



- (51) **International Patent Classification:**
F02B 3/12 (2006.01) *F02D 41/40* (2006.01)
F02M 51/00 (2006.01)
- (21) **International Application Number:**
PCT/US2011/034495
- (22) **International Filing Date:**
29 April 2011 (29.04.2011)
- (25) **Filing Language:** English
- (26) **Publication Language:** English
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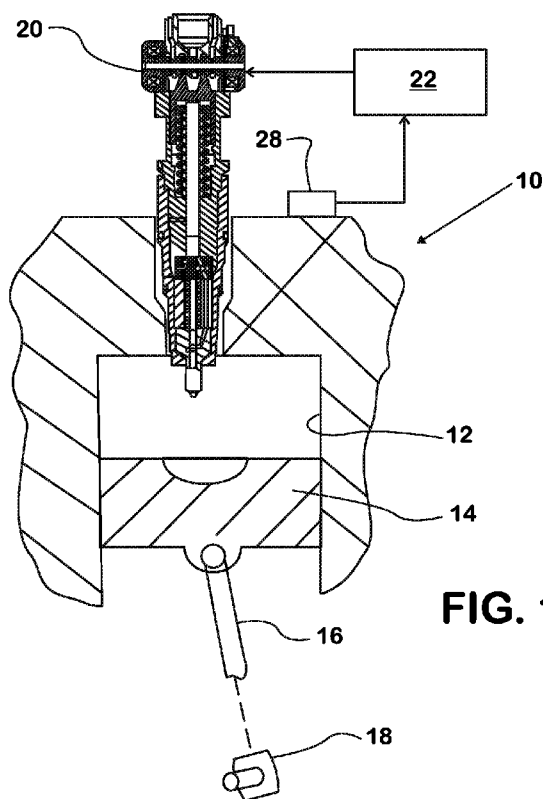
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(81) **Designated States** (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, 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, PE, PG, PH, PL, PT, RO, RS, RU, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, 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, LR, LS, MW, MZ, NA, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ,

[Continued on next page]

- (54) **Title:** STRATEGY FOR FUELING A DIESEL ENGINE



(57) **Abstract:** A compression ignition engine (10) operates to fuel an engine cylinder (12) to create an in-cylinder air-fuel charge and to cause that charge to autoignite. A fuel injector (20) operates to inject fuel into the engine cylinder for substantially the entire duration of a first phase (24) of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition. As the first phase ends, fuel injection transitions to a second phase (26) which commences in advance of autoignition. During the second phase, the fuel injector injects fuel into the engine cylinder at a rate of injection that is significantly less than the rate of injection used during the first phase.



TM), European (AL, 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, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Declarations under Rule 4.17:

— as to the identity of the inventor (Rule 4.17(i))

— as to applicant's entitlement to apply for and be granted a patent (Rule 4.17(ii))

Published:

— with international search report (Art. 21(3))

— with amended claims (Art. 19(1))

STRATEGY FOR FUELING A DIESEL ENGINE

Field of the Disclosure

[0001] This disclosure relates to a strategy for fueling a compression ignition (diesel) internal combustion engine. More specifically it relates to a strategy for more completely combusting fuel in an engine cylinder so that smaller quantities of soot and NO_x are present in exhaust leaving the engine cylinder.

Background

[0002] Premixed Charge Compression Ignition (PCCI) is a known process for fueling a diesel engine in a manner that creates an air-fuel charge inside an engine cylinder during a compression upstroke of a piston during an engine cycle. After a desired quantity of fuel for the charge has been injected into the cylinder, the increasing compression of the charge by the upstroking piston creates sufficiently large pressure to cause auto-ignition of the charge as the piston is coming to top dead center (TDC). Auto-ignition may occur as the substantially simultaneous spontaneous combustion of vaporized fuel at various locations within the mixture.

[0003] While PCCI is known to provide certain advantages for limiting the creation of certain constituents in products of in-cylinder combustion that affect tailpipe emissions, PCCI is limited to use at relatively lighter engine loads and relatively lower engine speeds. For relatively heavier engine loads and

relatively higher engine speeds, conventional diesel (CD) combustion is used. The nature of CD combustion inherently generates soot that remains in the products of combustion exhausted from the engine cylinders. In order to reduce the amount of soot in tailpipe emissions, some engine exhaust systems include diesel particulate filters for trapping soot. The trapped soot is burned off either naturally as the engine operates (natural regeneration) or by increasing exhaust temperature through the burning of extra fuel (forced regeneration). The burning of extra fuel reduces fuel economy of a vehicle that is being driven by such as engine.

[0004] Processor-controlled fuel injection systems having high-pressure fuel injectors, such as HEUI injectors, are capable of controlling fuel injection with precision that allows fuel to be injected at various injection pressures, at various times, and for various different durations during an engine cycle. Certain fuel injectors have been shown capable of developing injection pressures as high as 3,300 to 3,600 bar. It is anticipated that even higher maximum pressures will be achieved as further development continues.

Summary of the Disclosure

[0005] The present disclosure relates to an engine having a fueling strategy that utilizes high-pressure injection capabilities of certain fuel injectors. When such a fuel injector fuels an engine cylinder, its rate of injection (ROI) is controlled in a manner that provides what may be considered as two injection phases.

A first injection phase comprises injecting fuel into an engine cylinder substantially at a maximum ROI by injecting fuel substantially at maximum injection pressure that the fuel injector can deliver. During this time, the fuel being injected mixes with air that has been and/or is still being compressed by the piston to create a premixed fraction of an air/fuel charge that becomes increasingly homogenous, but that does not combust. Before combustion occurs in the cylinder, a second injection phase begins as the first injection phase is ending. The first injection phase duration may also sometimes be referred to as an Ignition Delay Period (IDP). The second injection phase comprises controlling ROI by controlling injection pressure to pressure which is significantly less than first phase injection pressure. The fuel being injected during the second phase creates charge stratification in the cylinder which triggers autoignition, sometimes also referred to as Start Of Combustion (SOC).

[0006] The point in an engine cycle at which autoignition occurs is translated into data from Apparent Heat Release Rate (AHRR) which is derived from measured cylinder pressure traces through the First Law of Thermodynamics analysis. That data is utilized by a control algorithm in an engine controller to control at least one characteristic of the first injection phase and/or the second injection phase in some way.

[0007] By injecting fuel substantially at maximum ROI during the first phase and then decreasing ROI to a significantly lower value during the second phase, a larger proportion of the total

quantity of fuel injected during both phases can be injected during the first phase and a smaller proportion during the second phase. In this way a more homogenous mixture is created in an engine cylinder before any combustion occurs, enabling fuel to combust with less soot and less NO_x generation.

[0008] For any given engine cycle, the point, i.e. the crank angle, at which autoignition occurs is ascertained by using information from an appropriate combustion sensor. Data representing that crank angle is used for feed-back control of at least one characteristic of the first injection phase and/or the second injection phase. If it is some characteristic of the second phase that is being controlled, and if the response time of the sensor and the processing time of the control algorithm are sufficiently fast to provide sufficiently accurate data for that engine cycle, that data can be used. However, if the response time of the sensor and the processing time of the control algorithm are not sufficiently fast, the data obtained during the immediately preceding engine cycle can be used. If it is a characteristic of the first phase of fuel injection that is being controlled, then the data obtained during the immediately preceding engine cycle is used.

[0009] The total quantity of fuel injected during the first and the second phases is determined by engine speed and engine load. Those factors are used to determine the timing of commencement of the first and second phases and the relative proportions of fuel injected during each phase. The

commencement and the duration of the first phase are controlled with the objective of introducing as large a proportion of the fuel during the first phase to promote mixing while assuring that autoignition will not occur until some time during the second phase. Hence, fuel injection will transition from the first phase to the second phase in advance of autoignition by a finite amount of time which may vary depending on how the engine is being operated.

[0010] One aspect of the present disclosure relates to a method of operating a compression ignition engine by fueling an engine cylinder to create an in-cylinder air-fuel charge and causing that charge to autoignite. The method comprises operating a fuel injector to inject fuel into the engine cylinder for substantially the entire duration of a first phase of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition, and as the first phase of fuel injection ends, transitioning fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver.

[0011] Another aspect of the present disclosure relates to a compression ignition engine comprising: an engine cylinder; a fuel injector for fueling the engine cylinder to create an in-cylinder air-fuel charge that combusts by autoignition; an

engine controller for processing an algorithm to control injection of fuel into the engine cylinder by the fuel injector, the algorithm being effective to cause the fuel injector to inject fuel into the engine cylinder for substantially the entire duration of a first phase of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition, the algorithm being further effective as the first phase of fuel injection ends to transition fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver.

[0012] Another aspect of the present disclosure relates to a method of operating a compression ignition engine by fueling an engine cylinder to create an in-cylinder air-fuel charge and to cause that charge to autoignite. The method comprises: operating a fuel injector to inject fuel into the engine cylinder at injection pressure of at least of 3,000 bar for substantially the entire duration of a first phase of fuel injection that commences within a window that extends from substantially 30° before TDC (top dead center) to substantially 10°deg after TDC to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition; and as the first phase of fuel injection ends, transitioning fuel injection to a second phase of fuel injection which commences in advance of autoignition and which

comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the first phase injection pressure.

[0013] Another aspect of the present disclosure relates to a compression ignition engine comprising: an engine cylinder; a fuel injector for fueling the engine cylinder to create an in-cylinder air-fuel charge that combusts by autoignition; and an engine controller for processing an algorithm to control injection of fuel into the engine cylinder by the fuel injector, the algorithm being effective to cause the fuel injector to inject fuel into the engine cylinder at injection pressure of at least 3,000 bar for substantially the entire duration of a first phase of fuel injection that commences within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition; the algorithm being further effective as the first phase of fuel injection ends to transition fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the first phase injection pressure.

[0014] The foregoing summary, accompanied by further detail of the disclosure, will be presented in the Detailed Description below with reference to the following drawings that are part of this disclosure.

Brief Description of the Drawings

[0015] Figure 1 is a schematic diagram of an engine cylinder having a representative fuel injector.

[0016] Figure 2 is a timing diagram showing fuel injection by the fuel injector during a portion of an engine cycle.

Detailed Description

[0017] Figure 1 shows a portion of a diesel engine 10 comprising an engine cylinder 12 within which an engine piston 14 coupled by a piston rod 16 to a crankshaft 18 reciprocates. A fuel injector 20 injects diesel fuel directly into engine cylinder 12 where the fuel combusts in air that has been compressed by engine piston 14 to create pressure that forces the piston to downstroke and impart torque to crankshaft 18 through piston rod 16.

[0018] Fuel injector 20 is representative of ones that are capable of injecting fuel at maximum injection pressures of at least 3,000 bar. At maximum injection pressure, fuel injector 20 delivers maximum ROI. Fuel injector 20 is also capable of injecting fuel at significantly lower pressures that result in smaller ROI. Operation of fuel injector 20 is controlled by a processor-based engine controller 22 that has a control algorithm which processes various data according to a control strategy to control timing and duration of fuel injections by fuel injector 20 and injection pressure.

[0019] Figure 2 shows a fueling control strategy that comprises two phases, a first phase 24 of fuel injection, and a second phase 26

of fuel injection. The horizontal axis of Figure 2 represents a portion of the engine cycle measured in either time or engine crank angle for engine cylinder 12. The vertical axis of Figure 2 represents rate at which fuel is being injected into engine cylinder 12 (ROI) by fuel injector 20.

[0020] During first phase 24, fuel injector 20 is operated to inject fuel into engine cylinder 12 at a pressure of at least 3,000 bar. When data representing the point of autoignition (i.e., SOC) is used as a feed-back factor in that portion of the control strategy that controls the crank angle at which first phase 24 begins, the SOC data which is used is the SOC data obtained during the immediately preceding engine cycle. The SOC data is calculated via software that analyzes an in-cylinder pressure trace measured by an appropriate sensor 28 shown in Figure 1. This software is based on the analysis of the First Law of Thermodynamics. The examples of different types of SOC sensors are “knock” and “ionization” sensors.

[0021] The entire first phase injection (except at the very beginning and the very end) occurs at a substantially maximum ROI at substantially the maximum injection pressure (MIP) that fuel injector 20 can deliver. First phase 24 is shown rectangular in shape but that shape may depart slightly from rectangular due to inclined leading and trailing edges LE1 and TE1 that reflect the response times of fuel injector 20 at the beginning and the end of first phase 24. The area encompassed by first phase 24 in Figure 2 represents the quantity of fuel injected during first phase 24.

[0022] During second phase 26, fuel injector 20 injects fuel into engine cylinder 12 at pressure significantly lower than the first phase pressure, and hence at significantly lower ROI. Second phase 26 is shown rectangular in shape (representing substantially constant ROI) but that shape may depart from rectangular due to trailing edge TE2 which reflects the response time of fuel injector 20 at the end of second phase 26. Furthermore, ROI may vary during second phase 26 rather than being substantially constant. The area encompassed by second phase 26 in Figure 2 represents the quantity of fuel injected during second phase 26.

[0023] During first phase 24, fuel being injected mixes with air that has been and/or is still being compressed by piston 14. The air may contain some re-circulated engine exhaust (EGR). The mixture becomes increasingly homogenous as the phase progresses, forming a premixed fraction of an air-fuel charge, but the mixture does not combust.

[0024] Prior to autoignition, first phase 24 ends, and as first phase 24 is ending, second phase 26 begins. The fuel injected during second phase 26 creates charge stratification in the cylinder which at some crank angle in the engine cycle after commencement of second phase 26 causes combustion to begin. That crank angle may be before or at the end of second phase fuel injection 26. Figure 2 shows an example of second phase 26 beginning just slightly earlier than the point of autoignition and continuing for a portion of the engine cycle after autoignition.

[0025] The point of transition from first phase 24 to second phase 26 is controlled by the control strategy's use of data for various engine operating parameters toward the objective of obtaining a combustion event that meets desired engine performance, fuel consumption, and emission targets.

[0026] By injecting fuel during first phase 24 at substantially the maximum ROI of which fuel injector 20 is capable and then decreasing ROI to a significantly lower value during second phase 26, a larger proportion of the total quantity of fuel injected during both phases 24, 26 can be injected during first phase 24 and a smaller quantity during second phase 26. The first phase creates a premixed charge containing a relatively large quantity of fuel mixed with air throughout the charge volume prior to the beginning of the second phase of injection. The second phase creates stratification leading to autoignition so that the overall effect of the two phases is to provide more complete combustion than if cylinder 12 were being fueled solely by conventional diesel (CD) combustion.

[0027] The total quantity of fuel injected during first and second phases 24, 26 is determined by factors that include at least engine speed and engine load. Those factors control the commencement and the duration of first phase 24 with the objective of injecting as large a proportion of the fuel during first phase 24 in order to promote mixing while at the same time assuring that autoignition will not occur until some time during second phase 26. Hence, fuel injection will transition from first phase 24 to second phase 26 in advance of

autoignition by a finite amount of time which can vary depending on how engine 10 is being operated.

[0028] The control algorithm executed by engine controller 22 controls at least one characteristic of second phase 26. Those characteristics include the injection pressure at which fuel is injected during second phase 26 and the duration of the second phase so that the appropriate quantity of fuel is added to the quantity in the partially premixed charge created during first phase 24 to provide the appropriate total fuel quantity that is needed to deliver desired engine power

[0029] The foregoing has disclosed a method for fueling engine cylinder 12 by operating fuel injector 20 to inject fuel into cylinder 12 for substantially the entire duration of first phase 24 at substantially maximum injection pressure that the fuel injector can deliver to create a premixed fraction of an air-fuel charge that does not combust. The method transitions fuel injection from first phase 24 to second phase 26 in advance of autoignition, and it is during the latter phase that fuel injector 20 is operated to inject fuel into cylinder 12 at pressure which is significantly less than the first phase injection pressure.

[0030] The foregoing has also disclosed a compression ignition engine 10 comprising an engine cylinder 12, a fuel injector 20 for injecting fuel into engine cylinder 12, an engine controller 22 for controlling injection of fuel into engine cylinder 12 by fuel injector 20, and an algorithm contained in engine controller 22 that is effective to cause fuel injector 20 to inject fuel into engine cylinder 12 for substantially the entire duration of the

first phase 24 of fuel injection at substantially the maximum injection pressure that fuel injector 20 can deliver to create a premixed fraction of an air-fuel charge that does not combust. The algorithm transitions fuel injection from first phase 24 of fuel injection to a second phase 26 of fuel injection in advance of autoignition and it is during second phase 26 that fuel injector 20 is operated to inject fuel into engine cylinder 12 at pressure which is significantly less than the first phase injection pressure.

[0031] The reader may notice that top dead center (TDC) is not marked in Figure 2. That is because autoignition can be controlled to occur before TDC and at other times after TDC. What the control algorithm does is to control the crank angle at which first phase 24 commences and to control the crank angle at which the injection transitions from first phase 24 to second phase 26 for causing autoignition to occur at a controlled crank angle during second phase 26. The control algorithm also causes the appropriate quantity of fuel to be injected during each of the first and second phases 24, 26 to provide desired engine power. The beginning of first phase 24 is controlled to occur within a window beginning substantially at 30° before TDC and ending substantially at 10° after TDC. The start of the second phase 26 is a leading combustion timing control parameter with SOC occurring at a particular point during the second phase.

[0032] The specific crank angle at which first phase 24 ends and second phase 26 begins, and the specific crank angle at which

second phase 26 ends are determined by control algorithms in engine controller 22 that process various data relevant to engine fueling, such as engine speed and engine load. Hence, those specific crank angles for the two phases can vary depending on how engine 10 is being operated. While ROI during first phase 24 is set by the maximum injection pressure capability of fuel injector 20, ROI during second phase 26 may be a variable that is a function of how engine 10 is being operated. While the feed-back use of data representing the point at which autoignition occurred has been discussed above, non-feedback control of first phase 24 is possible by using one or more look-up tables.

WHAT IS CLAIMED IS:

1. A method of operating a compression ignition engine by fueling an engine cylinder to create an in-cylinder air-fuel charge and to cause that charge to autoignite, the method comprising:

operating a fuel injector to inject fuel into the engine cylinder for substantially the entire duration of a first phase of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition; and

as the first phase of fuel injection ends, transitioning fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver.

2. The method set forth in Claim 1 further comprising using a sensor to provide data representing crank angle at which autoignition occurs, and processing the data provided by the sensor to control at least one variable characteristic of at least one of the first and second phases of fuel injection.

3. The method set forth in Claim 2 in which processing the data provided by the sensor comprises processing data representing the

crank angle at which autoignition occurred during an immediately preceding engine cycle.

4. The method set forth in Claim 1 in which the second phase of fuel injection comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver for substantially the entire duration of the second phase of fuel injection.

5. The method set forth in Claim 1 comprising controlling at least one variable characteristic of at least one of the first and second phases of fuel injection as a function of engine speed and engine load.

6. The method set forth in Claim 5 in which controlling at least one variable characteristic of at least one of the first and second phases of fuel injection as a function of engine speed and engine load comprises controlling the crank angle at which the first phase of fuel injection commences to within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC.

7. The method set forth in Claim 6 in which the fuel injector is operated to inject fuel into the engine cylinder for substantially the entire duration of the first phase of fuel injection at an injection pressure of at least of 3,000 bar.

8. A compression ignition engine comprising:
an engine cylinder;

a fuel injector for fueling the engine cylinder to create an in-cylinder air-fuel charge that combusts by autoignition;

an engine controller for processing an algorithm to control injection of fuel into the engine cylinder by the fuel injector, the algorithm being effective to cause the fuel injector to inject fuel into the engine cylinder for substantially the entire duration of a first phase of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition, the algorithm being further effective as the first phase of fuel injection ends to cause transitioning of fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver.

9. The compression ignition engine set forth in Claim 8 further comprising a sensor for providing data representing crank angle at which autoignition occurs, and in which the engine controller processes the data provided by the sensor to control at least one variable characteristic of at least one of the first and second phases of fuel injection.

10. The compression ignition engine set forth in Claim 9 in which the engine controller processes the data that was provided by the sensor during an immediately preceding engine cycle.

11. The compression ignition engine set forth in Claim 8 in which the algorithm is effective to cause the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver for substantially the entire duration of the second phase of fuel injection.

12. The compression ignition engine set forth in Claim 8 in which the algorithm is effective to control at least one variable characteristic of at least one of the first and second phases of fuel injection as a function of engine speed and engine load.

13. The compression ignition engine set forth in Claim 12 in which the algorithm is effective to control the crank angle at which the first phase of fuel injection commences to within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC.

14. The compression ignition engine set forth in Claim 13 in which the fuel injector is operated to inject fuel into the engine cylinder for substantially the entire duration of the first phase of fuel at an injection pressure of at least of 3,000 bar.

15. A method of operating a compression ignition engine by fueling an engine cylinder to create an in-cylinder air-fuel charge and to cause that charge to autoignite, the method comprising:

operating a fuel injector to inject fuel into the engine cylinder at an injection pressure of at least of 3,000 bar for substantially the entire

duration of a first phase of fuel injection that commences within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition; and

as the first phase of fuel injection ends, transitioning fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the first phase injection pressure.

16. The method set forth in Claim 15 in which the second phase of fuel injection comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the first phase injection pressure for substantially the entire duration of the second phase of fuel injection.

17. A compression ignition engine comprising:

an engine cylinder;

a fuel injector for fueling the engine cylinder to create an in-cylinder air-fuel charge that combusts by autoignition; and

an engine controller for processing an algorithm to control injection of fuel into the engine cylinder by the fuel injector, the algorithm being effective to cause the fuel injector to inject fuel into the engine cylinder at injection pressure of at least 3,000 bar for substantially the entire duration of a first phase of fuel injection that commences within a window that extends from substantially 30°

before TDC to substantially 10° deg after TDC to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition;

the algorithm being further effective as the first phase of fuel injection ends to transition fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure substantially less than the first phase injection pressure.

AMENDED CLAIMS

received by the International Bureau on 22 March 2012 (22.03.2012)

WHAT IS CLAIMED IS:

1. A method of operating a compression ignition engine by fueling an engine cylinder to create an in-cylinder air-fuel charge and to cause that charge to autoignite, the method comprising:

operating a fuel injector to inject fuel into the engine cylinder for substantially the entire duration of a first phase of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition;

as the first phase of fuel injection ends, transitioning fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver, and using a sensor to provide data representing crank angle at which autoignition occurs, and processing the data provided by the sensor to control at least one variable characteristic of at least one of the first and second phases of fuel injection.

2. The method set forth in Claim 1 in which processing the data provided by the sensor comprises processing data representing the crank angle at which autoignition occurred during an immediately preceding engine cycle.

3. The method set forth in Claim 1 in which the second phase of fuel injection comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver for substantially the entire duration of the second phase of fuel injection.

4. The method set forth in Claim 1 comprising controlling at least one variable characteristic of at least one of the first and second phases of fuel injection as a function of engine speed and engine load.

5. The method set forth in Claim 4 in which controlling at least one variable characteristic of at least one of the first and second phases of fuel injection as a function of engine speed and engine load comprises controlling the crank angle at which the first phase of fuel injection commences to within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC.

6. The method set forth in Claim 5 in which the fuel injector is operated to inject fuel into the engine cylinder for substantially the entire duration of the first phase of fuel injection at an injection pressure of at least of 3,000 bar.

7. A compression ignition engine comprising:

an engine cylinder;

a fuel injector for fueling the engine cylinder to create an in-cylinder air-fuel charge that combusts by autoignition;

an engine controller for processing an algorithm to control injection of fuel into the engine cylinder by the fuel injector, the algorithm being effective to cause the fuel injector to inject fuel into the engine cylinder for substantially the entire duration of a first phase of fuel injection at substantially the maximum injection pressure that the fuel injector can deliver to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition, the algorithm being further effective as the first phase of fuel injection ends to cause transitioning of fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver; and

a sensor for providing data representing crank angle at which autoignition occurs, and in which the engine controller processes the data provided by the sensor to control at least one variable characteristic of at least one of the first and second phases of fuel injection.

8. The compression ignition engine set forth in Claim 8 in which the engine controller processes the data that was provided by the sensor during an immediately preceding engine cycle.

9. The compression ignition engine set forth in Claim 8 in which the algorithm is effective to cause the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the maximum injection pressure that the fuel injector can deliver for substantially the entire duration of the second phase of fuel injection.

10. The compression ignition engine set forth in Claim 8 in which the algorithm is effective to control at least one variable characteristic of at least one of the first and second phases of fuel injection as a function of engine speed and engine load.

11. The compression ignition engine set forth in Claim 10 in which the algorithm is effective to control the crank angle at which the first phase of fuel injection commences to within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC.

12. The compression ignition engine set forth in Claim 11 in which the fuel injector is operated to inject fuel into the engine cylinder for substantially the entire duration of the first phase of fuel at an injection pressure of at least of 3,000 bar.

13. A method of operating a compression ignition engine by fueling an engine cylinder to create an in-cylinder air-fuel charge and to cause that charge to autoignite, the method comprising:

operating a fuel injector to inject fuel into the engine cylinder at an injection pressure of at least of 3,000 bar for substantially the entire duration of a first phase of fuel injection that commences within a window that extends from substantially 30° before

TDC to substantially 10°deg after TDC to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition; and

as the first phase of fuel injection ends, transitioning fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the first phase injection pressure.

14. The method set forth in Claim 13 in which the second phase of fuel injection comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure significantly less than the first phase injection pressure for substantially the entire duration of the second phase of fuel injection.

15. A compression ignition engine comprising:

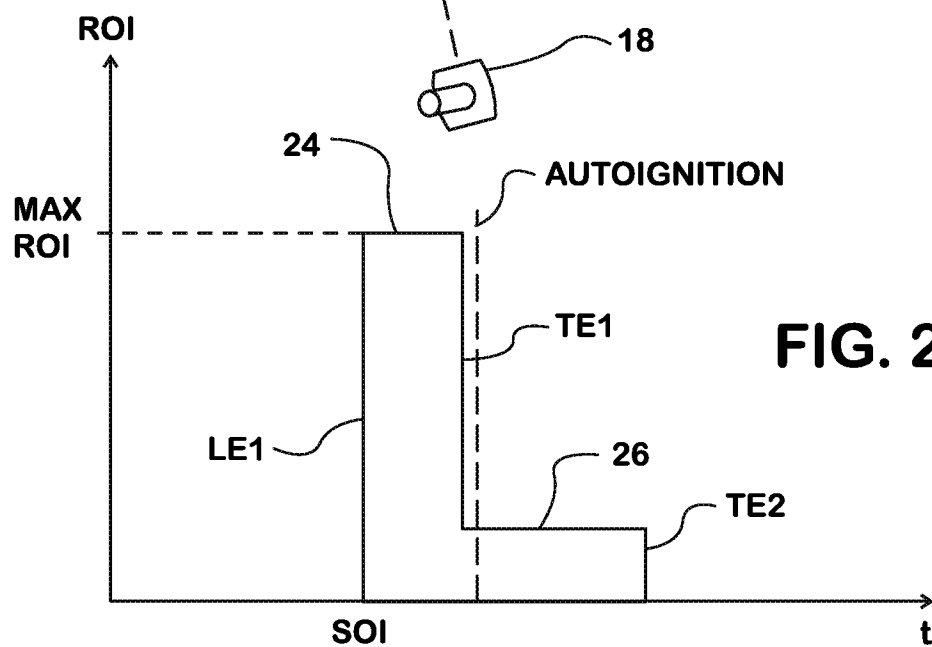
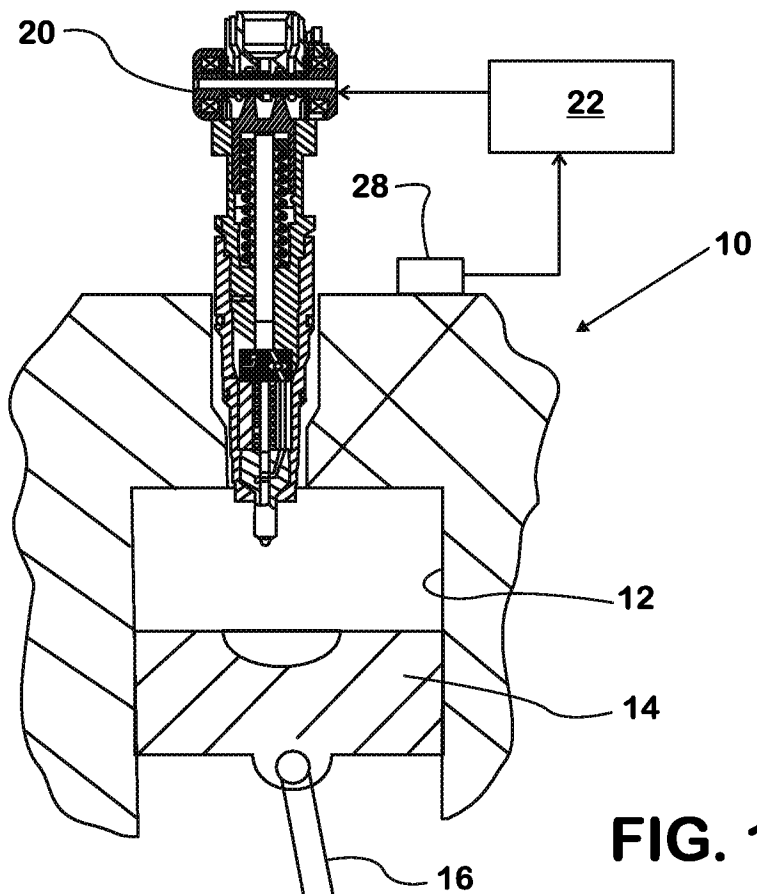
an engine cylinder;

a fuel injector for fueling the engine cylinder to create an in-cylinder air-fuel charge that combusts by autoignition; and

an engine controller for processing an algorithm to control injection of fuel into the engine cylinder by the fuel injector, the algorithm being effective to cause the fuel injector to inject fuel into the engine cylinder at injection pressure of at least 3,000 bar for substantially the entire duration of a first phase of fuel injection that commences within a window that extends from substantially 30° before TDC to substantially 10°deg after TDC to create a premixed fraction of the in-cylinder air-fuel charge prior to autoignition;

the algorithm being further effective as the first phase of fuel injection ends to transition fuel injection to a second phase of fuel injection which commences in advance of autoignition and which comprises operating the fuel injector to inject fuel into the engine cylinder at injection pressure substantially less than the first phase injection pressure.

1/1



INTERNATIONAL SEARCH REPORT

International application No.

PCT/US11/34495

A. CLASSIFICATION OF SUBJECT MATTER IPC: F02B 3/12 (2006.01); F02M 51/00 (2006.01); F02D 41/40 (2006.01) USPC: 123/299,435;701/104,105,106,110 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) U.S. : 123/299,435;701/104,105,106,110 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 practicable, search terms used) EAST: inject\$3, TDC, EGR, exhaust gas recirculat\$3, per cent\$3, crank angle, autoignit\$3, fuel pressure																				
C. DOCUMENTS CONSIDERED TO BE RELEVANT																				
Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.																		
X --- Y	US 7,225,791 B2 (BLESSING et al) 05 June 2007 (05.06.2007), see column 8, lines 10-28.	1,4,5,8,11 and 12 ----- 2,3,6,7,9,10,13 and 14																		
--- Y	US 7,337,766 B2 (NAKAYAMA et al) 04 March 2008 (04.03.2008), see entire document.	----- 2,3,6,7,9,10,13 and 14																		
A	US 5,983,630 A (KIBE et al) 16 November 1999 (16.11.1999), see Figs. 24 and 34.	1-17																		
A	US 6,688,278 B2 (RODRIGUE-AMAYA et al) 10 February 2004 (10.02.2004), see column 4, lines 15-45..	1-17																		
A	US 6,935,303 B2 (RISMARK et al) 30 April 2005 (30.04.2005), see the claims.	1-17																		
☒ Further documents are listed in the continuation of Box C. ☐ See patent family annex.																				
<table border="0"><tr><td>* Special categories of cited documents:</td><td>"T"</td><td>later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</td></tr><tr><td>"A" document defining the general state of the art which is not considered to be of particular relevance</td><td>"X"</td><td>document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone</td></tr><tr><td>"E" earlier application or patent published on or after the international filing date</td><td>"Y"</td><td>document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art</td></tr><tr><td>"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</td><td>"&"</td><td>document member of the same patent family</td></tr><tr><td>"O" document referring to an oral disclosure, use, exhibition or other means</td><td></td><td></td></tr><tr><td>"P" document published prior to the international filing date but later than the priority date claimed</td><td></td><td></td></tr></table>			* Special categories of cited documents:	"T"	later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention	"A" document defining the general state of the art which is not considered to be of particular relevance	"X"	document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone	"E" earlier application or patent published on or after the international filing date	"Y"	document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art	"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)	"&"	document member of the same patent family	"O" document referring to an oral disclosure, use, exhibition or other means			"P" document published prior to the international filing date but later than the priority date claimed		
* Special categories of cited documents:	"T"	later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention																		
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"E" earlier application or patent published on or after the international filing date	"Y"	document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art																		
"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)	"&"	document member of the same patent family																		
"O" document referring to an oral disclosure, use, exhibition or other means																				
"P" document published prior to the international filing date but later than the priority date claimed																				
Date of the actual completion of the international search 28 February 2012 (28.02.2012)		Date of mailing of the international search report 13 MAR 2012																		
Name and mailing address of the ISA/US Mail Stop PCT, Attn: ISA/US Commissioner for Patents P.O. Box 1450 Alexandria, Virginia 22313-1450 Facsimile No.		Authorized officer WILLIS WOLFE JR Telephone No. (571)272-3750																		

INTERNATIONAL SEARCH REPORTInternational application No.
PCT/US11/34495**C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT**

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 6,520,151 B2 (DESAI et al) 18 February 2003 (18.02.2003), see Figs. 8 and 9	1-17