



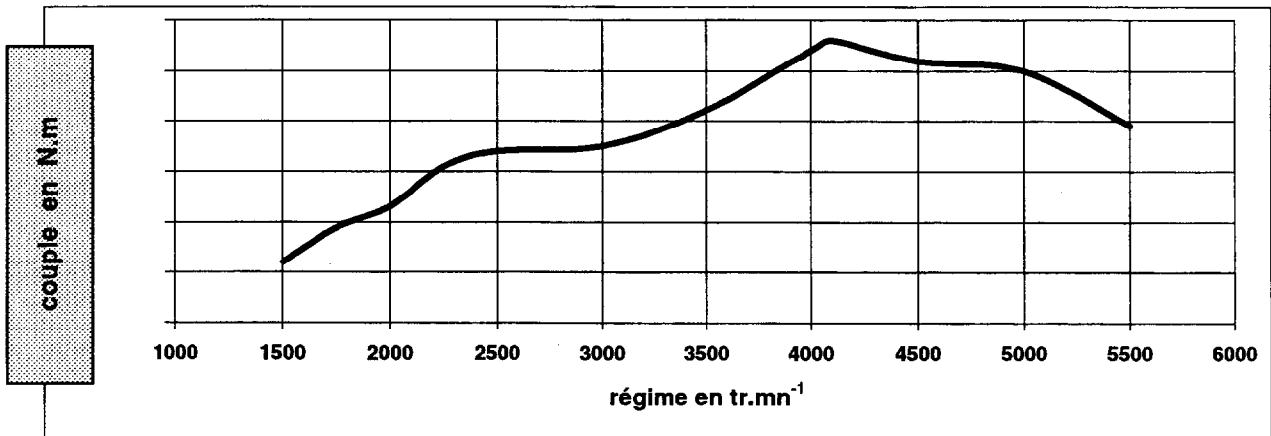
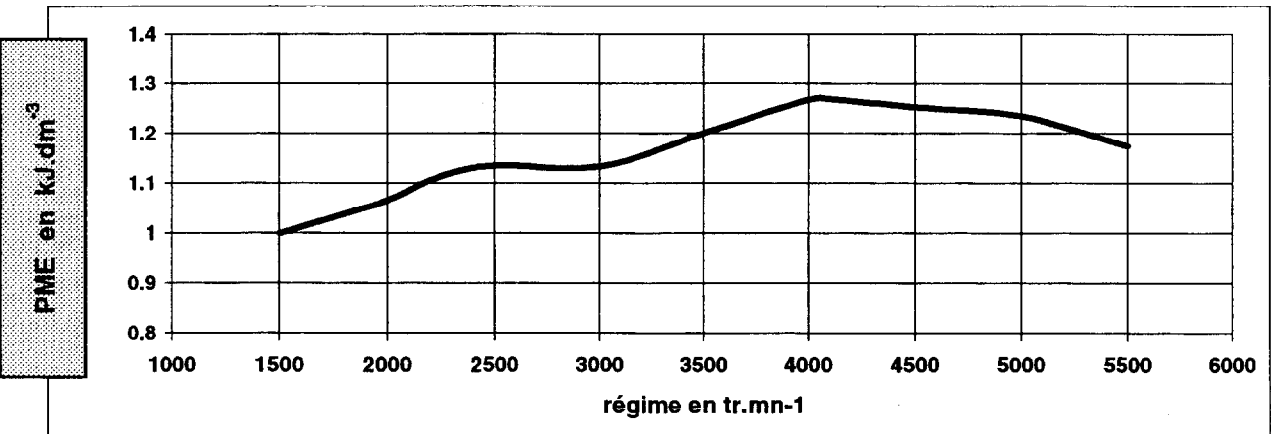
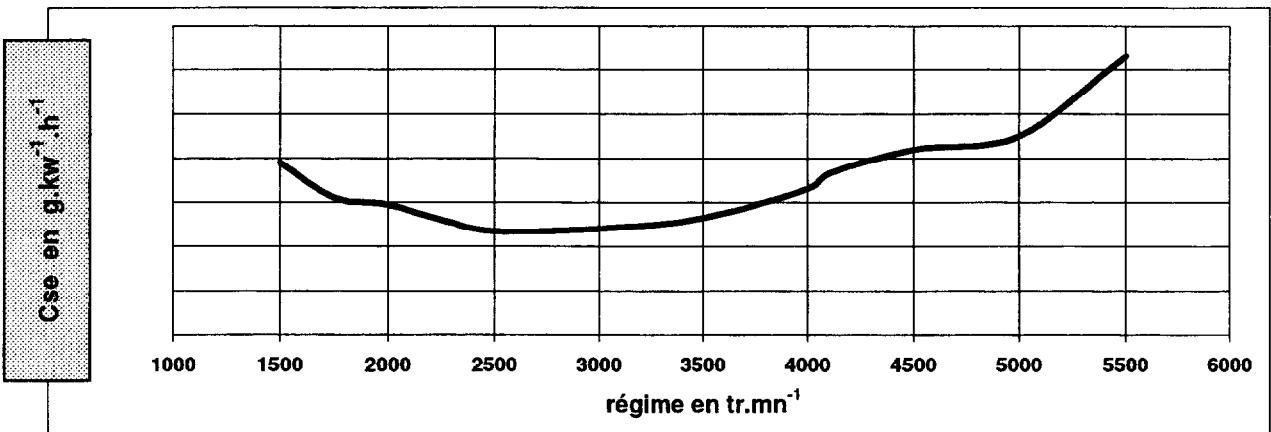
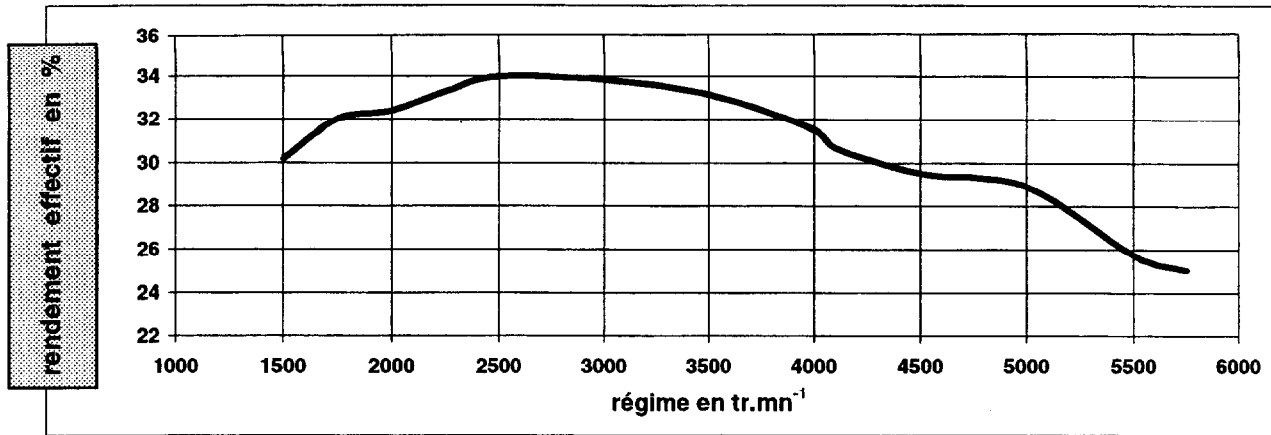
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DOCUMENT N° 3



DOCUMENT Réponse N°4

Tableau des résultats comparaison de concepts Exploitation de $p = f(\alpha)$ et d'analyse de gaz d'échappement

PCI de l'essence : 43 500 J.g⁻¹

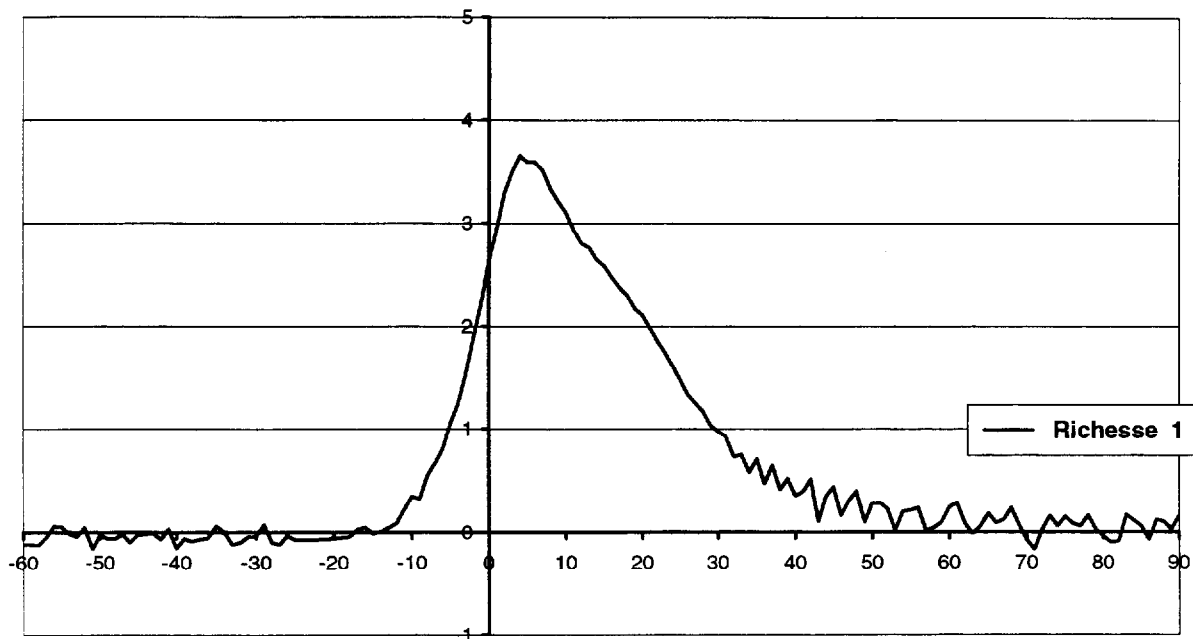
	Richesse 1	Richesse mini
Régime (tr/min)	2000	2000
PMI (bar)	2.75	2.75
Csi (g/kW.h)	290	220
Richesse	1	0.260
EGR (%)	0	0
Ti (ms)	2.1	1.85
Pinjection(bar)	100	100
AI (°vil)	330	92
AA (°vil)	24	28
PMI HP (bar)	3.45	2.93
PMI BP (bar)	0.70	
Rend ind (%)	0.29	0.38
Rend ind HP (%)	0.36	0.4
Padm (mbar)	380	968
HCI (g/kW.h)	5	8
COi (g/kW.h)	30	15
NOXi (g/kW.h)	13	12
Rend Comb %	0.93	0.92
CA5 (°vil)	-3	
CA10 (°vil)	0	-16
CA50 (°vil)	11	
CA85 (°vil)	29	7
CA90 (°vil)	37	
HLC (% V ⁻¹)	3.5	
Pression Maxi en bar		
Angle Pmax	13	4
Course	85	85
L.Bielle	139	139
Alesage	88	88
Desax.Pist.	0	0
Compression	11.5	11.5
Cylindrée (cm ³)	500	500

Les cases grisées sont à compléter

DOCUMENT Réponse N° 5

HLC = f (°vilebrequin)

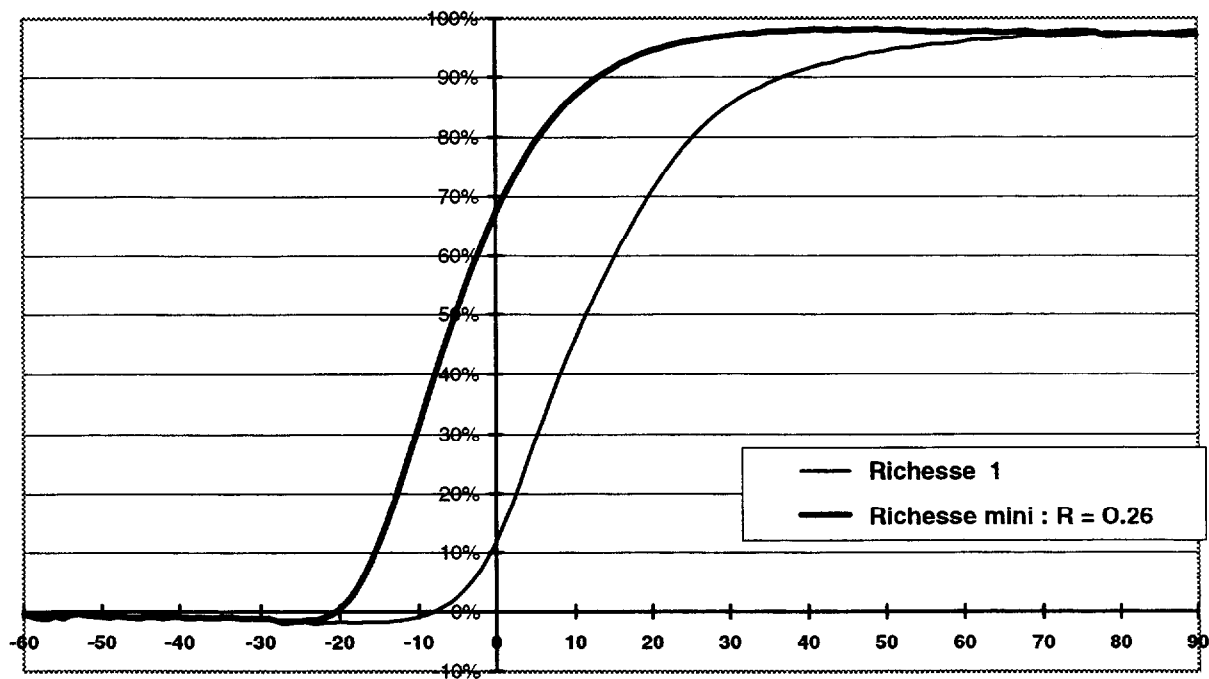
Vitesse de dégagement
de chaleur %V⁻¹



° vilebrequin

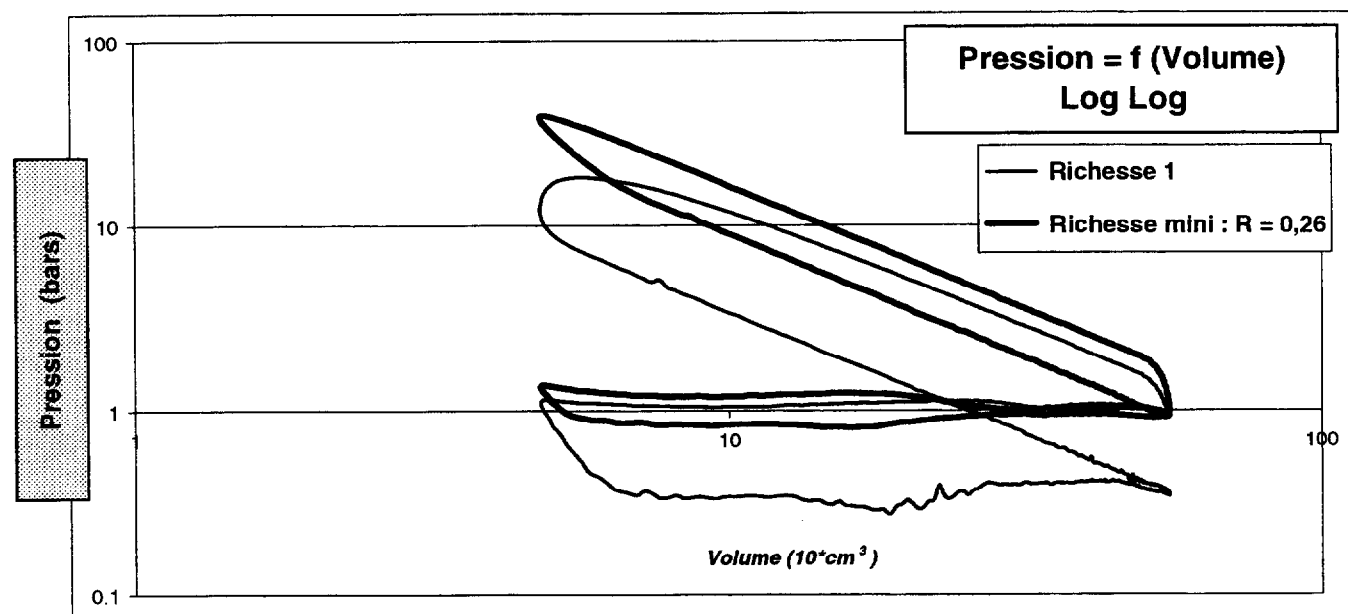
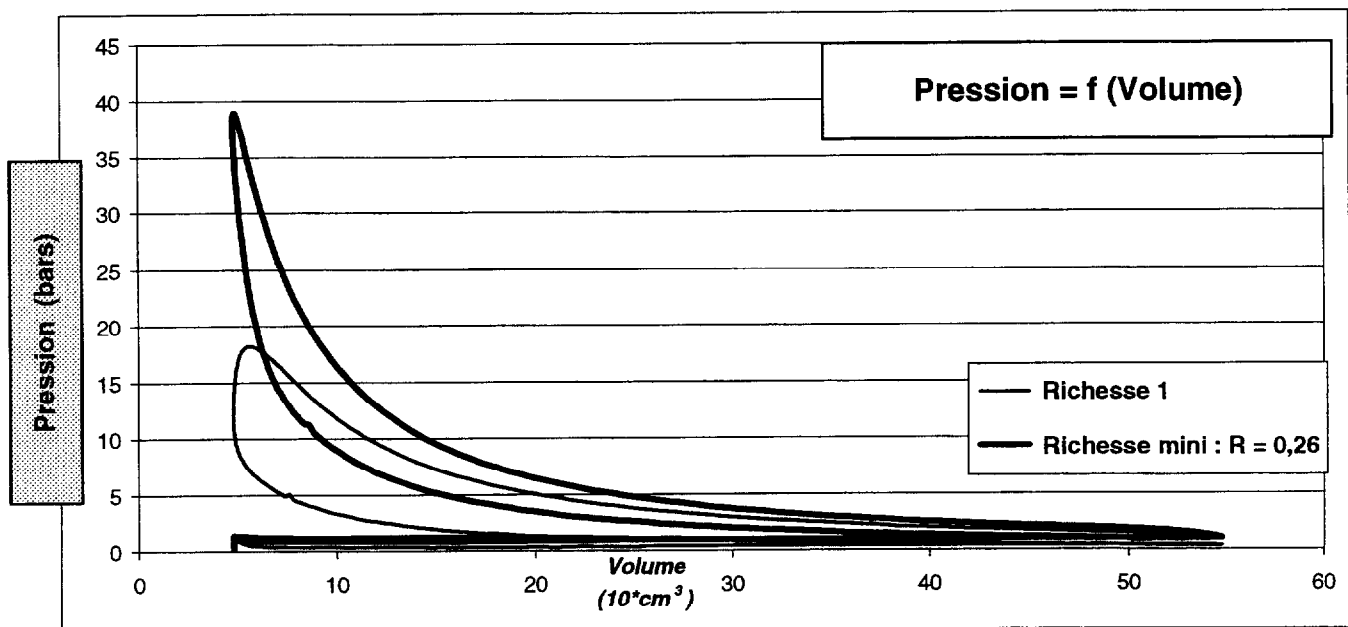
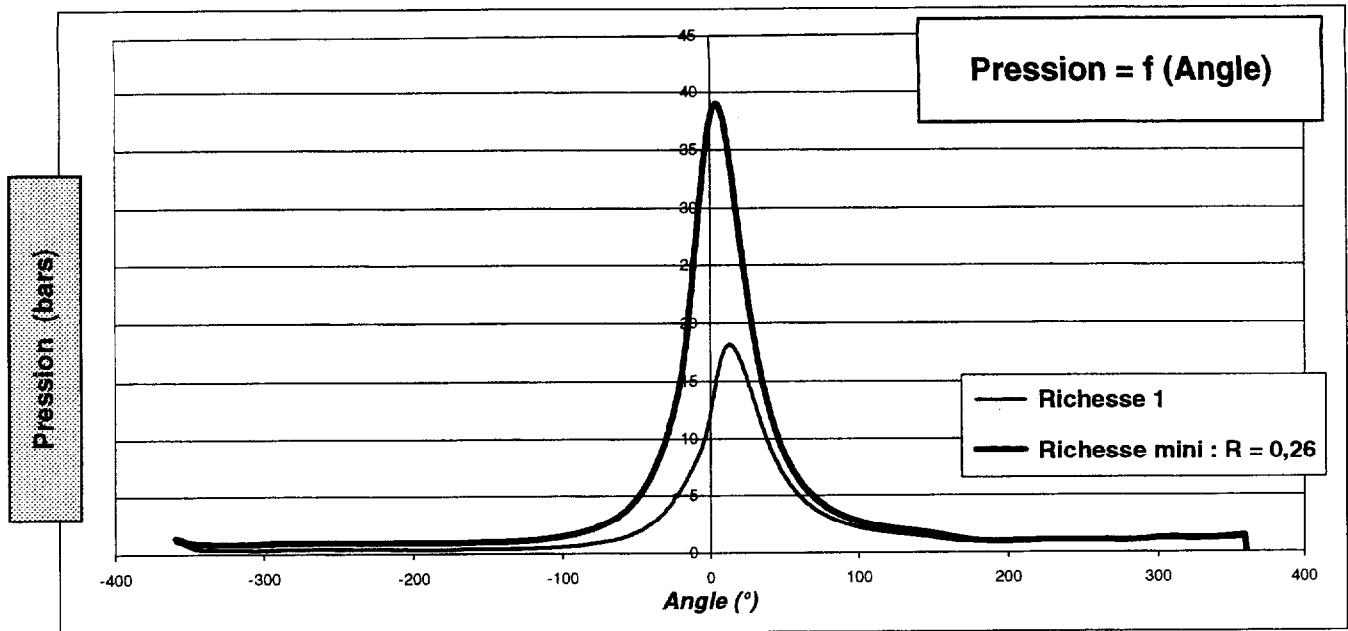
Fraction brûlée = f (°vilebrequin)

Fraction brûlée (%)

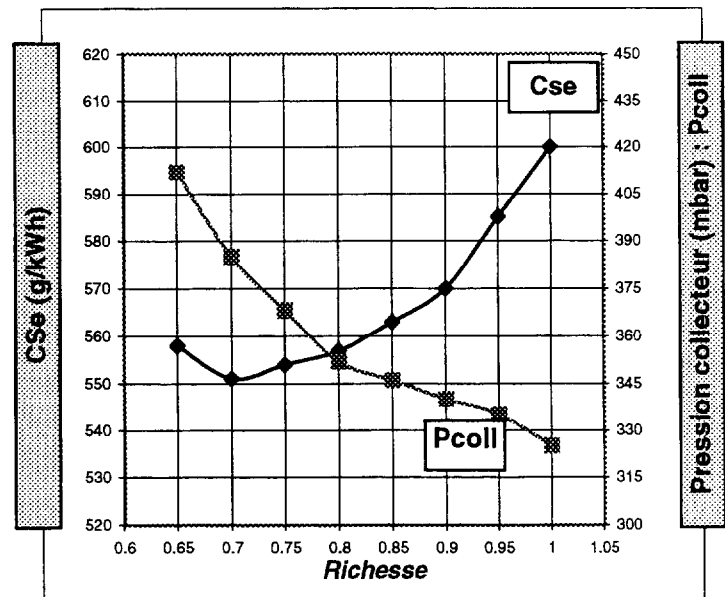
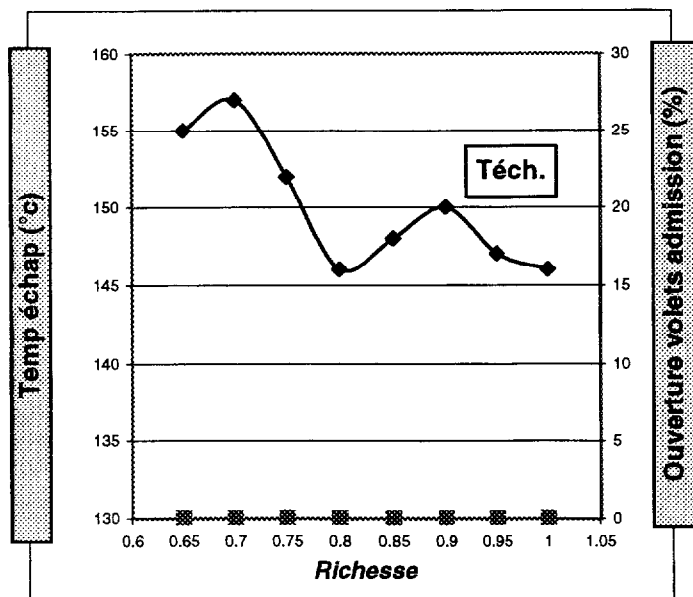
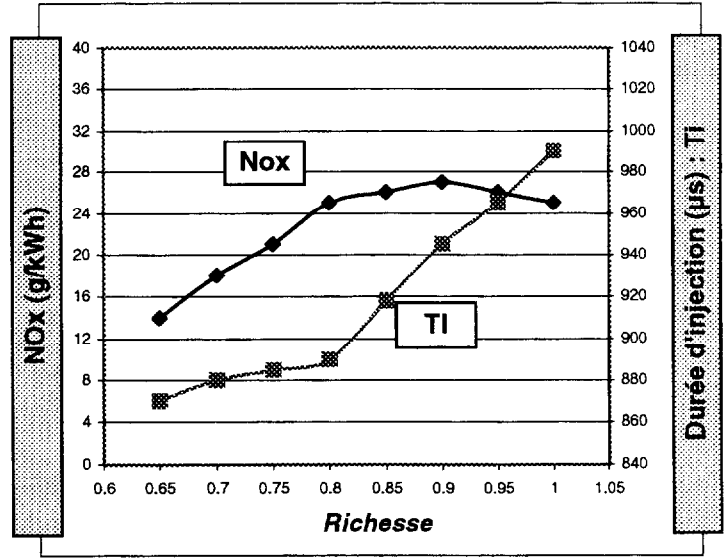
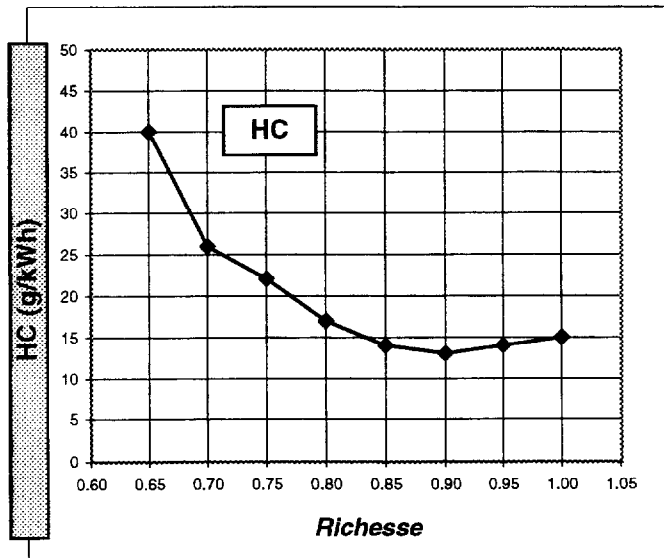
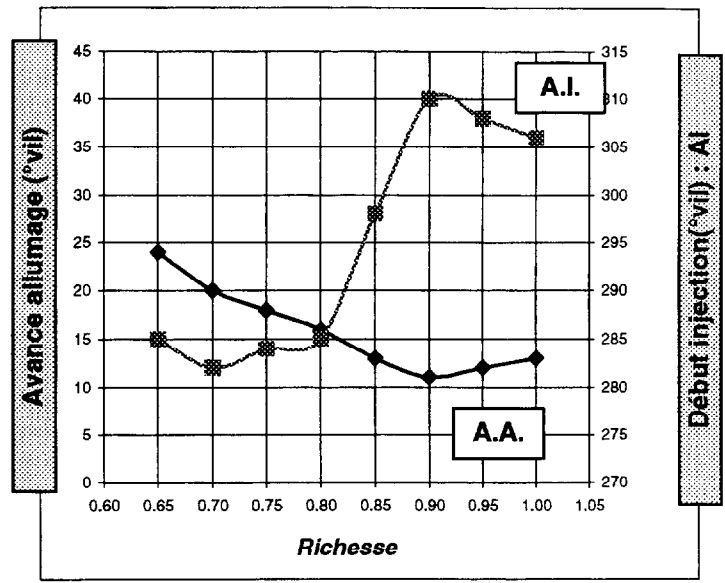
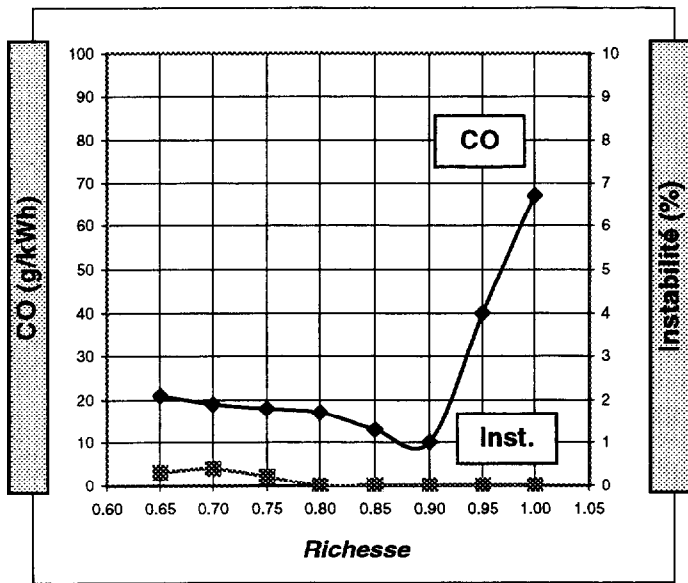


° vilebrequin

DOCUMENT N° 6

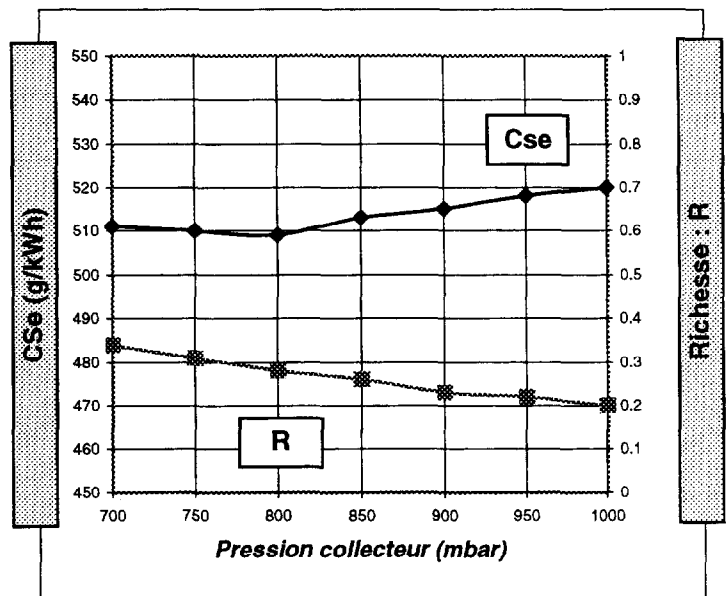
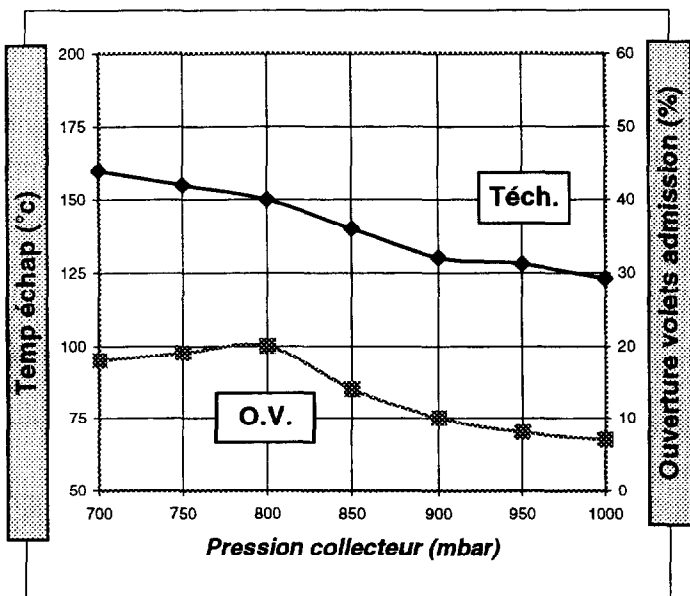
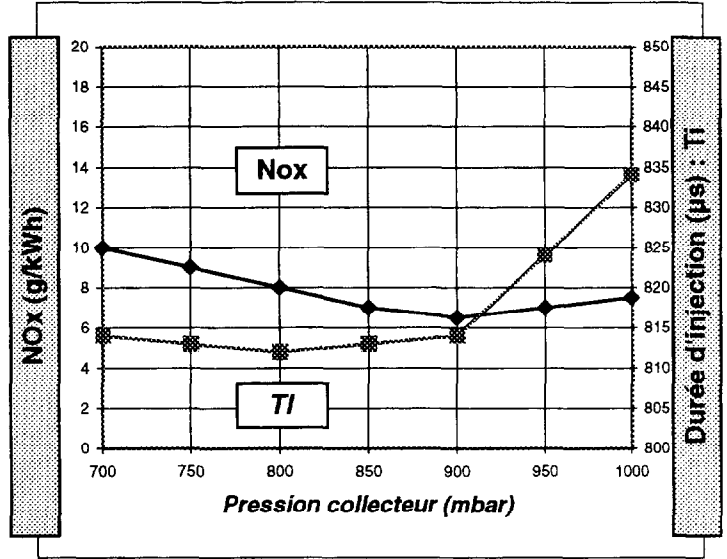
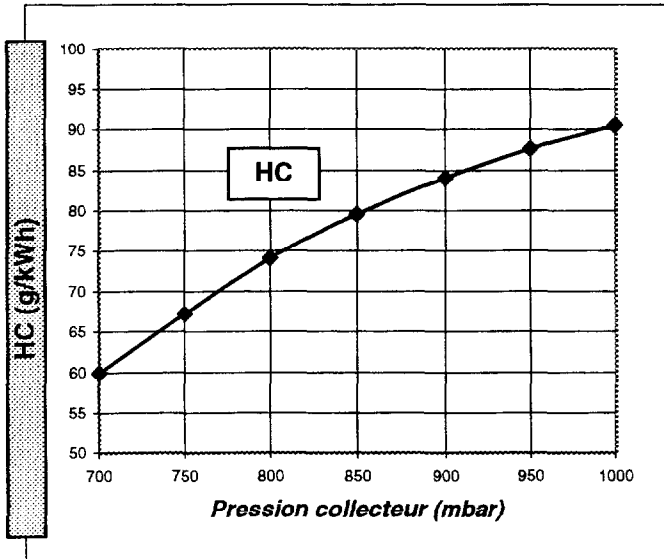
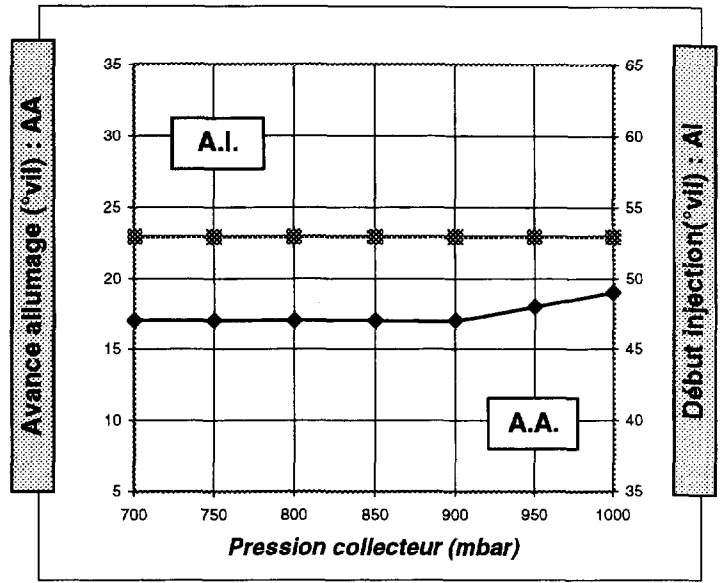
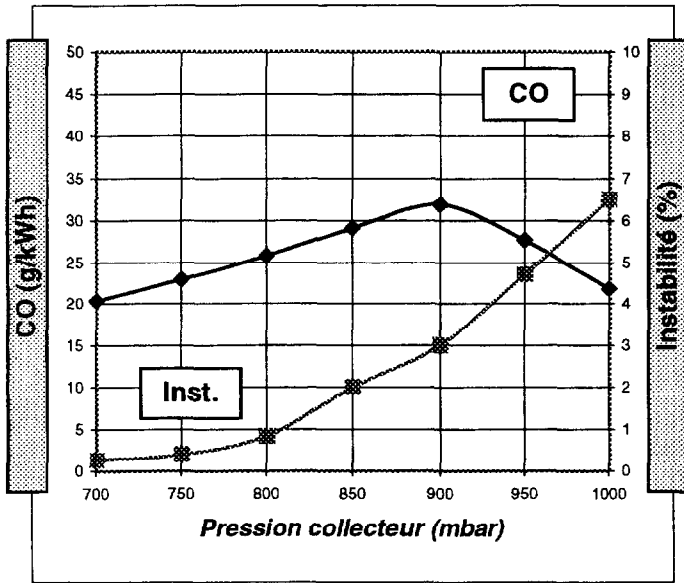


Moteur en fonctionnement homogène
Balayage de richesse sur point 1500 tr/min 1 bar ; sans E.G.R.

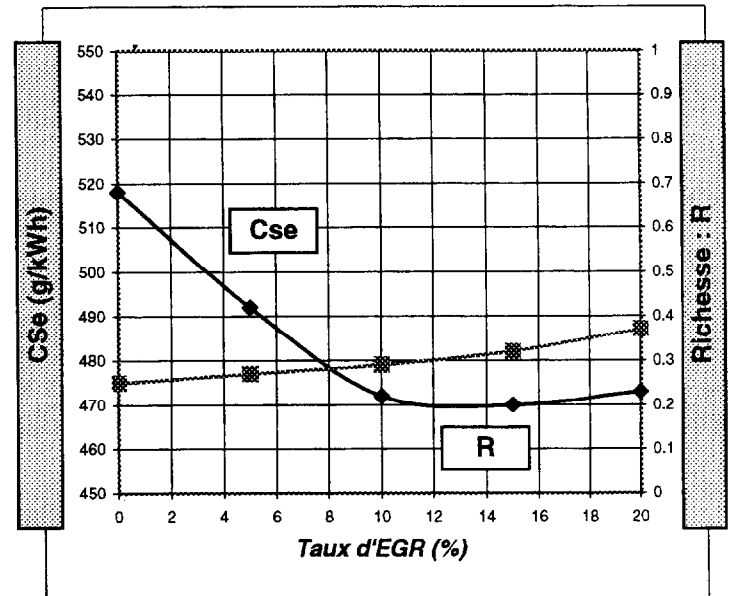
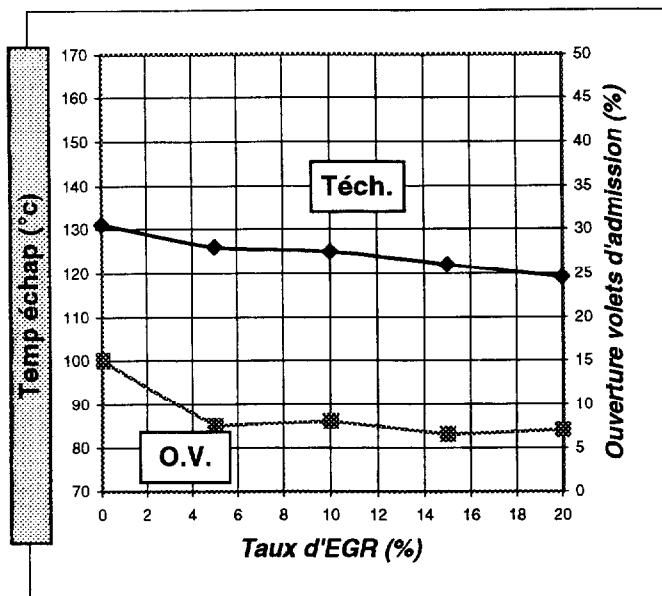
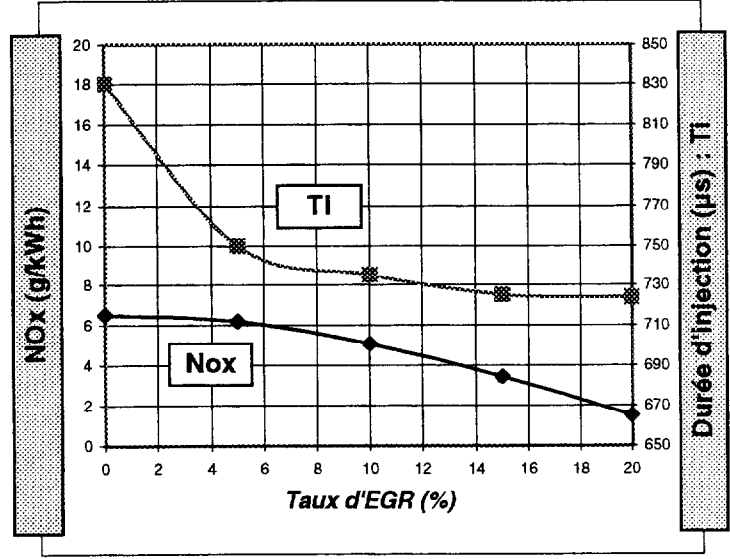
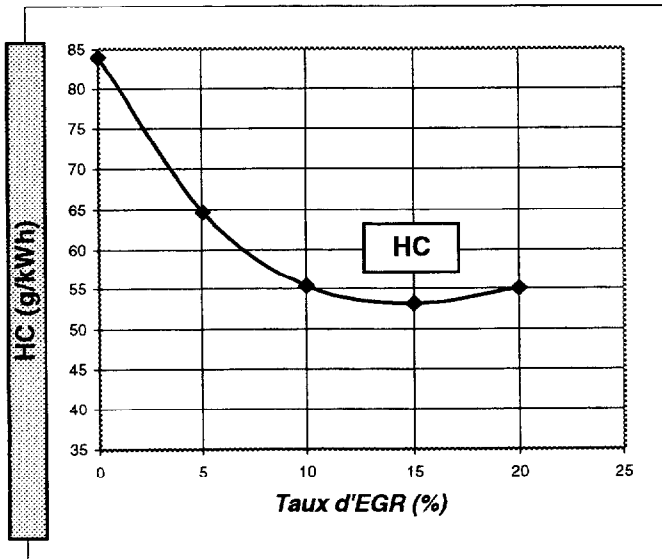
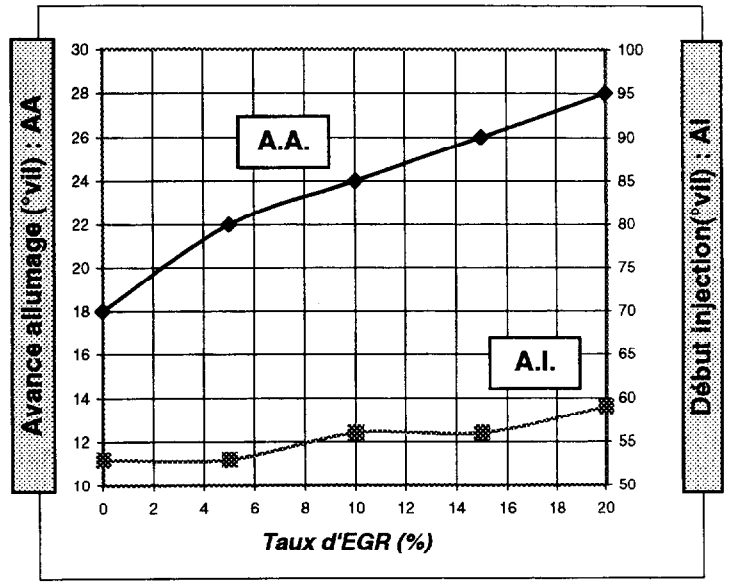
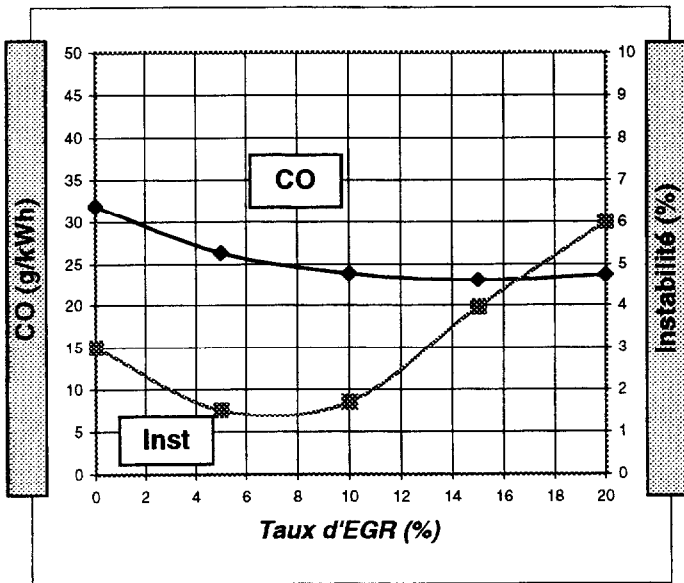


DOCUMENT N° 8

Moteur en fonctionnement stratifié
Balayage de pression admission 1500 tr/min 1 bar ; Pinj. 100 bar ; sans E.G.R.



Moteur en fonctionnement stratifié
Balayage de EGR sur point 1500 tr/min 1 bar
pression collecteur 900 mbar ; pression d'injection 100 bars



DOCUMENT N° 10

Moteur en fonctionnement stratifié
Balayage volets d'admission sur point 1500 tr/min 1 bar
Pcoll. 900 mbar ; Pinj. 100 bar ; E.G.R. 15 %

