

Applied Thermodynamics
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Module - 03
Internal Combustion Engines
Lecture - 24
Engine Operating Characteristics

Welcome to this course Applied Thermodynamics. We are in module 3, Internal Combustion Engine.

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In this we have the following list of topics. Out of this topic number 1 and 2 has been covered and now we are in the topic number 3 that is engine operating characteristics. So, this particular topic we are going to discuss today.

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Lecture 3

Engine Operating Characteristics

- Engine Parameters
- Mechanical and Combustion Performance
- Emission Index
- Characteristics Curves

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In the engine operating characteristics the following segments we are going to cover. First we will introduce some important engine parameters. Then we will discuss about mechanical and combustion performance of the engine and then we have to discuss about the emission index because that is the emission norms that every engine has to follow.

And finally, we will end of in discussing the few characteristic curves and that characteristics curves we try to see the particular trend that the performance combustion and emission parameter should behave with respect to SI engine and CI engine.

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Operating Parameters

- Average compression ratios of automobile engine developments
- Early days, CR (2.5 to 4.5) development is slower mainly due to low octane rating of fuels
- No automobiles were manufactured during World War II.
- After 1960, the fuels and combustion chamber technology allowed higher compression ratio in automobile sector.

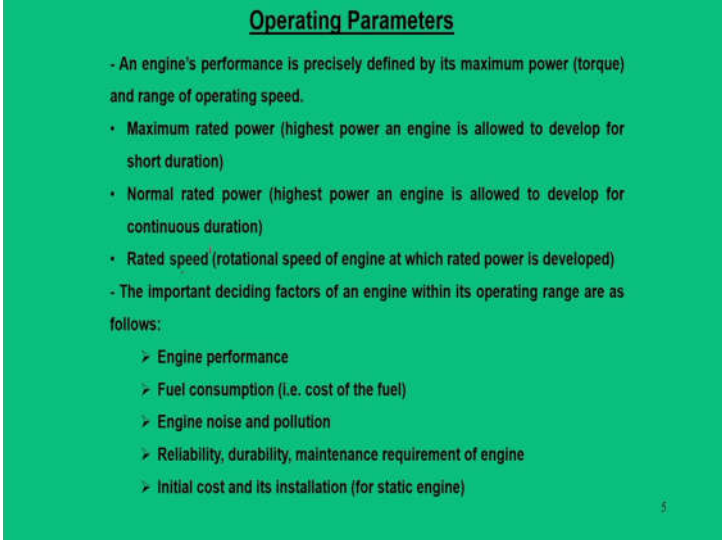
| Year | Compression ratio, r_c |
|------|--------------------------|
| 1880 | 2.5 |
| 1900 | 3.5 |
| 1920 | 4.5 |
| 1940 | 6.5 |
| 1960 | 9.5 |
| 1980 | 8.5 |
| 2000 | 10.5 |

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So, let me start with the first topic that is engine operating parameters. So, when you discuss about the operating parameter the first parameter that comes in is the compression ratio and in fact, the compression ratio mostly decides the size of the engines. So, in the earlier developments that means, if you look at this particular plot in the earlier development the engine starts with a compression ratio something in the 18th and 19th century with compression ratio in the range of 2 to 3.

Then subsequently with time the compression ratio people try to increase. So, when you are trying to increase the compression ratio, then effectively we are looking into bigger size engines and towards the end of 19th century, we have the typical compression ratio in the range of 8 to 10. So, this is the plot that shows the a typical trend that how engine development has occurred from last two centuries.

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Operating Parameters

- An engine's performance is precisely defined by its maximum power (torque) and range of operating speed.
- Maximum rated power (highest power an engine is allowed to develop for short duration)
- Normal rated power (highest power an engine is allowed to develop for continuous duration)
- Rated speed (rotational speed of engine at which rated power is developed)
- The important deciding factors of an engine within its operating range are as follows:
 - Engine performance
 - Fuel consumption (i.e. cost of the fuel)
 - Engine noise and pollution
 - Reliability, durability, maintenance requirement of engine
 - Initial cost and its installation (for static engine)

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Now, if you look at the compression ratio, then what other things that is most important is the fact that we need to characterize the engine performance. First is compression ratio, second apart from this we have to define certain user parameters in terms of range of power or torque on range of operating speeds.

So, based on that we defined three important parameters that is maximum rated power which is nothing but the highest power and engine is allowed to develop for a short durations that means, the highest power usually obtained for a very short duration by the

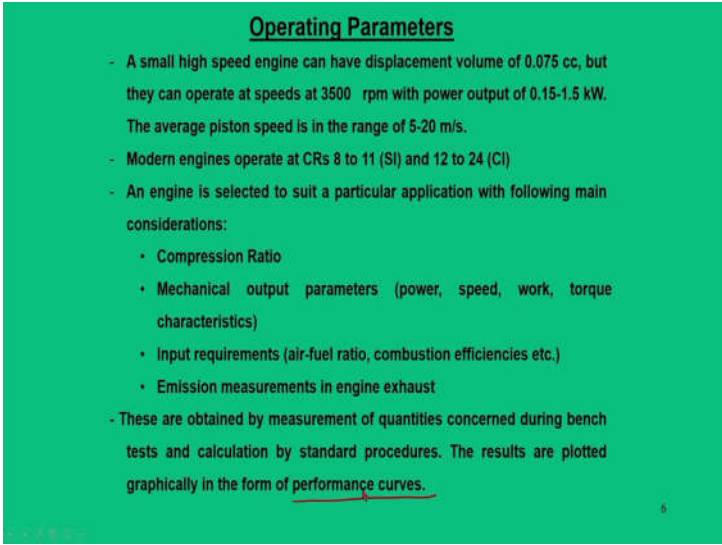
engine. The normal rated power this is the highest power that engine is allowed to develop for continuous durations.

So, engine is run for 1 hour, 2 hour, 5 power, 8 hours likewise how much highest power it can develops if we run for 8 hours or 10 hours a day. So, that is called as a normal rated power. The third point is to be rated speed. So, the rotational speed of the engine at which the rated power is developed. So, maximum rated power, normal rated power and rated speed.

Now, to look into this particular parameters we need to have some deciding factors. So, these deciding factors are the engine performance. Now for example, if we want to run the engine at this maximum rated power or rated speed then what should be my engine performance? Whether the engine has any issues while running at that rated speed or rated power and that point of time what is the fuel consumption because this fuel consumption leads to the cost of the fuel.

Now, while doing so, whether there is any engine noise or pollutions? Now, by catering all of them we also need to look into the reliability, durability, maintenance requirement for the engine. And apart from this four parameters, the other vital segment is the initial cost and its installation. So, that is mainly for static engine and for transport sector we also require what is with the cost of the engines. So, these are the deciding factors that a user is expected to know.

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Operating Parameters

- A small high speed engine can have displacement volume of 0.075 cc, but they can operate at speeds at 3500 rpm with power output of 0.15-1.5 kW. The average piston speed is in the range of 5-20 m/s.
- Modern engines operate at CRs 8 to 11 (SI) and 12 to 24 (CI)
- An engine is selected to suit a particular application with following main considerations:
 - Compression Ratio
 - Mechanical output parameters (power, speed, work, torque characteristics)
 - Input requirements (air-fuel ratio, combustion efficiencies etc.)
 - Emission measurements in engine exhaust
- These are obtained by measurement of quantities concerned during bench tests and calculation by standard procedures. The results are plotted graphically in the form of performance curves.

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Now, just to give a glimpse that what are the different types of engines we look into or we see in the market. So, the engine can have a very small displacement volume in the order of 0.075 cc or centimeter cube and this engine also can operate at maybe at close to 35000 RPM with a rated power output of 0.15 to 1.5 kilo watt.

So, a small engine can also run at very high speed, but the power output may be less, but in that case also the average piston speed in the range of 5 to 20 m/s. Other extreme could be we can run the engine at low RPM, but high displacement volume.

So, these two things actually tells us that what should be our engine side and what are the its rated operation. By doing so, we will be able to characterize the engine performance. So, as I mentioned in the beginning apart from this we have compression ratio that is typically 8 to 11 for SI engines and 12 to 24 it is per CI engines that is mostly used for modern engines.

Now, having said so, then we need to look the matter that let us say that we have certain engine with some desired compression ratio. It has certain displacement volume and it is operated at certain rated RPM. Now, for this engine we need to use it for a particular application.

So, now when we run the engines, we expect there are there are some input entries sorry or input parameters, there are out some output parameters. The output parameters could be power, speed, work, torque all these things. And input requirement could be the air fuel ratio, combustion efficiency; that means, if the fuel is introduced in the engine not necessarily that 100 percent of the fuel will be burnt. So, there is a combustion efficiency comes into picture.

So, these are some input requirement and these are some output parameters. So, basically what the performance characteristics means? By using these operating parameters we need to find out a correlation between the output parameters and input requirements. So, that is the main philosophy of discussion today.

Apart from this we also try to emphasize on the certain aspect of emission measurements. That means, if the combustion is not proper then what else we are going to get in the engine exhaust, whether those exhaust are desirable or undesirable for environmental point of view.

So, all these things can be possible only when we do some bench test and with some standard calculation procedures. And we are trying to map the results in the form of graphical nature and we call them as perform engine performance curves. So, this will be towards last part of the lecture where to going to emphasize on this particular performance curves.

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Mechanical and Combustion Performance

Indicated power (IP)

- It is defined as the rate of work done by the gas on the piston as evaluated from "indicator diagram".
- An indicator diagram is the "pressure-volume (p-v)" representation for a reciprocating engine with power and pumping loop.
- The upper loop consists of compression stroke and power stroke with area as representation of gross indicated work. The lower loop represents negative work of intake and exhaust stroke, known as indicated pump work.
- The net work done per cycle is the proportional to the difference in area of power loop and pumping loop.

So, let me start with the first one that is mechanical and combustion performance of the engines. So, the first parameter what we are going to look at is the indicated power. So, as you know that in thermodynamics we have been told that the pressure-volume characteristics can be plotted graphically based on certain thermodynamic processes like constant pressure, constant volume, isentropic process.

So, we will now touch upon similar plots and in this philosophy of IC engine we call it as a indicator diagram. So, it is nothing but as the rate of work done by the gas on the piston and as evaluated from indicator diagram. This indicator diagram is nothing but a pressure-volume diagram and this pressure-volume diagram is characterized in this fashion and are shown in this figure that is where we have a power loop and we have a pumping loop.

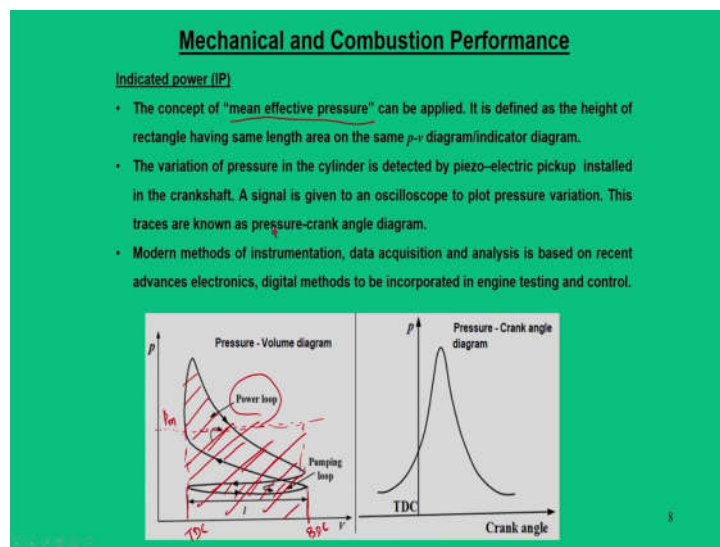
The upper loop that is the power loop consists of the compression stroke and power stroke with area representation as gross indicated work. So, that means, the area under PV diagram in the upper loop or power loop is known as the gross indicated work and

the lower loop is known as pumping loop and it is the negative work and we call it as a indicated pump work.

So, the net work per cycle would be the proportional to the difference in the area of power loop and pumping loop. This is one way representation of pressure volume diagram in thermodynamic sense, but with engine terminology we normally represent the volume as a mapping with the rotation in the crankshaft. So, that particular method we call this as a pressure crank angle diagram and a typical curve of a pressure crank angle diagram is shown in this figures.

So, in this particular two plots what we have try to show is that one PV plot that will give you the thermodynamic estimates and that can be correlated with the rotational motion of the crankshaft. So, that is in terms of pressure crank angle diagram and typically we have a concept of mean effective pressure.

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So, this mean effective pressure is nothing but a constant pressure line which can be represented in this PV diagram. What it says is that over a set of engine displacement or piston movement from TDC to BDC, this is the area under the curve and we call this as a gross indicated work and that is the power loop. And the other side is that is negative work that is in the pumping loop. So, we can calculate the net area.

Now, imagine a situation that we want to evaluate an equivalent area which is same as this net area. So, for that case I will imagine a rectangle with a displacement volume from TDC to BDC and put a mean line and I call it as a mean effective pressure line. So, the net area which can be drawn with this mean effective pressure line and this happens to be a rectangle. Then that particular pressure is known as mean effective pressure.

So, actually the engine does not have a mean effective pressure, but we can represent them in our mathematical estimates. So, there are standard methods in which these pressure-volume diagram can be drawn through by a mechanism what we call as piezo electric set up which is installed in the crankshaft. And from this crankshaft we will get a signal that can be recorded in an oscilloscope to plot the pressure variations and this is known as pressure crank angle diagram.

So, basically from the pressure crank angle diagram we can get back this indicator diagram and with our modern instrumentation and data acquisition systems and advanced electronics, we can incorporate to get the estimates of the work output from this indicated diagram and from there also we can calculate the mean effective pressure. And from this mean effective pressure we can come back to the indicated power. How? We will it will be followed in the next section.

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Mechanical and Combustion Performance

Indicated power (IP)

Indicated mean effective pressure, $p_i = \left(\frac{\text{Net area of diagram}}{\text{Length of diagram}} \right) \times \text{constant (depends on recorder)}$

An engine with bore, B , stroke, S , RPM, N , No. of cylinder, k

Work done per cycle per cylinder = $p_i AS$, $A = \frac{\pi}{4} B^2$

Power output per unit time = Work done per cycle \times No. of cycles per minute

No. of cycles per minute = $\frac{N}{2}$ (four stroke engine) or N (two stroke engine)

$IP = \frac{p_i ASNk}{2}$ (four stroke engine), $IP = p_i ASNk$ (two stroke engine)

(n) $\eta = \frac{N}{2}$ (4-stroke)
 $= N$ (2-stroke)

So, whatever I have explained. So, we are going to represent in the mathematical form. So, the indicated mean effective pressure is defined as p_i that is equal to net area of the diagram which means, net area between the power loop and pumping loop.

That means, from the power loop if you subtract the area of the pumping loop then we will get the net area and length of the diagram is nothing but the piston motion from TDC to BDC and that is known as L into constant. This is a typical constant which represents parameter that depends on the recorder. So, this constant is a fixed constant

with respect to instrument point of view. $p_i = \left(\frac{\text{Net area of diagram}}{\text{Length of diagram}} \right) \times \text{constant} .$

Now, from this indicated mean effective pressure then we are going to calculate indicated power. How? Now, let us consider an engine with bore B, stroke S which has an engine RPM N and this engine has a number of cylinders k. So, we can write is that work done per cycle per cylinder is nothing but the $p_i A S$, $A = \frac{\pi}{4} B^2$.

So, once we know the work done per cycle per cylinder then we can calculate the power output that means that is work done per cycle into number of cycles per minute. Now, here we have to take the catch that what is this number of cycles per minute. So, number of cycles per minute is normally represented as n and this $n = N/2$ that is for 4 stroke or $n = N$ that is for 2 stroke, because this n is the number of revolutions based on the number of revolutions of the crankshaft.

So, accordingly by putting the respective expressions we can get back the indicated power $IP = \frac{p_i A S N k}{2}$, where k is the number of cylinders if it is a four stroke engine.

There is no division of 2 if it is a two stroke engines. So, based on this indicated diagram we are able to estimate the indicated power in terms of indicated mean effective pressure.

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Mechanical and Combustion Performance

Brake power (BP), Friction power (FP) & Mechanical efficiency

- Actual work available at the crankshaft is called as "brake work". It is less than indicated work due to friction and other parasitic loads (other than engine loads). So, BP is the measured output of the engine.
- Dynamometers are used to measure torque and power over engine operating ranges of speed and loads. Prony-brake (mechanical type), Hydraulic dynamometer and Eddy current dynamometers absorb energy output of the engine. Engine torque can be calculated from engine load with known radius or measured directly from the dynamometer.
- "Friction power" is the difference between IP and BP i.e. power required to overcome frictional resistance.
- "Mechanical efficiency" is the ratio of BP and IP (around 80 to 90%).

$$BP = 2\pi NT; T = WR \quad (\text{Engine load, } W; \text{ Radius, } R; \text{ RPM, } N)$$
$$FP = IP - BP; \eta_m = \frac{BP}{IP}$$

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Then, next thing what we are going to discuss about, brake power, friction power and mechanical efficiency. When we see the indicated power, it is at the engine input side, now from the engine output side. Engine output side that means, engine can be run with no load or with load. So, when we actually apply a load onto the engines then basically we are braking the engine and we interpret that as a brake power.

And in the process of engine running, there are other losses that is taken into account as a friction power. So, these two terms go side by side because as you increase the speed of the engine, this friction power comes down and when we engine speed is less friction power is more. So, these two terms go side by side. And last term is the mechanical efficiency which is nothing but the correlation between the brake power and the indicated power.

Now, let us see that in what way we are going to get the estimates of brake power and friction power. So, just to explain this fact I can say that the actual work available at the crankshaft we call this as a brake work and it is less than the indicated work, because it is mainly due to the friction and other parasitic load. Parasitic load means other than the engine loads.

For example, in an car we have AC, we have lights, we have other auxiliaries that takes the power in the engine even we have fuel pump. So, all these instruments take the power from the shaft of the engine. So, these are treated as a parasitic load which is

nothing but the other than engine load. Other than engine load in our term means other than the shaft power.

So, this brake power is nothing but the measured output of an engine. Now, how do we measure this brake power? So, for that purpose dynamometers are used. So, what does the dynamometer do? They measure the torque because engine is run at certain RPM then they measure the torque, maybe we can run the engine at different speeds and the loads that is our input end and these dynamometers try to measure the torque and then from the torque and engine RPM, we can calculate the power.

So, what are the typical dynamometers? These dynamometers are called Prony-brake which is a mechanical type. It can be a hydraulic dynamometer. Another kind of could be eddy current dynamometer that is electrical, it is mostly used ones and they absorb energy output of the engines.

So, all these I am not going to into details because these are a different segment or topics as far as IC engine mainly is concerned, but in our philosophy we will just look into the fact that how we measure the torque and power output from the dynamometer and try to correlate our engine operating parameters.

So, for brake power we require dynamometer and then there is no method in which we can directly get the friction power, but friction power is nothing but the difference between the indicated power and brake power. So, that is the power required to overcome the frictional resistance.

So, once we know the indicated power, brake power then we can calculate the mechanical efficiency. So, how we can write in this manner? So, first thing is that brake power that is nothing but $BP = 2\pi N T$ and T is the torque. And the torque is nothing but $T = W R$, W is the engine load and R is the radius.

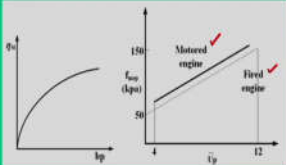
That means, the location at which we are going to measure the torque or in this case it is the radius of the shaft. Then difference between these two will give you the friction power that is $FP = IP - BP$. Then we can calculate mechanical efficiency which is nothing but the ratio of brake power to indicated power $\eta_m = \frac{BP}{IP}$.

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Mechanical and Combustion Performance

Brake power (BP), Friction power (FP) & Mechanical efficiency

- Friction power is nearly constant at given engine speed.
- Mechanical efficiency increases with increase in BP.
- When the load is decreased giving lower value of BP, the mechanical efficiency decreases and at zero BP with same engine speed, the engine develops just sufficient power to overcome frictional resistance.
- Mechanical efficiency depends on IP & BP and can be found by evaluating them experimentally.
- In addition, there are other methods by which mechanical efficiency can be measured in a simplified manner for specific engines. These methods are, Motoring test, Morse test and Willan's Curve.



$$BP = 2\pi NT; T = WR$$
$$FP = IP - BP; \eta_m = \frac{BP}{IP}$$

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So, here moving further we need to give another insight to the fact as I mentioned that the brake power and friction power should be looked into simultaneously. So, this particular plot shows the variation of mechanical efficiency with brake power. That means, if you increase the brake power, the mechanical efficiency goes up. Normally, mechanical efficiency is ratio of brake power to IP indicated power. Of course, indicated power is a fixed number. So, brake power has to change with the mechanical efficiency.

And typically this is not a straight line because the friction power is also playing another culprit. So, that is what it is not a linear trend. So, it is a kind of a trend that is observed here. Now, another concept we are going to discuss is that how to calculate the friction power. So, when the engine is run without any brake load, then we call this as a motored engine.

So, the word motored engine comes and we also has another word we call as fired engine. So, in a motored engine we can say that the engine is running without any load, but in a fired engine intentionally dynamometer applies a load onto the engine. So, all these things we are going to calculate because we need to find out the brake power, indicated power and mechanical efficiency.

Another important points that I need to emphasize here is that when the load is decreased giving lower value of brake power, the mechanical efficiency decreases under zero BP that is zero brake power with same engine speed, the engine develops just sufficient

power to overcome the frictional resistance. That means, when there is no brake load, but still engine is running. So, it develops a power and that power is consumed through this frictional resistance and we call this as a friction power.

To calculate all these things there are some experimental methods what we call as Motoring test, Morse test and Wilson curve. So, these are the typical standard methods in which we were going to calculate brake, power friction power and indicated power in the laboratory.

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Mechanical and Combustion Performance

Mechanical efficiency (Motoring curve)

- The engine is connected to the electric dynamometer that acts as motor instead of generator.
- The power required to drive the engine is given by the power consumed by the motor which is the frictional power (FP) at given speed. The values of FPs at different speed can also be calculated.
- The engine BP can also be calculated from the electric dynamometer, when it is connected as generator.
- The engine's IP (& hence mechanical efficiency) can then be obtained.
- So, the measurement of BP at a given speed followed by "motoring" of the engine with fuel supply cut-off is known as "motoring test".

$BP = 2\pi NT, T = WR$
 $FP = IP - BP; \eta_m = \frac{BP}{IP}$
 ↳ All right

So, first method what we are going to say is the motoring curve. So, the motoring curve as I mentioned the engine is run with a dynamometer, but that dynamometer does not provide the brake power. Means, that dynamometer is not used to apply load, but rather it is connected to a motor that consumes that power. That means, the entire power that is developed by the engine it goes as a friction power.

So, in other words in a motored engine your brake power is 0, but friction power would be nothing but the indicated power. But, in a fired engine where the dynamometer actually applies load to the engine your brake power is not equal to 0. Of course, friction power is also not equal to 0. So, this is a real sense and this is an ideal sense to estimate the friction power and this is how the concept of motoring test is all about.

So, in one case we have to run the engine in a motored conditions and the other way we can run the engine in a fired conditions. So, based on that we can calculate the friction power. So, first thing how do you do the motoring test? So, during motoring test you connect the engine with a dynamometer, but that dynamometer will act as a motor so that the brake power is 0 and friction power is nothing but the indicated power.

And that means, in this way we can calculate the friction power of the engine. And that can be done at different speeds, different speeds means, here this is plotted with average piston speed and we can correlate it as N . So, at every N , one can find out what is the value of friction power that is nothing but the indicated power because the brake power is 0.

Another curve can be drawn which is a plot between this friction power and RPM or frictional mean effective pressure versus RPM. So, at that every point one can calculate there are two points; that means, at any N we will have two values one for the fired engine other for the motored engines and difference between these two is nothing but the friction power and this expression can be used for all RPMs.

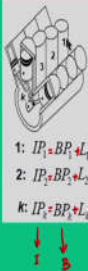
When you do all the RPMs and then we can estimate the curve mechanical efficiency verses brake power which comes in this fashion. So, it is not exactly a linear fashion that is the parabolic nature. So, this is all about motoring curve that talks about how you are going to calculate the mechanical efficiency of the engine. Another test that we are going to do is a Morse test.

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Mechanical and Combustion Performance

Mechanical efficiency (Morse test)

- It is applicable for multi-cylinder engines (either SI or CI).
- First, the engine is run at required speed and torque is measured.
- Consider k no. cylinders in an engine. The IPs are denoted as I_1, I_2, \dots, I_k while BPs are denoted as B_1, B_2, \dots, B_k with respective losses L_1, L_2, \dots, L_k , respectively.
- Let us calculate BP of the engine by sequentially cutting of each cylinder. The speed will fall but it can be restored back by reducing the engine load. Then, torque can be measured when the speed is reached to original value.
- The cylinders can be cut-off by shorting spark plug for SI engines or disabling the fuel injectors for CI engines.



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So, this particular Morse test is referred for either SI or CI, but with a condition that it should be multi cylinder engines. So, that means, this particular test is only applied for multi cylinder engines. So, as you can see there are number of cylinders 1, 2, 3 and we have k number of cylinders. And each cylinder is assigned as some indicated power IP_1 , BP_1 and L_1 ; L_1 is nothing what the frictional losses.

So, we can write $IP_1 = BP_1 + L_1$, and $IP_k = BP_k + L_k$. So, how we were going to estimate? So, first let us consider there are k number of cylinders in an engine. The indicated powers are defined as either I_1, I_2, I_3, I_k and this is nothing $B_1, B_2, B_k, L_1, L_2, L_k$.

Now to calculate the brake power of the engines what we are going to do? We are subsequently cut each cylinders. So, for example, engine is first run with all the cylinders and you cut the cylinder 1.

That means you disconnect the cylinder 1 from this, but what happens is that since engine is running with all the cylinders still although it will not contribute to the brake power, but it can contribute the friction to the entire running operations. So, the friction power remains there. So, this cut off can be done either for SI or CI. For SI engines we can cut off the spark plug, for CI engine we can stop the fuel injection. So, thereby we can do this fuel cut off.

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Mechanical and Combustion Performance

Mechanical efficiency (Morse test)

- When the first cylinder is cut, its contribution for IP is lost but its loss will still contribute in engine's BP calculation.
- By cutting each cylinder in turn, the IPs can be obtained in sequential manner.
- The fundamental assumption is that friction and pumping power of the shorted cylinder is same after shorting as they were when the engine is fully operative. This assumption is valid as long as speed remains constant.

The engine BP at test speed with all cylinders firing,


$$BP = (IP_1 - L_1) + (IP_2 - L_2) + \dots + (IP_k - L_k)$$

When first cylinder is cut, $BP_1 = (0 - L_1) + (IP_2 - L_2) + \dots + (IP_k - L_k)$

When second cylinder is cut, $BP_2 = (IP_1 - L_1) + (0 - L_2) + \dots + (IP_k - L_k)$

When k^{th} cylinder is cut, $BP_k = (IP_1 - L_1) + (IP_2 - L_2) + \dots + (0 - L_k)$

$$\Rightarrow BP - BP_1 = IP_1, \quad BP - BP_2 = IP_2, \dots, \quad BP - BP_k = IP_k$$

$$\Rightarrow IP = IP_1 + IP_2 + \dots + IP_k \quad \& \quad \eta_m = \frac{BP}{IP}$$


Now, once you do that what we are going to get in our estimate is that when the engine is run with all the cylinders firing we can calculate the brake power as $BP = (IP_1 - L_1) + (IP_2 - L_2) + \dots + (IP_k - L_k)$.

From this when the first cylinder gets cut off, its indicated power becomes 0. So, that same expression can be written as $BP_1 = (0 - L_1) + (IP_2 - L_2) + \dots + (IP_k - L_k)$. Similarly, when the second cylinder is cut off the 0 term appears for IP_2 , likewise when the k cylinder is cut off 0 term appears per last k cylinder.

So, we can find a relation $BP - BP_1 = IP_1$; $BP - BP_2 = IP_2$ $BP - BP_k = IP_k$. So, in this ways if you sequentially add all these terms we will end up getting a term that is $IP = IP_1 + IP_2 + \dots + IP_k$ means total indicated power of all the cylinders.

So, ultimately from the first expression we already know BP, we now we get the indicated power from this method and we get the mechanical efficiency. So, this is how the Morse test is conducted to calculate the mechanical efficiency of the engine.

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Mechanical and Combustion Performance

Mechanical efficiency (Willan's curve)

- This method is suitable for diesel engine where, engine's IP is measured graphically.
- At constant engine speed, the load is reduced in increments and the corresponding BP and gross fuel consumption is noted. A graph can be plotted against these two parameters which is known as Willan's line.
- The Willan's line when extrapolated back to cut the BP axis cuts at point 'C'.
- This is the friction power (FP) of the engine as the point 'C' is from origin.

The IP can be found by adding FP to the BP of the engine.

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The last one is known as Wilson's curve and this is mostly applied for a diesel engines because in the diesel engine we have provisions of cutting off the fuel through fuel injector and in fact, it is only applied for that concept. So, if you look at this particular plot, it is a plot between fuel consumption and brake power.

So, normally what happens? When we want to increase the brake power we should increase the fuel consumptions. So, basically when the fuel gets injected, for every fuel consumption rate we can estimate the brake power experimentally.

So, that means, this first point end defines the point at which the fuel is injected first and for different fuel injection value, we can get different brake power. So, we can generate this data experimentally. So, these are basically experimental observation in which we keep on increasing the fuel consumption, we get the brake power.

So, basically we get the curve AB from this experimentally observed data and it will be treated as a straight line. Now, this is with respect to a particular engine. Now, what you do is extrapolate this data from point A and try to see that where it cuts at the negative axis of this brake power. So, this cuts are the point C.

So, if you take the origin as O then OC can be considered as the friction power and because it is negative to the power axis. So, in this fashion we get the friction power and

we also know the brake power. So, one can find out the mechanical efficiency that is brake power by indicated power.

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Mechanical and Combustion Performance

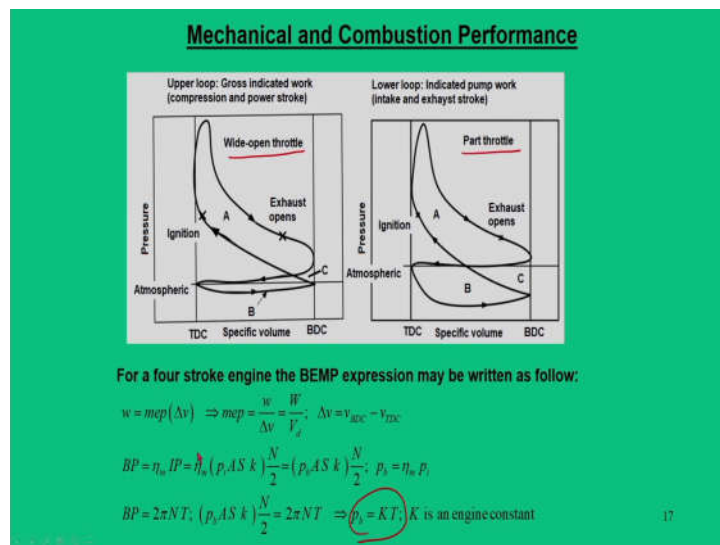
Brake mean effective pressure (BMEP) BMEP

- The BP of an engine can be measured accurately and conveniently by using a dynamometer. But, it is difficult to measure mechanical efficiency and indicated mean effective pressure of an engine.
- It is clear from $p-v$ diagram that the pressure in the cylinder of an engine changes continuously during a cycle. So, an average mean effective pressure is defined for a fixed amount of work done per cycle.
- Based on MEP, one can define IMEP with respect to indicated power or BMEP with respect to brake power or FMEP with respect to friction power.
- BMEP is thought as mean effective pressure acting on pistons for a frictionless engine that would give measured BP.
- For instance, a large engine will provide higher torque while speed becomes important criteria when power consideration is important.
- BMEP is directly proportional to the engine torque, but independent on engine speed and size.

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So, now we are going to introduce another concept which is called as brake mean effective pressure. It should be BMEP. So, the concept goes in a similar manner in which we defined the indicated pressure. So, I do not want to give more emphasis on this. So, we want to go into the same relation the way we did it for indicated power calculations. What we have seen in that diagram for calculations as the plot between pressure and volume diagram.

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But, here we are going to plot the pressure and volume diagram at the output conditions. So, the output condition could be of two possibilities one is wide open throttle other is part throttle. So, wide open throttle condition means that your throttle valve is fully open. So, when the throttle valve is fully open, engine is allowed to run with full fuel capacity; that means fuel can go to into the engine to a maximum. Now, when there is a part throttle; that means, engine is allowed to run with some partial amount of fuel.

So, these are the typical concept that you use in the engines. Why you use wide open or part throttle? Because the valve has certain finite amount of space which it is going to allow for the fuel to enter into the engines. So, if I say 100 percent open, I cannot ensure that 100 percent fuel is going because the valve occupy a certain space within that region. So, that is the word where you are using the wide open and part throttle condition.

Now, with the same concept of work calculations we have introduced $w = mep(\Delta v)$ and here Δv is nothing but the piston displacement from TDC to the BDC or BDC to TDC. So, that way we call this as a displacement volume. This mean effective pressure, you are now going to use as a brake mean effective pressure. So, how you are going to do?

First we can calculate the brake power as mechanical efficiency of the engine into indicated power. Since we know the indicated power in our already calculations, so, we can write that expression using in terms of indicated pressure.

$BP = \eta_m IP = \eta_m (p_i A S k) \frac{N}{2}$. Now, here we are going to introduce the term which is brake mean effective pressure p_b . So, that is nothing but $\eta_m p_i$.

So, this is how we are going to calculate the brake power from this indicated power, but other way is that we can also get the brake power by using the dynamometer that expression goes as $BP = 2\pi NT$. Now, if you equate these two term what we are going to find that this brake mean effective pressure is nothing but $p_b = K T$; that means, brake mean effective pressure is a direct indication of the torque developed by the engines.

So, if you do that, so, we can find that most of the term will get cancelled other term like A and S becomes a constant. So, that is what the constant K appears here. So, in this way we can interpret the brake mean effective pressure for the engines and this is written for four stroke, but for two stroke this N/2 will be replaced as only N. However, in our situations we always use four stroke. So, we go ahead with this expression.

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Mechanical and Combustion Performance

Thermal efficiency, Combustion efficiency and Specific fuel consumption

- The power output of the engine is obtained from chemical energy of the fuel. So, the overall efficiency of an engine is recognized as "brake thermal efficiency (BTE)" which is the ratio of brake work to the mass of fuel times its calorific value.
- The time available for combustion process of an engine cycle is very brief and not all fuel molecules find oxygen in short time. Local temperature also may not be favorable. So, "combustion efficiency" is defined as fraction of fuel burnt with respect to fuel supplied.
- Analogous to BTE, indicated thermal efficiency (ITE) can also be defined.
- The specific fuel consumption (SFC) is the mass of fuel consumed per unit power output and considered as criterion for economical power production.

$$\eta_{BTE} = \frac{BP}{\dot{m}_f Q_{cv}}; \eta_{IME} = \frac{IP}{\dot{m}_f Q_{cv}}; \frac{\eta_{BTE}}{\eta_{IME}} = \frac{BP}{IP} = \eta_m \Rightarrow \eta_{BTE} = \eta_m \eta_{IME}$$

$$\eta_c = \frac{Q_{cv}}{\dot{m}_f Q_{cv}}; sfc = \frac{\dot{m}_f}{BP}; \eta_c = 0.95 \text{ to } 0.98; \eta_m = 0.8 \text{ to } 0.85; \eta_{IME} = 0.4 \text{ to } 0.5; \eta_{BTE} = 0.3 \text{ to } 0.35$$

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Apart from this we are now going to discuss something about the thermal efficiency, combustion efficiency and specific fuel consumption. So, this is all about the mechanical aspects, now we are bringing fuel into picture. So, when we are bringing fuel into picture, so, that way we define three terms like brake thermal efficiency of the engine which is nothing but the ratio of brake power to the total fuel heating value.

So, this is the output that we get from the engine and this is the input we are providing in terms of the fuel. So, that is nothing but $\dot{m}_f Q_{cv}$. Q_{cv} is your calorific value. In similar sense we can also define the indicated thermal efficiency that is $\eta_{ITE} = \frac{IP}{\dot{m}_f Q_{cv}}$. So, the ratio of these two again turns out to be the fact that ratio of brake thermal efficiency to the indicated thermal efficiency becomes the mechanical efficiency.

So, this is one aspect, we should not get confused that between thermal efficiency and mechanical efficiency. The mechanical efficiency it is between brake power and indicated power, thermal efficiency is between brake power and the fuel heating value. So, these two terms should not be confused.

So, apart from this, total fuel heating value can be correlated in terms of combustion efficiency that is $\eta_c = \frac{Q_{in}}{\dot{m}_f Q_{cv}}$. So, that is nothing but actual heat that is going into the engine from the fuel divided by total heating value of the fuel. So, this is how we define this combustion efficiency and there is another term which is called as specific fuel consumption.

This is of more interest for the user and it is mostly interpreted in the term of mass of the fuel consumed divided by the brake power $sfc = \frac{\dot{m}_f}{BP}$. Many of the books also represent as BSFC that is also true, but in most of time we normally not interested with indicated specific fuel consumption. So, mostly we interpret in terms of brake power. So, either you write sfc or bsfc it has same meaning.

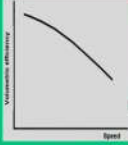
So, just to give a number that for an engine to have, one should think that the fuel should have a combustion efficiency between 95 to 98 percents and typically mechanical efficiency falls in the range of 80 to 85 percent. Indicated thermal efficiency is typically 40 to 50 percent and finally, we get the indicated brake thermal efficiency for an IC engine is in the range of 0.3 to 0.35. So, in other words we say we are actually consuming the total thirty percent of the fuel energy.

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Mechanical and Combustion Performance

Volumetric efficiency

- The power output of an IC engine depends directly upon the amount of charge which can be inducted into the cylinder. It is referred as breathing capacity and expressed quantitatively by volumetric efficiency.
- It is the ratio of volume of air inducted measured at free atmospheric condition to the swept volume of the cylinder.
- The power output of the engine depends on its capacity to breathe. If a particular engine has constant thermal efficiency, then, the power output will be proportional to the amount of air induced.
- A normal natural aspiration engine has this value up to 80%. It can be increased through supercharging by a compressor/blower.
- It is affected by speed, compression ratio, valve timing, induction/port design, mixture strength, cylinder temperature, heating value of fuel and atmospheric condition.


$$\eta_v = \frac{V}{V_d}$$

Gaseous fuel

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And in another terminology we are going to talk about something on volumetric efficiency. And this volumetric efficiency is defined as the ratio of total volume to the displacement volume and this is volume of the air which is inducted to the swept volume of the engine.

So, normally this volumetric efficiency word comes for gaseous fuel and this term is not so significant for liquid fuels and this is very significant term for gaseous fuel. Most of the engines that use bio gas or LPG or natural gas, that term volumetric efficiency plays a role because they have to mixed with air.

So, accordingly how much air you require for a given fuel that depends on the size of the engine and this is affected by the speed of the engine, compression ratio of the engine, valve timing, mixture strength, cylinder temperatures; all these things are very vital part of this engine. As you can see from this plot, a typical trend will tell you that volumetric efficiency drops when engine speed increases.

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Emission Index

- There are four main exhaust emissions from the engine that should be controlled, namely, oxides of nitrogen (NO_x), carbon monoxide (CO), hydrocarbons (HC) and solid particulates.
- The standard emissions norms have drive cycles that includes periods of acceleration, deceleration, steady state cruising and idling. The exhaust gases are continuously analyzed.
- The common methods for quantification of these emissions are, specific emissions [SE-(gm/kW-hr)] and emission index [EI-(gm/s)/(kg/s)].

$$(SE)_{NO_x} = \frac{\dot{m}_{NO_x}}{BP}; (SE)_{CO} = \frac{\dot{m}_{CO}}{BP}; (SE)_{HC} = \frac{\dot{m}_{HC}}{BP}; (SE)_{part} = \frac{\dot{m}_{part}}{BP}$$

$$(EI)_{NO_x} = \frac{\dot{m}_{NO_x}}{\dot{m}_f}; (EI)_{CO} = \frac{\dot{m}_{CO}}{\dot{m}_f}; (EI)_{HC} = \frac{\dot{m}_{HC}}{\dot{m}_f}; (EI)_{part} = \frac{\dot{m}_{part}}{\dot{m}_f}$$

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And then we have the emission index. This emission index means when the engine is run, there are some unwanted products that comes out of the engines and they are treated as an oxides of nitrogen oxides of carbon monoxide and hydrocarbons and other solid particulates.

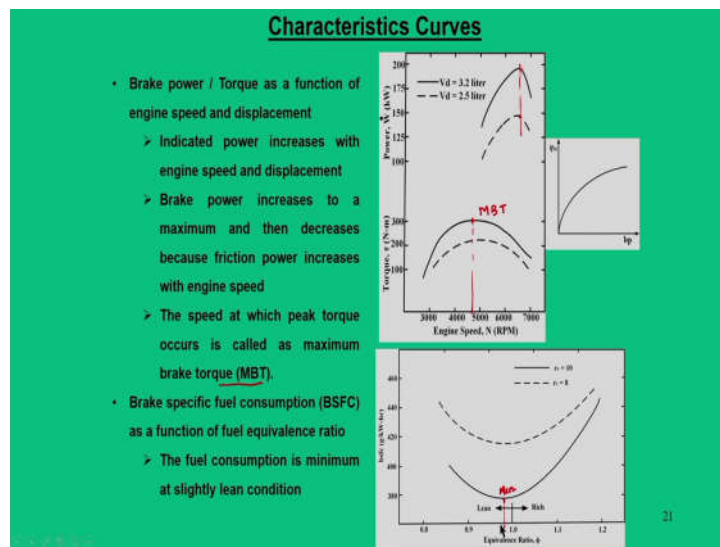
So, the common method of quantification is by two means, one is in terms of specific emissions that is how much grams of that particular gas comes out per kilo watt hour, this one way of representation. Other way is that in terms of fuel consumption; that means, in the denominator instead of brake power if you represent in terms of fuel consumption that is \dot{m}_f

So, these expressions are listed here and from the engine data one can calculate all these numbers and take appropriate way to calculate this emission index. And either you can represent in the form of specific emissions or in the form of emission index.

$$(SE)_{NO_x} = \frac{\dot{m}_{NO_x}}{BP}; (SE)_{CO} = \frac{\dot{m}_{CO}}{BP}; (SE)_{HC} = \frac{\dot{m}_{HC}}{BP}; (SE)_{part} = \frac{\dot{m}_{part}}{BP}$$

$$(EI)_{NO_x} = \frac{\dot{m}_{NO_x}}{\dot{m}_f}; (EI)_{CO} = \frac{\dot{m}_{CO}}{\dot{m}_f}; (EI)_{HC} = \frac{\dot{m}_{HC}}{\dot{m}_f}; (EI)_{part} = \frac{\dot{m}_{part}}{\dot{m}_f}$$

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Now, here I am going to talk about some characteristics curves or trends and first characteristics curve is the brake power or brake torque which is a function of engine speed and displacement. So, as you see in this particular plot, it says that when the speed of the engine increases, the torque or power also increases, but with a particular time it further drops that is because when engine speed increases your friction power also increases.

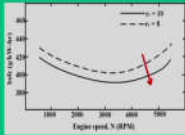
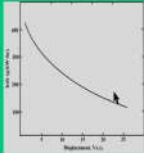
So, the net loss is that it will drop the brake power that is what brake torque also comes down. And there is a particular location where the torque is maximum and it is termed as MBT that is maximum brake torque and it also appears the point at which the brake power is maximum.

So, the trend of brake power curve is changing because you because your friction power is also changing with speed. Another term could be brake specific fuel consumption as a fuel equivalence ratio. So, the fuel consumption is minimum, when it is a slightly lean mixer. So, if you took a particular trend, and the fuel consumption is minimum; so, we can say the BSFC that is brake specific fuel consumption is minimum at lean equivalence ratio.

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Characteristics Curves

- Brake specific fuel consumption (BSFC) as a function of engine speed and compression ratio
 - Fuel consumption decreases with increase in engine speed due to shorter time for heat loss during the cycle
 - At higher engine speed, the fuel consumption increases because of higher friction
 - As the compression ratio is increased, the fuel consumption decreases due to greater thermal efficiency
- Brake specific fuel consumption (BSFC) as a function of engine displacement
 - The average fuel consumption is less with larger engines
 - Larger engines have lower heat loss due to higher volume-to-surface-area ratio of combustion chamber
 - Larger engines operate at lower speeds to reduce friction losses

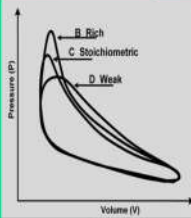
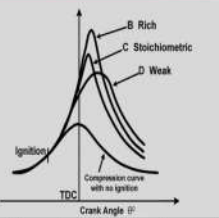



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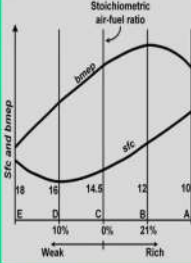
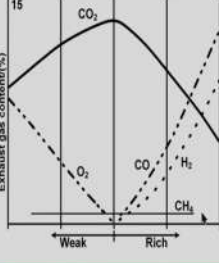
Another kind of plot that can be plotted is in the form of brake specific fuel consumptions as a function of engine speed and compression ratio. So, with increase in the engine speed the brake specific fuel consumption drops as I have already mentioned, but what happens when you are increasing the compression ratio in this order; the brake specific fuel consumption drops. And the brake specific fuel consumption as a function of engine displacement; so, when engine displacement increases, the specific fuel consumption also comes down. But it may not go at a higher speed, but with the displacement, the brake specific fuel consumption drops.

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Characteristics Curves

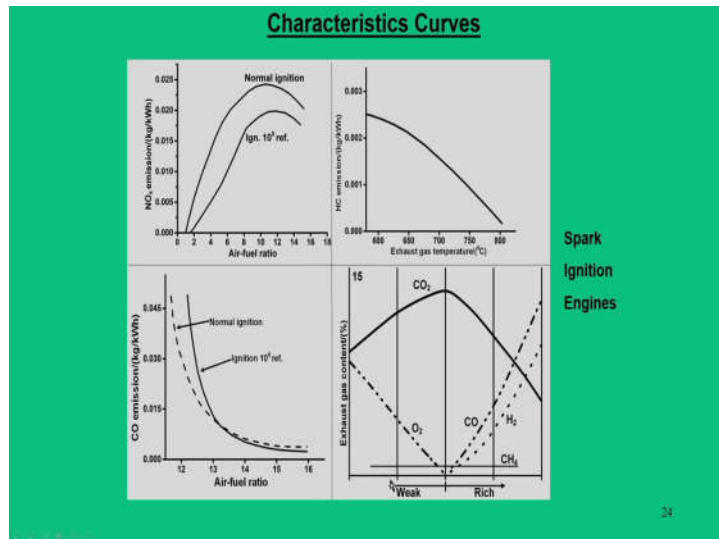
Spark Ignition Engines

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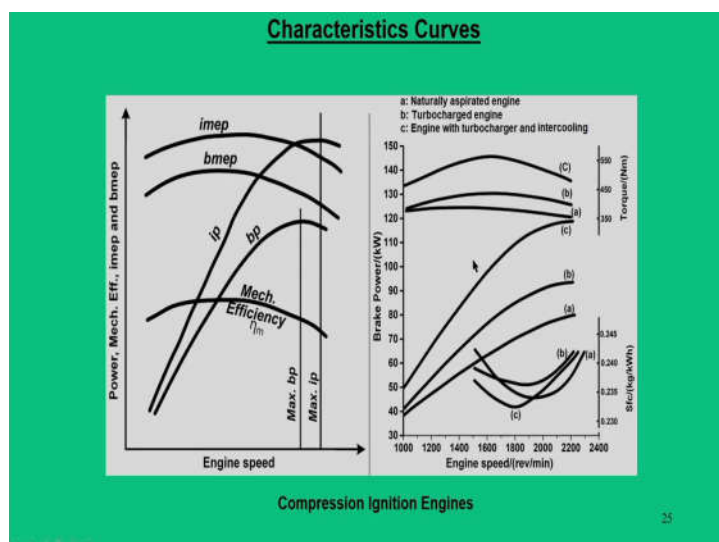
Other specific characteristics curves that can be drawn for spark ignition that is pressure-volume diagram, we can also think about specific fuel consumption for fuel rich, exhaust gas content.

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Then in terms of emission norms with respect to air fuel ratio, we can think of carbon emissions with air fuel ratios. All these things are also very specific for characteristics curve and they are in particular for SI engines.

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And for compression ignition engines, by running the engines by the method what I have explained, one can superimpose different curves to get the general trends for CI engines. So, when you define the characteristics curves, it has to define two ways: one for CI engine other is for SI engines.

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Numerical Problems

Q1. A six-cylinder, 3-litre capacity engine operates on 4-stroke cycle at 3600 rpm. It is connected to a dynamometer that gives a torque reading 205 N-m. The mechanical efficiency of the engine is 85%. Calculate: (i) brake power; (ii) indicated power; (iii) brake mean effective pressure; (iv) indicated mean effective pressure; (v) friction mean effective pressure; (vi) power lost to friction.

3.4.19

(i) $\dot{W}_b = 2\pi N \tau$ $\tau = 205 \text{ N-m}, N = 3600 \text{ rpm}$
 $\dot{W}_b = 77.25 \text{ kW}$

(ii) $\dot{W}_i = \frac{\dot{W}_b}{\eta_m} = \frac{77.25}{0.85} = 90.9 \text{ kW}$

(iii) $\frac{\dot{W}_b}{N} = 2\pi \tau = \frac{b_{meff}(V_d)}{\eta_m}$ $V_d = 3 \times 0.003 \text{ m}^3$
 $\eta = 2 \text{ (4-stroke, 2 rev/cycle)}$ $b_{meff} = \frac{2\pi \tau \eta}{V_d} = 859 \text{ kPa}$

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So, this is all about the lectures that I have delivered today. Now, we are going to solve some numerical problems based on this particular lecture. So, the first problem that we are going to solve is as follows. We are going to discuss this problem in a step by step manner. So, we consider a six cylinder 3-liter capacity engines it operates on a 4-stroke cycle and it operates with 3600 rpm and it is connected to a dynamometer that gives a torque reading 205 N-m.

We are also given with the mechanical efficiency of 85 percent and we are supposed to calculate the brake power, indicated power, brake mean effective pressure, indicated mean effective pressure, friction mean effective pressure and power lost due to frictions. So, let me start the solution step by step.

So, we need brake power that is $\dot{W}_b = 2\pi N \tau = 2 \times \pi \times 205 \times 3600 = 77.25 \text{ kW}$.

The second problem is we have to calculate the indicated power. So, for indicated power

$$\dot{W}_i = \frac{\dot{W}_b}{\eta_m} = \frac{77.25}{0.85} = 90.9 \text{ kW}$$

Third term we are going to calculate as brake mean effective pressure bmep. So, for bmep calculations, $\frac{\dot{w}_b}{N} = 2\pi\tau = \frac{\text{bmep}(V_d)}{n}$, this n is equal to 2 that is for 4-stroke and 2 revolution per cycle.

So to calculate V_d , what we are going to see that this a 3 liter capacity. So, this $V_d = 0.003 \text{ m}^3$. So, we can calculate from this expression that $\text{bmep} = \frac{2\pi\tau n}{(V_d)} = 859 \text{ kPa}$.

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Numerical Problems

Q1. A six-cylinder, 3-litre capacity engine operates on 4-stroke cycle at 3600 rpm. It is connected to a dynamometer that gives a torque reading 205 N-m. The mechanical efficiency of the engine is 85%. Calculate: (i) brake power; (ii) indicated power; (iii) brake mean effective pressure; (iv) indicated mean effective pressure; (v) friction mean effective pressure; (vi) power lost to friction.

(i) $\text{imep} = \frac{\text{bmep}}{\eta_m} = \frac{859}{0.85} = 1010 \text{ kPa}$

(ii) $\text{imep} = \frac{2\pi\tau n}{V_d} = \frac{2\pi \times 205 \times 3600}{0.003 \times 2} = 77.25 \text{ kPa}$

(iii) $\text{fmep} = \text{imep} - \text{bmep} = 1010 - 859 = 151 \text{ kPa}$

(iv) $\text{FP} = \dot{w}_i - \dot{w}_b = 90.9 - 77.25 = 13.65 \text{ kPa}$

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Then we are going to calculate the indicated mean effective pressure. So, this indicated mean effective pressure can be calculated from brake mean effective pressure and this is

$$\text{imep} = \frac{\text{bmep}}{\eta_m} = \frac{859}{0.85} = 1010 \text{ kPa}$$

Then we are going to calculate the friction mean effective pressure $\text{fmep} = \text{imep} - \text{bmep} = 1010 - 859 = 151 \text{ kPa}$. Then power lost to the friction, so, it is nothing but $\text{FP} = \dot{w}_i - \dot{w}_b = 90.9 - 77.25 = 13.65 \text{ kPa}$

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Numerical Problems

Q2. For the engine specified in Q1, the compression ratio is 9.5. It is connected to a dynamometer that gives a torque reading 205 N-m. The air enters the cylinder at 85 kPa and 60°C. The air-fuel ratio is 15 with fuel heating value of 44 MJ/kg and combustion efficiency of 97%. Calculate: (i) rate of fuel flow into the engine; (ii) brake thermal efficiency; (iii) indicated thermal efficiency; (iv) volumetric efficiency; (v) brake specific fuel consumption.

Soln

(i) $m_f = \frac{m_a}{AF} = \frac{0.0005}{15} = 0.000033 \text{ kg/cyl/cycle}$

$\dot{m}_f = 0.000033 \times 6 \times \frac{3600}{60 \times 2} = 0.006 \text{ kg/s}$

(ii) $\eta_{BTE} = \frac{W_b}{\dot{m}_f \cdot H_{CV} \cdot \eta_c}$ $\eta_c = 97\%$

$\eta_{BTE} = 30\%$ $W_b = 77.25 \text{ kW}$

$R = 287 \text{ J/kg}\cdot\text{K}$ $CR = 9.5$

$T = (0 + 273) \text{ K}$ $\frac{V_d + V_c}{V_c} = 9.5$

$p = 85 \text{ kPa}$ $\epsilon = 1.4$ $\frac{V_d}{V_c} = \frac{2}{6} = 0.33$

$m_a = 0.0005 \text{ kg}$ $V_c = 0.0001 \text{ m}^3$

The next problem that goes is that for the same engine specified in question 1, here the other data that is given as compression ratio and this compression is ratio is required because we need to calculate certain terms. And also other data is that here we are talking about the air fuel ratio that is 15 and here air enters to the engine at certain condition 85 kPa and 60 °C.

So, our main intention is to calculate the fuel flow rate into the engine, brake thermal efficiency, indicated thermal efficiency, volumetric efficiency and brake specific fuel consumption. Now, let us start one by one the first term that we are going to calculate rate of fuel flow.

We have $CR = 9.5 \Rightarrow \frac{V_d + V_c}{V_c} = 9.5$ & for 6 cylinder, $V_d = 3 / 6 = 0.5L$

So, $V_c = 0.00006 \text{ m}^3$; Now, $m_a = \frac{pV}{RT} = \frac{p(V_d + V_c)}{RT} = 0.0005 \text{ kg}$

So, $m_f = \frac{m_a}{AF} = \frac{0.0005}{15} = 0.000033 \text{ kg/cyl/cycle}$

So, this mass flow can be correlated to mass flow rate

$\dot{m}_f = 0.000033 \times 6 \times \frac{3600}{60 \times 2} = 0.006 \text{ kg/s}$. So, we are able to estimate the first term that is

fuel flow rate.

$$\text{Now, } \eta_{BTE} = \frac{\dot{w}_b}{\dot{m}_f Q_{CV} \eta_c} = \frac{77.25}{0.006 \times 44000 \times 0.97} = 0.3$$

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Numerical Problems

Q2. For the engine specified in Q1, the compression ratio is 9.5. It is connected to a dynamometer that gives a torque reading 205 N-m. The air enters the cylinder at 85 kPa and 60°C. The air-fuel ratio is 15 with fuel heating value of 44 MJ/kg and combustion efficiency of 97%. Calculate: (i) rate of fuel flow into the engine; (ii) brake thermal efficiency; (iii) indicated thermal efficiency; (iv) volumetric efficiency; (v) brake specific fuel consumption.

(ii) $(\eta_t)_i = \frac{(\eta_t)_{BTE}}{\eta_m} = \frac{0.3}{0.85} = 35\%$

(iv) $\eta_v = \frac{m_a}{\rho_a V_d}$ $m_a = 0.0005 \text{ kg}$
 $\eta_v = 85\%$ $\rho_a = 1.2 \text{ kg/m}^3$
 $V_d = 0.0005 \text{ m}^3$

(v) $bsfc = \frac{\dot{m}_f}{\dot{w}_b} = \frac{0.006 \text{ kg/s}}{77.3 \text{ kW}} = 7.76 \times 10^{-5} \text{ kg/kW-s}$

Then once you have brake thermal efficiency then we can calculate indicated thermal

efficiency $(\eta_t)_i = \frac{(\eta_t)_{BTE}}{\eta_m} = \frac{0.3}{0.85} = 0.35$. Then we need to know volumetric efficiency.

$$\text{So, } \eta_v = \frac{m_a}{\rho_a V_d} = \frac{0.0005}{1.2 \times 0.0005} = 85\%.$$

The last part is brake specific fuel consumption $bsfc = \frac{\dot{m}_f}{\dot{w}_b} = \frac{0.006}{77.25} = 7.76 \times 10^{-5} \text{ kg/kW-s}$

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Numerical Problems

Q3. A Morse test is conducted for a four-cylinder petrol engine at a rated speed of 2800rpm with net brake load of 160N. The cylinders of the engine are cut out in the order 1, 2, 3, 4 with their corresponding brake loads of 110.8 N, 106.5 N, 104.2 N, and 110.2 N, respectively. Calculate the indicated load and mechanical efficiency of the engine.



$$BP = 160\text{ N} \quad BP_1 = 110.8\text{ N} \quad BP_2 = 106.5\text{ N}$$

$$BP_3 = 104.2\text{ N} \quad BP_4 = 110.2\text{ N}$$

$$IP_1 = BP - BP_1 = 49.2\text{ N}$$

$$IP_2 = BP - BP_2 = 53.5\text{ N}$$

$$IP_3 = BP - BP_3 = 55.8\text{ N}$$

$$IP_4 = BP - BP_4 = 49.8\text{ N}$$

$$IP = 208.3\text{ N}$$

$$\eta_m = \frac{BP}{IP} = \frac{160}{208.3} = 76.8\%$$

And the last problem is on Morse test. So, this particular derivation I have already indicated in the lecture class. So, here I just want to emphasize that the engine is a four cylinder engines 1, 2, 3, 4. For each engine, the brake load is measured as 110.8, 106.5, 104.2 and 110.2 N. Total brake load is already given as 160 N.

$$IP_1 = BP - BP_1 = 160 - 110.8 = 49.2\text{ N}$$

$$IP_2 = BP - BP_2 = 53.5\text{ N}$$

$$IP_3 = BP - BP_3 = 55.8\text{ N}$$

$$IP_4 = BP - BP_4 = 49.8\text{ N}$$

$$IP = IP_1 + IP_2 + IP_3 + IP_4 = 208.3\text{ N}$$

So, we already know BP, we know indicated power, since the our engine is running at same RPM at all the cases, so, we can directly say that mechanical efficiency is nothing but BP/ IP that is 160/208.3. So, this is 76.8%. So, we have given with the load, but our analysis was done in IP₁, IP₂, IP₃ because intentionally 2800 rpm is common for all the loads. So, N will get cancelled.

So, in this way we can calculate the indicated load IP as 208.3 N or the mechanical efficiency 76.8% So, with this I will conclude this lecture.

Thank you for your attention.