulating valve.

11. The engine as defined in claim 10, wherein the first metering or pressure regulating valve is provided at least in part in a pump in fluid communication with a fuel source and with the first chamber, and a fluid communication between an outlet of the second chamber and the fuel source is provided through a third metering or pressure regulating valve.

12. The engine as defined in claim 11, wherein the pump and the metering or pressure regulating valves are actuatable by an engine control unit.

13. A method of combusting fuel in an internal combustion engine having at least two rotatable bodies each defining at least one respective combustion chamber, the method comprising:

pressurizing the fuel in a first chamber of a common rail at a first pressure;

circulating the fuel from the first chamber to a second chamber of the common rail and

pressurizing the fuel in the second conduit at a second pressure different from the first pressure;

and

for each of the rotatable bodies of the engine:  
feeding a respective pilot injector with fuel at the second pressure from the second chamber of the common rail to inject fuel in a respective pilot subchamber,  
igniting the fuel within the respective pilot subchamber,  
circulating the ignited fuel out of the respective pilot subchamber and into the one of the at least one respective combustion chamber, and  
feeding a respective main injector with fuel at the first pressure from the first chamber of the common rail to to inject fuel into the one of the at least one respective combustion chamber spaced apart from the respective subchamber and the respective pilot injector.

14. The method as defined in claim 13, wherein the fuel is heavy fuel.

15. The method as defined in claim 13, wherein pressurizing the fuel in the first chamber of the common rail and pressurizing the fuel in second chamber of the common rail includes regulating the first and second pressures with at least one engine control unit.

16. An internal combustion engine comprising:

an outer body defining at least two internal cavities each sealingly and rotationally receiving a respective rotor body therewithin to each define at least one respective combustion chamber of variable volume;

the engine including, for each of the at least two internal cavities:

a pilot subchamber defined in the outer body in communication with a respective one of the at least two internal cavities,

a pilot fuel injector having a tip in communication with the pilot subchamber,

an igniter positioned to ignite fuel within the pilot subchamber, and

a main fuel injector spaced apart from the pilot fuel injector and having a tip in communication with the respective one of the internal cavities at a location spaced apart from the pilot subchamber;

a common first fuel conduit in fluid communication with the main fuel injector of each of the at least two internal cavities;

a common second fuel conduit in fluid communication with the pilot fuel injector of each of the at least two internal cavities;

a first metering or pressure regulating valve in fluid communication with the common first fuel conduit for regulating a fuel pressure therein; and

a second metering or pressure regulating valve in fluid communication with the common second fuel conduit for regulating a fuel pressure therein, the first and second metering or pressure regulating valves being settable at different pressure values from one another;

wherein the common first and second fuel conduits are defined as different chambers in a same common rail in selective fluid communication with each other.

17. The engine as defined in claim 16, wherein the first metering or pressure regulating valve is provided at least in part in a pump in fluid communication with a fuel source and with an inlet of the common first fuel conduit.

18. The engine as defined in claim 16, wherein the common first and second fuel conduits are in selective fluid communication with each other through the second metering or pressure regulating valve.

19. The engine as defined in claim 18, wherein the first metering or pressure regulating valve is provided at least in part in a pump in fluid communication with a fuel source and with the common first fuel conduit, the engine further comprising a third metering or pressure regulating valve through which an outlet of the common second fuel conduit is in fluid communication with the fuel source.

20. The engine as defined in claim 19, wherein the pump and the metering or pressure regulating valves are actuatable by an engine control unit.

21. The engine as defined in claim 16, wherein each of the at least two internal cavities is defined by two axially spaced apart end walls and a peripheral wall extending between the axially spaced apart end walls, and each respective rotor body is rotatable within a respective one of the at least two internal cavities in sealing engagement with the peripheral wall and with the two axially spaced apart end walls thereof.

22. The engine as defined in claim 21, wherein each of the at least two internal cavities defines an epitrochoid shape with two lobes, each respective rotor body has three circumferentially spaced apex portions, and the at least one respective combustion chamber of each of the at least two internal cavities includes three rotating chambers of variable volume, each respective rotor body being engaged to an eccentric portion of a shaft to rotate and

perform orbital revolutions within the respective one of the at least two internal cavities with each of the three circumferentially spaced apex portions remaining in sealing engagement with the peripheral wall and separating the three rotating chambers.

23. A method of combusting fuel in an internal combustion engine having at least two rotor bodies each defining at least one respective combustion chamber, the method comprising:  
for each of the at least two rotor bodies of the engine:

feeding a respective pilot injector with fuel to inject fuel in a respective pilot subchamber,  
igniting the fuel within the respective pilot subchamber,

circulating the ignited fuel out of the respective pilot subchamber and into one of the at least one respective combustion chamber, and

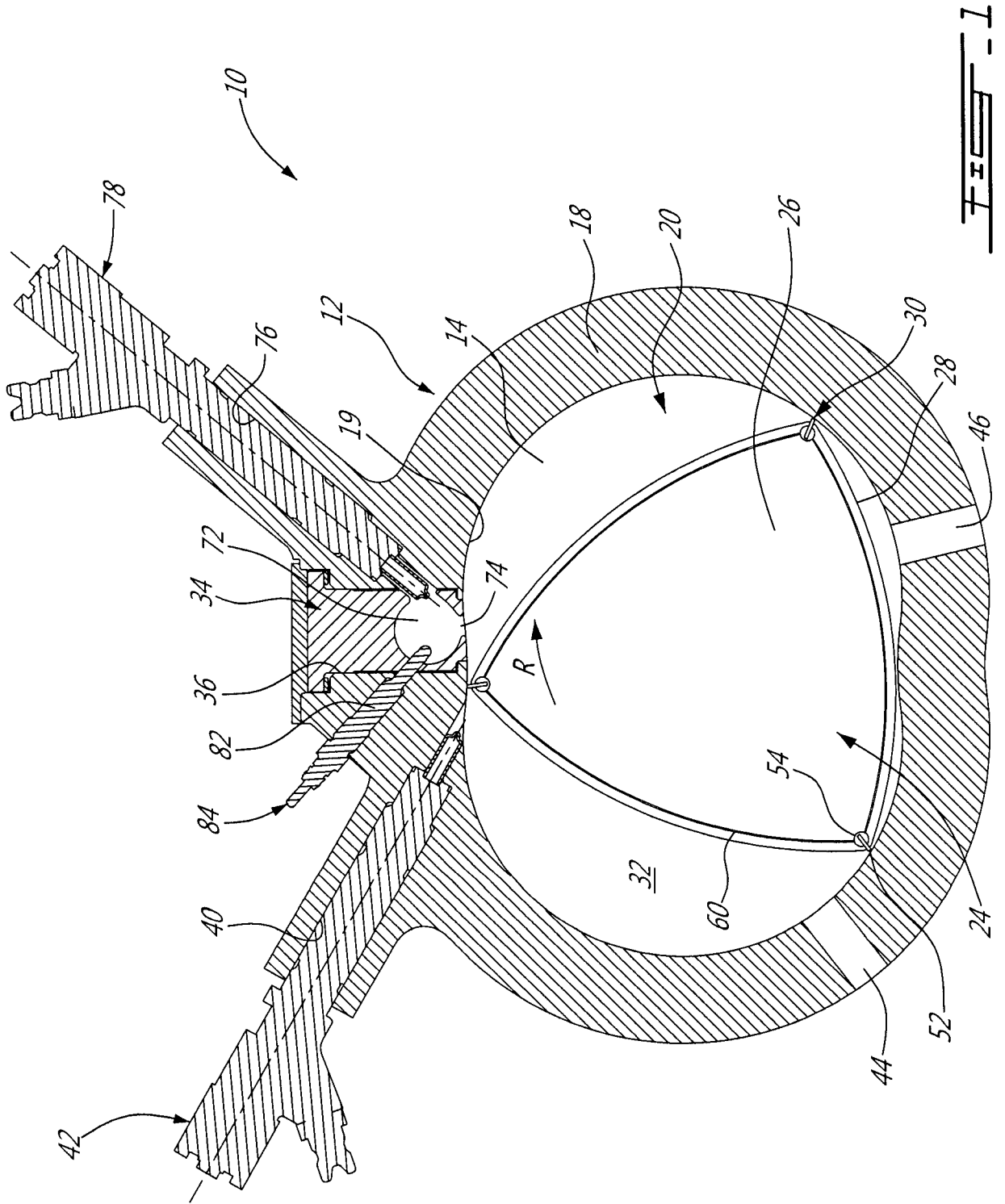
feeding a respective main injector with fuel to inject fuel into the one of the at least one respective combustion chamber spaced apart from the respective subchamber and the respective pilot injector;

wherein the respective main injector of each of the at least two rotor bodies is fed from a first chamber of a common rail, the fuel being pressurized at a first pressure in the first chamber;

wherein the respective pilot injector of each of the at least two rotor bodies is fed from a second chamber of the common rail, the fuel being circulated from the first chamber to the second chamber and being pressurized at a second pressure in the second chamber, the second pressure being different from the first pressure.

24. The method as defined in claim 23, wherein the fuel is heavy fuel.

25. The method as defined in claim 23, wherein pressurizing the fuel in the first chamber and pressurizing the fuel in the second chamber includes regulating the first and second pressures with at least one engine control unit.



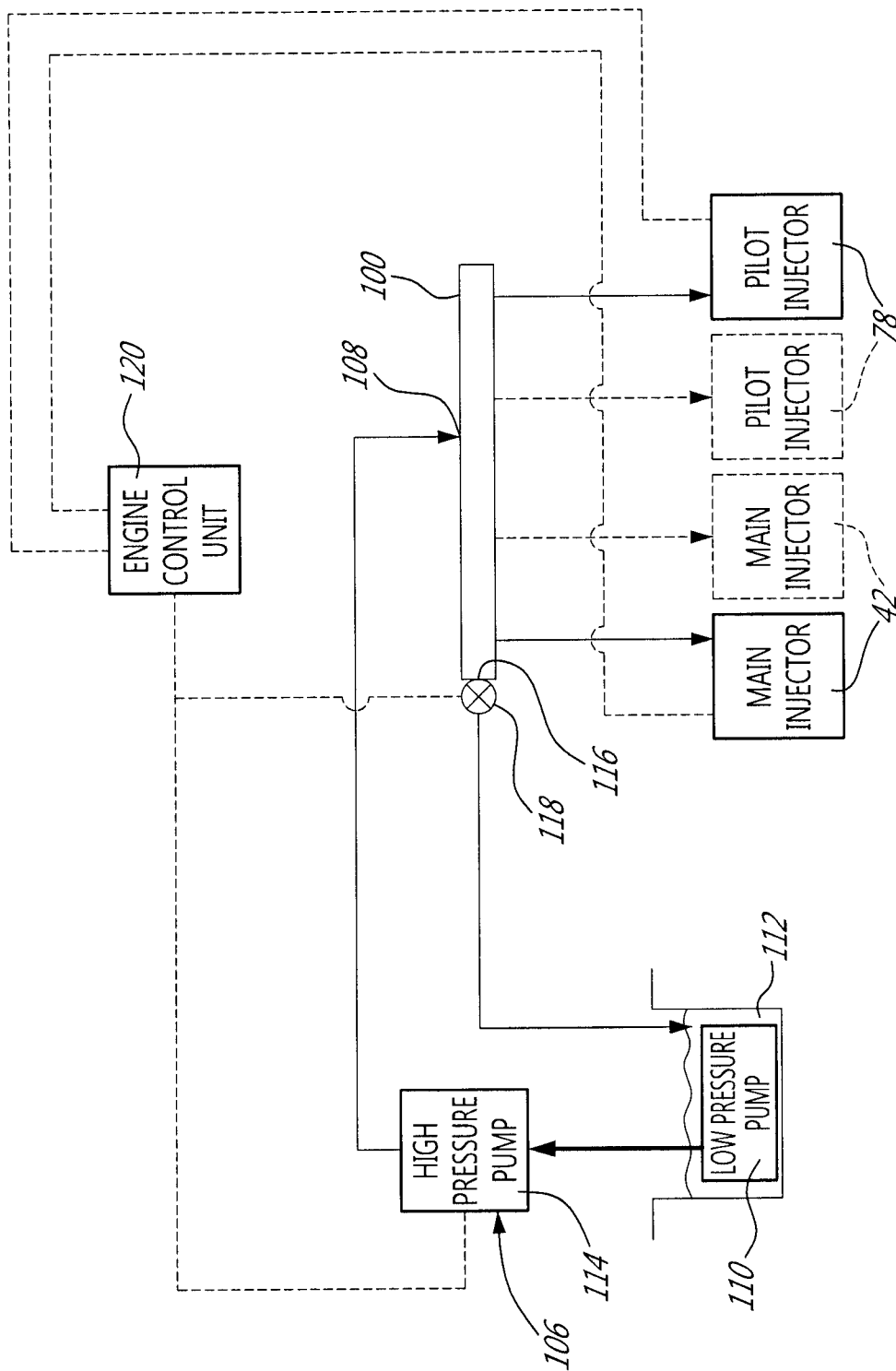


FIG. 2

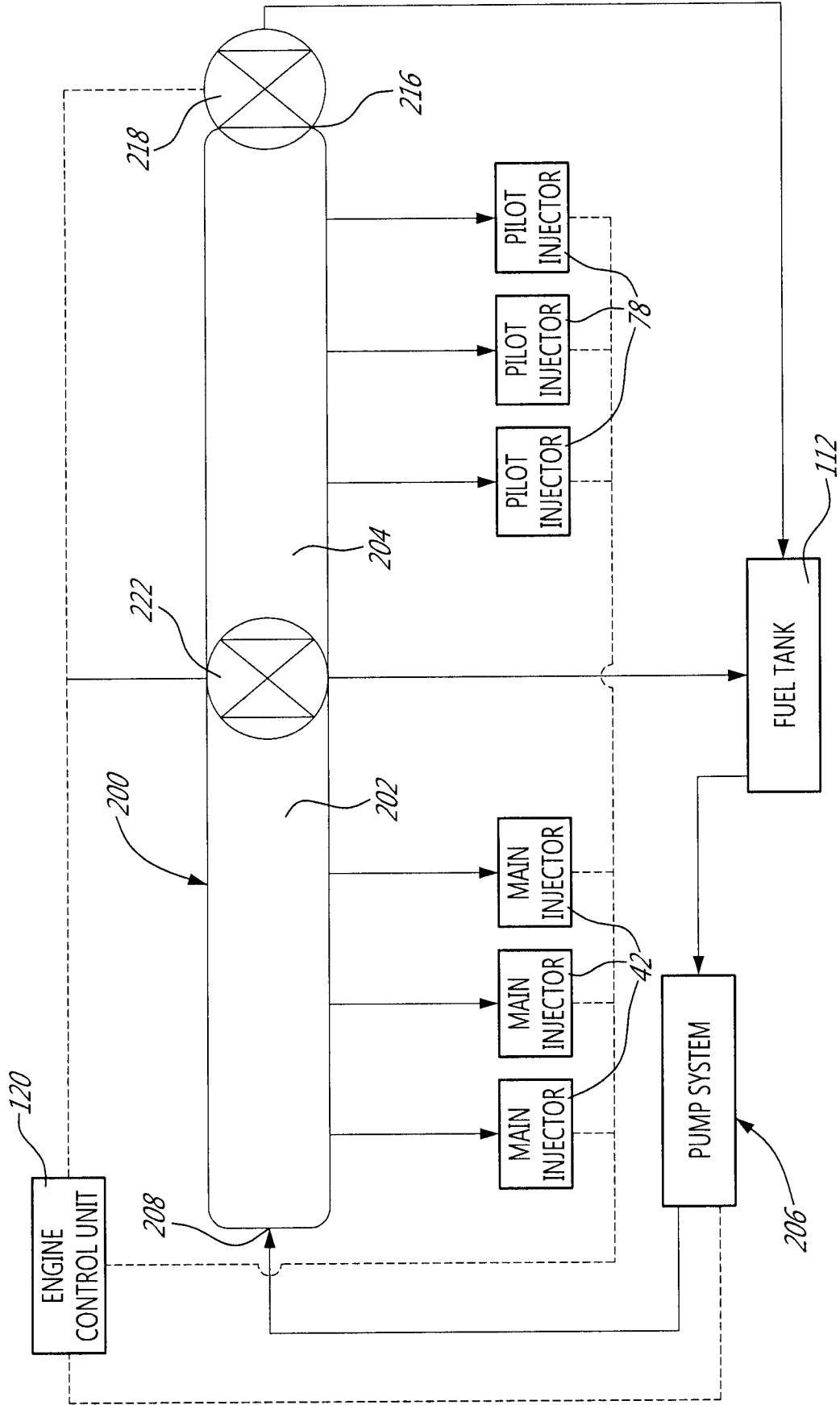


FIG. 3

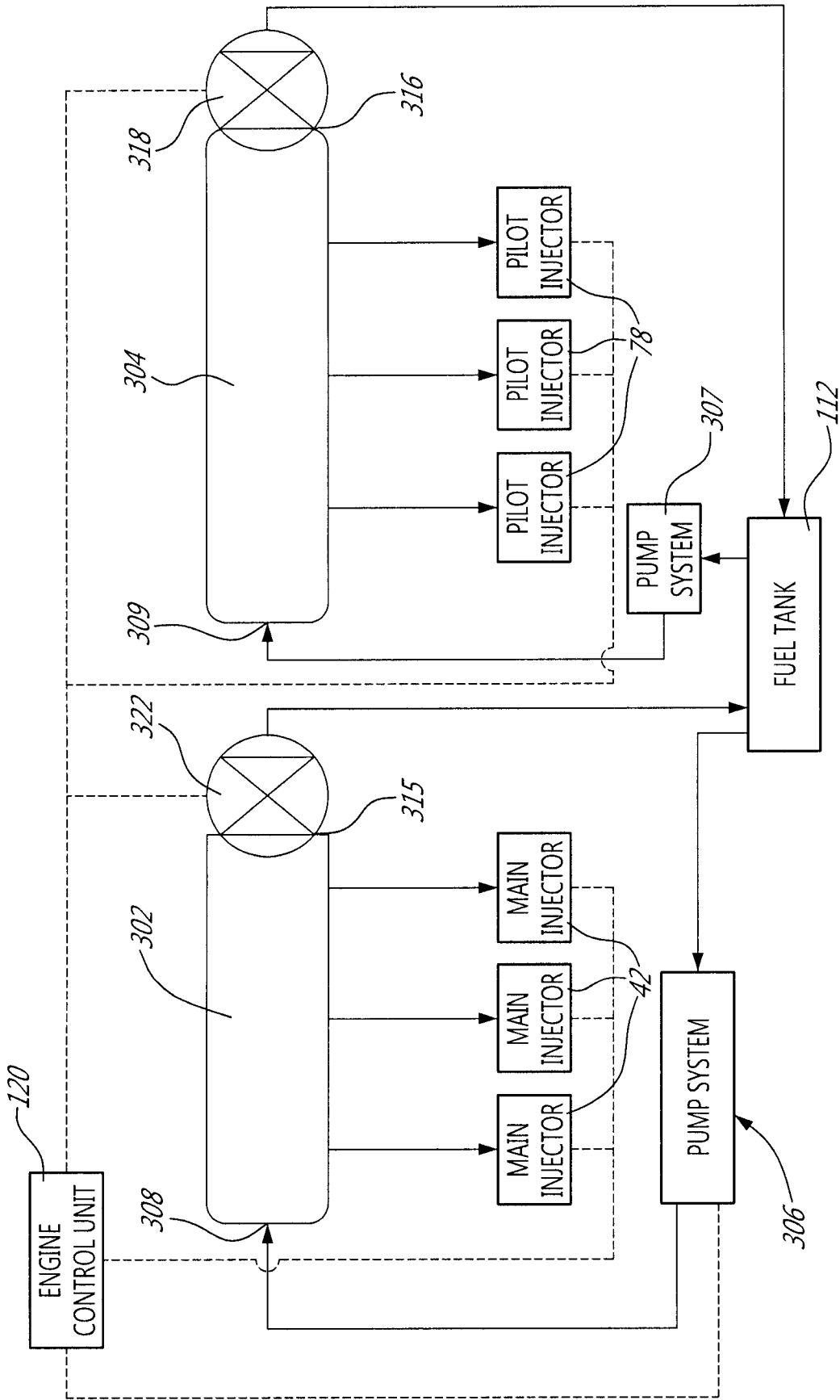


FIG. 4

