

A Review Study on Working of Electro-Mechanical Camless engine

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ABSTRACT: This is a study on an electromagnetic actuator controlling the valve position on a camless engine. This setup consists of various electronic as well as mechanical components. The actuator is made of a couple of electromagnets and springs. It pushes the plate, up and down, itself pushing the armature identified with the valve's shade. The arrival must be quiet, which infers that the landing speed must be little enough to abstain from hitting the cylinder head. This terminal stage is especially sensitive since the power conveyed by the electromagnets is enormous and inadequately known.

KEYWORDS: Electromagnetic actuator, camless engine, IC Engine, Electromagnets, Actuator, Pulse Width Modulation, Valve Trains, Electromechanical Valves, Electromagnets, Pneumatic springs, Displacement sensors.

I. INTRODUCTION

Camless engine is a newly emerging technology that has potential to save energy as well as increase the efficiency in an IC engine. This actuator is made of a pair of electromagnets and a couple of springs. It powers the relocations of the plate, itself pushing the armature identified with the valve's shade (see Fig. 1). This arrangement has been proposed to spare vitality, to be less difficult to deliver than common mechanical cams, and conceivably improvises the engine control. Models of such hardware have been structured and tried by a few firms among which are Ford and Citroen.

In any case, three significant disadvantages have been noted: to start with, the actuator is productive just inside a little space, the springs deliver a greater power than the electro-magnets up to a little separation of the last position. Second, undesirable clamor is created by the valve's screen hitting the chamber head. It results from the way that, in the terminal stage, the air gap of the electromagnets being close to zero, the electromagnetic power is all of a sudden huge what's more, especially gravely known. In this way, delicate (and quiet) landing means hindering the screen quick enough with precise positioning, which isn't simple with such an off-base power. At last, the recurrence of the Pulse Width Modulation (PWM) unit, expected to produce the ideal current in the coils, is constrained and mongrel lease rate immersions may result: when the electromagnetic power turns out to be huge enough, close to the endpoint, to effectively control the plate's movement, the current needs to develop at a rate which isn't permitted by the PWM unit. Along these lines, a feedforward direction of the current is expected to acquire the necessary power at the necessary spot and time. This is why we propose a control approach dependent on a reference direction plan

from one viewpoint and a criticism structure, counting an onlooker, then again, the input itself responding excessively gradually as indicated by the above PWM limitation. This issue has been contemplated in different manners, in particular by iterative learning control (1). We propose here a diverse approach utilizing nonlinear control techniques. More definitely, based on flatness (1), we build a doable reference direction in the stage plane (hence autonomous of the engine's revolution speed), instead of as for time, guaranteeing quick opening and shutting and delicate landing, and at that point a vigorous input law by potential techniques (1), that makes the reference direction an alluring invariant complex. Since we just measure the plate's position and the current and voltage, this criticism can be actualized because of an onlooker of the speed and the motion.

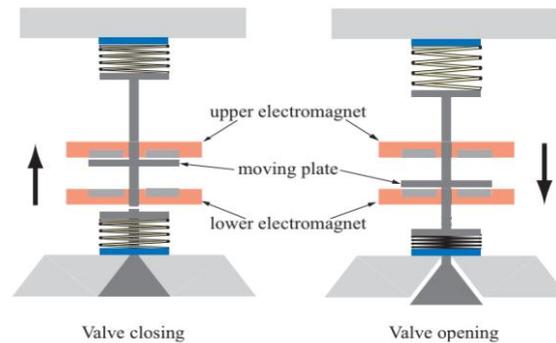


Figure 1. Valve actuation while closing and opening of valve

II. SURVEY ON CAMLESS ENGINE EFFICIENCY:

Camless internal ignition engine offers significant enhancements over customary engines regarding the proficiency, max torque, and performance, pollutant outflows. Electromechanical valve actuators are very promising in this specific situation, yet at the same time present noteworthy control issues. Low valve seating speed, little change time for valve opening and shutting, inaccessibility of position sensors are the principal destinations to be considered in the plan of the valve control framework. M.S. Ashhab et al. [2] This work introduced a creative actuator comprising of a piezo, a relocation proportion, a mechanical servo and a hydraulic-driven valve cylinder for movement control in camless engine applications.

Sathiya Narayanan et al [2] material expulsion rate, decrease edge, circularity, runout, surface harshness was observed by changing flow beat on schedule, beat off time, dielectric weight and sparkle gap voltage. Increment in spark eroding procedure was tentatively watched. Y. Wang et al. [2]VTEC is a framework to improve the volumetric proficiency of a 4-S internal CI, coming about in better at high RPM, and lower fuel utilization at low RPM. Paolo Mercorelli et al. [2] An electro-hydraulic driven camless variable valves activation is created and the 3D CFD model is worked by AVL_FIRE programming for the motor auxiliary parameters plan. Fujun Zhang et al. [2] The paper manages some interdisciplinary issues which occur in an aggregate actuator which incorporates a piezo-electric, stroke proportion relocation, a mechanical and a hydraulically driven part.

III. SURVEY ON VARIOUS VALVE TRAINS:

These days the proposed setup of the EMVA, in a camless engine, comprises an electromechanical actuator, valve springs, armature, and position sensor. As an application for the IC engine, the particular necessities, for example, moving pace, acknowledged commotion, and limited volume space is an essential concern. [2] They found that the consequences of the neural system indicated superior to different procedures. Amir Khajepour et al. [2] In this paper, another variable valve activation framework was introduced for the motor valve train. Utilizing the proposed framework, it is conceivable to control the motor valve's opening and shutting edges alongside its lift autonomously. Jieng-Jang Liu†et al [2] another EMVA framework is proposed with critical enhancements then regular ones. Most importantly, the need for a tremendous surge of current, in the beginning, is pardoned as the valves are constantly kept in the valve-shut position until the motor turns over. T. Leroy [2] It utilizes the admission and ventilation system quantities and stresses the job of the valve lift profiles. Liang Liu et al [2] The seating execution of EMVT is broke down and improved. The upside of the EMVT is its adaptability and straightforwardness. Xinyu Fan et al. [2]

Dependent on the utilization of EMVT, a high-pressure proportion fuel engine is acknowledged in this investigation, and new approaches are proposed to discourage the knock tendency. Because of the intelligent impacts of GCR and operational parameters on the motor torque, mileage, KI and so on. Cemal Baykara et al. [2] A mechanical poppet valve control system designed based on the skip cycle methodology to perform N and NS modes, was planned, made and tried by Wolfgang Hoffmann et al. (2006) [2] Issues with the saturation of the plant input are kept away from by utilizing learning calculation. Yee-Pien Yang et al. [2] Variable cam timing frameworks, utilized in current car motors to improve fuel economy, emissions.

IV. PRINCIPLE OF ELECTROMECHANICAL VALVES:

An Electromechanical valve consists of electromagnets, pneumatic springs, displacement sensors, and an armature that is connected to the engine valve. In order to achieve valve movement, the solenoid is excited by the flow of current which overcomes the forces exerted by the springs. The energy stored in the springs is a major design feature to achieve rapid flight time and minimize the input electrical energy. The spring force accelerates the armature while the magnetic force attracts and dwells the armature.

Figure 2 portrays the operation of an electromechanical valve. When the valve needs to be opened, the upper solenoid is de-energized, allowing the magnetic force to fade down and the upper spring force takes over to push the armature down. The lower current-carrying coil is energized to attract and dwell the approaching armature. The magnetic force produced is directly proportional to the volume of the electromagnet. A larger electromagnet would lead to larger controlling forces but the size of the electromagnet is constrained due to the space available in the cylinder head. Therefore, a compromise is made to limit volumetric efficiency and increase the maximum operating speed of the engine.

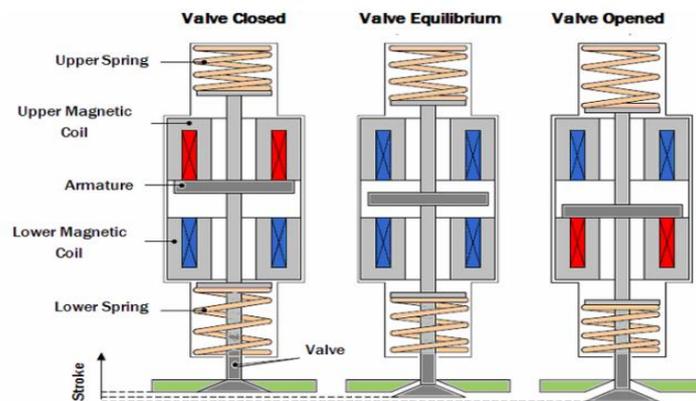


Figure 2. Simplified working diagram of an EMV actuator

V. THEORETICAL OPERATION

The actuated valve is subjected to magnetic, spring, inertia, frictional forces and forces due to combustion inside the cylinder. When the engine is shut off both the solenoids loose power, the magnetic force decays and the armature is held in the middle by the upper and lower spring forces. In operation, the upper solenoid is energized whose magnetic force overcomes the spring forces to dwell the armature against it, this represents the closed position of the valve. To open the valve, the upper solenoid is de-energized, allowing the magnetic force to decay. The spring forces take over and push down on the armature, during its approach the lower solenoid is energized which attracts the armature down. The force produced by the lower solenoid dwells the valve in the open position. To return the valve to its closed position the lower solenoid is de-energized and the upper magnets are re-energized to dwell the valve in the closed position.

VI. SYSTEM CONTROL AND STABILITY

The control system of an electromagnetic valve uses a control that governs the motion by controlling the change in current with time. The system is stabilized with a PID controller before performing any tests. A closed-loop PID

controller is used as shown in the fig. The PID controller computes the derivative and the difference between the theoretical input value R and the actual output Y with a variable e known as tracking error. The following equation is used to generate a control signal u .

$$u = K_P e + K_I \int e dt + K_D \frac{de}{dt}$$

Adjusting each value of K_P , K_I and K_D until a desired overall response is obtained.

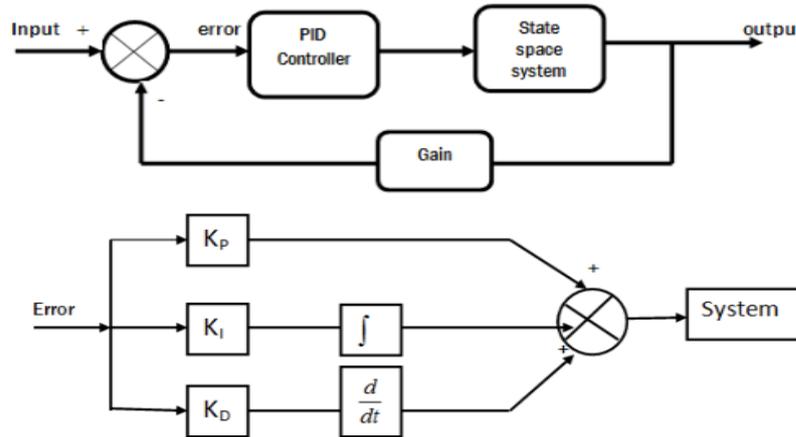


Figure 3. Controller before applying current

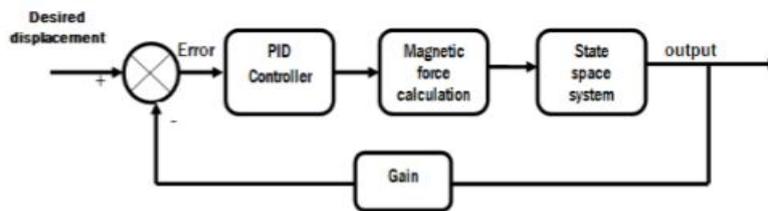


Figure 4. Controller after applying current

VII. ADVANTAGES

1. Higher torque figures are achieved throughout the entire rev range which improves fuel economy
2. Cylinders can be deactivated when the power requirement is low
3. Exhaust gas recirculation is improved
4. Reduces wear on the valve
5. Reduces noise
6. Reduces frictional losses

VIII. DISADVANTAGES

1. High cost
2. The air gap between the solenoids may demand higher magnetizing current

IX. CONCLUSION

1. Initial advancements in electromechanical driven camless valve train confirmed its practical capacity to control the valve timing, lift, and speed. It can be used to achieve cylinder on-demand technology.
2. This framework utilizes low energy consumption.

3. The electromechanically driven valve train sits compactly on the cylinder head which reduces the overall weight and improves engine bundling.
4. Survey of the advantages anticipated from a camless valve train focuses on substantial upgrades and improvements in execution, efficiency, fuel economy and emissions far beyond what is attainable in engine with conventional cam-based valve trains.
5. The improvement of a camless engine depicted in this report is just an initial move towards a total engine enhancement. Further improvements are expected to take full advantage of this framework for excellent adaptability.

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