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Engine!

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Camless Engine - Freevalve G6 Rrail

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Freevalve - camless engine

Monocylinder Camless EngineThe  
World's First CVVD Engine - Genius!

First camless valve train developed in

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India, world's first SMICVT: Camless Engine  
Camless Engine Capstone project WVU  
~~How Koenigsegg's Tiny Engine Makes 600 Horsepower - Only 3 Cylinders!~~  
~~Koenigsegg's Freevalve - How does it work~~  
This is how Koenigsegg made 600bhp from a 3-cylinder engine  
Most Reliable

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Engines of All Time

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TOP 10 STRANGEST Engines7

~~STRANGEST Engine Concepts~~

Turbocombustion Green-Engine

Technology See How It Works Car

Tech 101: Variable valve timing

explained Koenigsegg Regera - Full

Throttle Acceleration SOUNDS!

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~~Conjoined Piston Engine Opposing 4  
Cylinder 8 combustion chambers.  
Turbocombustion Green Engine  
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Free-piston Engine Range Extender  
Technology Brigham Young University  
Idaho Camless Engine Why FreeValve  
Isn't F1 Technology and Kind of Is  
Banned Engines That Will Never go  
Into Production and Here's Why!  
Camless engine intro nuTonomy Tests  
Autonomy in Boston, Qoros Tests



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Cam-Less Engine - Autoline Daily

1993 Camless Engines

A camless or free-valve piston engine is an engine that has poppet valves operated by means of electromagnetic, hydraulic, or pneumatic actuators instead of conventional cams. Actuators can be

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used to both open and close valves, or to open valves closed by springs or other means. Camshafts normally have one lobe per valve, with a fixed valve duration and lift. Although many modern engines use camshaft phasing, adjusting the lift and valve duration in a working engine is more

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difficult. Some manu

Camless piston engine - Wikipedia

A camless engine has a multitude of advantages over a standard camshaft is driven engine and the main one that makes me think we could see them in bikes soon is efficiency. Efficiency To

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start with, camless motors have much less parasitic load imparted on the engine; with no cam-chains, gears or camshafts to rotate, more of the engine's torque can be used for moving and not moving internal parts.

Are camless engines going to be the

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next big thing ...

A camless engine is an engine employing poppet valves operated using electromagnetic, hydraulic, or pneumatic actuators instead of conventional cams. Further, actuators are used to both open and close valves, or to open valves closed by

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springs or other means.

The Science Behind Koenigsegg's  
Camless Engine | HotCars  
And Freevalve is working to sell the  
world's first camless engine. By getting  
rid of camshaft and the throttle body,  
Koenigsegg says you get better

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power, torque, efficiency, fuel economy, and...

Here's How the Camless Engine of the Future Works

Simple, single-cylinder camless engines are relatively easy to build.

Start with a four stroke overhead valve

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engine from a snowblower, scooter, or the like. Make sure the engine is a non ...

Where Are All The Camless Engines?

| Hackaday

The idea of a camless engine has been around for years with some



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success on a demonstration level, and numerous companies are currently pursuing production versions. While the Freevalve approach involves pneumatics, others are working with electrohydraulic and electromagnetic devices that control the valve timing.

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Video: See How The Koenigsegg  
Camless Engine Works

#Koenigsegg has been hard at work creating an engine without a camshaft. Christian von Koenigsegg founded the #FreeValve subsidiary and now has released a de...

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Koenigsegg describes Freevalve - camless engine - YouTube

The Freevalve engine gets rid of the camshaft and the throttle body, replacing it with pneumatic actuators on top of each cylinder. This is something that has also been toyed with for a long time...

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What It's Like To Ride In A Car With  
The Camless Engine Of ...

Koenigsegg calls the engine the Tiny Friendly Giant, or TFG for short, and it's an apt name. The TFG is a 2.0-liter twin-turbo three-cylinder that makes 600 horsepower.

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How Koenigsegg's 2-Liter No-Cam Engine Makes 600 Horsepower  
Implementation of the Freevalve system leads to a much more compact total engine package because many of the parts used in a traditional camshaft-based engine are no longer

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necessary.

Freevalve | Camless Engine  
Technology for Sustainable Engines  
Camless diesel engines are expected to provide great yields in torque and drivability, along with increased reliability and decreased emissions.

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Torque at clutch-engagement speeds is expected to increase 40%. Greater control over deceleration and reduced brake wear will result from the integration of compression braking technology.

Camless Diesel Engines - Bright Hub

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Engineering

Abstract. To eliminate the cam, camshaft and other connected mechanisms, the Camless engine makes use of three vital components - the sensors, the electronic control unit and the actuator. Mainly five sensors are used in connection with the valve



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operation. One for sensing the speed of the engine, one for sensing the load on the engine, exhaust gas sensor, valve position sensor and current sensor.

Camless Engine | Seminar Report,  
PPT, PDF for Mechanical

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Koenigsegg Subsidiary Shows  
Camless Engine - Freevalve G6 Rrail  
A new kind of engine is being  
showcased by Freevalve, a subsidiary  
of supercar maker, Koenigs...

Koenigsegg Subsidiary Shows  
Camless Engine - Freevalve G6 ...

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The concept of camless engines enables us to optimize the overall engine efficiency and performance, as it provides great flexibility in valve timing and valve displacement. This paper deals with design of camless engines with pneumatic actuator. The main objective is to build a prototype

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and test its performance at different engine speeds.

A Novel Design of Pneumatic Actuator  
for Camless Engines

A Four Stroke Camless Engine,  
Operated in Homogeneous Charge  
Compression Ignition Mode with

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Commercial Gasoline 2001-01-3610 A single cylinder, naturally aspirated, four-stroke and camless (Otto) engine was operated in homogeneous charge compression ignition (HCCI) mode with commercial gasoline.

A Four Stroke Camless Engine,

*Page 29/55*

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Operated in Homogeneous ...

The engine also uses a fully variable valve actuation (camless) head developed by Koenigsegg's sister company Freevalve. This allows the ECU to control the intake and exhaust timing independently of each other.

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Koenigsegg's 600 hp Twin-Turbo  
Inline-Three with a Camless ...

As installed on a Chinese Qoros  
1.6-liter 16-valve I-4 engine, the  
Freevalve system lowers the engine  
height by 1.9 inches, length by 2.7  
inches, and mass by 44 pounds.

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Is the Era of the Camless Valvetrain  
Finally Upon us ...

Cams control the breathing channels of the engine i.e the timing of valves thro ugh which fuel air mixture enters and exhaust is driven out. with help of camshafts,pushrods,rocker arms,stiff springs.With increasing perfor mance



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demands, motor engineers and scientists across the world are pursuing radical camless design which promises to give ICE's an bigger improvement in efficiency.

Abstract for Camless Engine | Internal Combustion Engine ...

*Page 33/55*

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Previous fully variable valve actuation engines use either electro-magnetic or electro-hydraulic to open the poppet valves. Instead of using these actuator types, Freevalve uses electro-hydraulic-pneumatic actuators combined with advanced sensor techniques.

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This report presents a conceptual and theoretical implementation of an idea of "Camless IC Engines" as our Final

*Page 35/55*

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Year Project for BE Mechatronics Engineering. Chapter one comes with an introduction of the idea of camless valve-trains. It explains in detail, the advantages camless IC engines would have over conventional ones if this idea is implemented in commercial vehicles. Second chapter follows with

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a description of the project and a detailed insight of the components used. Modeling, both mechanical as well as electrical, has been presented in chapter three. Chapter four follows with the detailed and elaborated experimental setup that we followed while moving with the project. It

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explains our work breakdown and the phases in which we attained the fulfillment of the project requirements with our main focus being laid on control methodology adopted to achieve the variable-valve-timing electronically and accurately. Chapter five gives the results and conclusions

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arrived upon completion of the project. Last chapter lays down the necessary recommendations in case this project is continued in future by students or professionals in the same field.

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This book discusses all aspects of advanced engine technologies, and describes the role of alternative fuels and solution-based modeling studies in meeting the increasingly higher standards of the automotive industry.



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By promoting research into more efficient and environment-friendly combustion technologies, it helps enable researchers to develop higher-power engines with lower fuel consumption, emissions, and noise levels. Over the course of 12 chapters, it covers research in areas such as

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homogeneous charge compression ignition (HCCI) combustion and control strategies, the use of alternative fuels and additives in combination with new combustion technology and novel approaches to recover the pumping loss in the spark ignition engine. The book will serve as a valuable resource

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for academic researchers and professional automotive engineers alike.

The mechanical engineering curriculum in most universities includes at least one elective course on the subject of reciprocating piston

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engines. The majority of these courses today emphasize the application of thermodynamics to engine efficiency, performance, combustion, and emissions. There are several very good textbooks that support education in these aspects of engine development. However, in most

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companies engaged in engine development there are far more engineers working in the areas of design and mechanical development. University studies should include opportunities that prepare engineers desiring to work in these aspects of engine development as well. My

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colleagues and I have undertaken the development of a series of graduate courses in engine design and mechanical development. In doing so it becomes quickly apparent that no suitable text-book exists in support of such courses. This book was written in the hopes of beginning to address the

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need for an engineering-based introductory text in engine design and mechanical development. It is of necessity an overview. Its focus is limited to reciprocating-piston internal-combustion engines — both diesel and spark-ignition engines. Emphasis is specifically on automobile engines,

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although much of the discussion applies to larger and smaller engines as well. A further intent of this book is to provide a concise reference volume on engine design and mechanical development processes for engineers serving the engine industry. It is intended to provide basic information



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and most of the chapters include recent references to guide more in-depth study.

Increasing demands on the output performance, exhaust emissions, and

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fuel consumption necessitate the development of a new generation of automotive engine functionality. This monograph is written by a long year developmental automotive engineer and offers a wide coverage of automotive engine control and estimation problems and its solutions.

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It addresses idle speed control, cylinder flow estimation, engine torque and friction estimation, engine misfire and CAM profile switching diagnostics, as well as engine knock detection. The book provides a wide and well structured collection of tools and new techniques useful for automotive

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engine control and estimation problems such as input estimation, composite adaptation, threshold detection adaptation, real-time algorithms, as well as the very important statistical techniques. It demonstrates the statistical detection of engine problems such as misfire or

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knock events and how it can be used to build a new generation of robust engine functionality. This book will be useful for practising automotive engineers, black belts working in the automotive industry as well as for lecturers and students since it provides a wide coverage of engine

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control and estimation problems, detailed and well structured descriptions of useful techniques in automotive applications and future trends and challenges in engine functionality.

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