

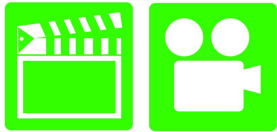
Automotive Maintenance and Light Repair, 1ST Edition

Chapter 15 Gasoline Engine Operation

Opening Your Class

KEY ELEMENT	EXAMPLES
Introduce Content	This course or class covers Automotive Maintenance and Light Repair . It correlates material to task lists specified by ASE and NATEF.
Motivate Learners	Explain how the knowledge of how something works translates into the ability to use that knowledge to figure why the engine does not work correctly and how this saves diagnosis time, which translates into more money.
State the learning objectives for the chapter or course you are about to cover and explain this is what they should be able to do as a result of attending this session or class.	Explain the chapter learning objectives to the students. <ul style="list-style-type: none">• Explain how a four-stroke cycle gasoline engine operates.• List the various characteristics by which vehicle engines are classified.• Explain what a compression ratio is.• Explain how engine size is determined.• Describe how displacement is affected by the bore and stroke of the engine.• Discuss the difference between torque and power.
Establish the Mood or Climate	Provide a <i>WELCOME</i> , Avoid put downs and bad jokes.
Complete Essentials	Restrooms, breaks, registration, tests, etc.
Clarify and Establish Knowledge Base	Do a round robin of the class by going around the room and having each student give their backgrounds, years of experience, family, hobbies, career goals, or anything they want to share.

ICONS



Ch15 Gasoline Engine Operation

- 1. SLIDE 1 CH15 Gasoline Engine Operation**
- 2. SLIDES 2-3 EXPLAIN OBJECTIVES**

Check for **ADDITIONAL VIDEOS & ANIMATIONS**
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WEB SITE REGULARLY UPDATED

- 4. SLIDE 4 EXPLAIN Purpose and Function**
- 5. SLIDE 5 EXPLAIN Energy and Power**

VIDEOS

Engine Operation (17 Links)

- 6. SLIDE 6 EXPLAIN Engine Construction Overview**
- 7. SLIDE 7 EXPLAIN FIGURE 15-1 SHOWS** rotating assembly for a V-8 engine that has eight pistons and connecting rods and one crankshaft
- 8. SLIDE 8 EXPLAIN FIGURE 15-2 head with 4 valves** per cylinder, 2 intake valves (larger) & 2 exhaust valves (smaller).
- 9. SLIDE 9 EXPLAIN FIGURE 15-3 Coolant temperature** is controlled by thermostat, which opens & allows coolant to flow to radiator when temperature reaches rating temperature of the thermostat.
- 10. SLIDE 10 EXPLAIN Engine Parts and Systems**
- 11. SLIDE 11 EXPLAIN FIGURE 15-4 typical lubrication** system, showing the oil pan, oil pump, oil filter, and oil passages
- 12. SLIDE 12 EXPLAIN FIGURE 15-5 downward** movement of piston draws air-fuel mixture into cylinder through the intake valve on intake stroke. On compression stroke, mixture is compressed by upward movement of piston with both valves closed. Ignition occurs at beginning of power stroke, and combustion drives piston downward to produce power. On exhaust stroke, upward-moving piston forces burned gases out open exhaust valve.
- 13. SLIDE 13 EXPLAIN Engine Parts and Systems**
- 14. SLIDE 14 EXPLAIN Four-Stroke Cycle Operation**
- 15. SLIDE 15 EXPLAIN FIGURE 15-6 downward**

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QUESTION



INTAKE STROKE

movement of piston draws air-fuel mixture into cylinder through the intake valve on intake stroke. On compression stroke, mixture is compressed by upward movement of piston with both valves closed. Ignition occurs at beginning of power stroke, and combustion drives piston downward to produce power. On exhaust stroke, upward-moving piston forces burned gases out open exhaust valve.

16. SLIDE 16 EXPLAIN FIGURE 15-6 CONTINUED

SHOW 4-STROKE CYCLE ANIMATION:

[WWW.MYAUTOMOTIVELAB.COM](http://www.myautomotivelab.com)

[HTTP://MEDIA.PEARSONCMG.COM/PH/CHET/CHET_MYAUTOMOTIVELAB_2/ANIMATIONS/A1_ANIMATION/CHAPTER10_FIG_10_5/INDEX.HTM](http://media.pearsoncmg.com/ph/chet/chet_myautomotivelab_2/animations/A1_animation/chapter10_fig_10_5/index.htm)

SHOW 4-STROKE CYCLE ANIMATION:

[HTTP://WWW.JAMESHALDERMAN.COM/ANIMATIONS.HTML#A1](http://www.jameshalderman.com/animations.html#a1)

17. SLIDE 17 EXPLAIN Figure 15-7 Cutaway of an engine showing cylinder, piston, connecting rod, and crankshaft

DISCUSSION 4-STROKE CYCLE: ASK STUDENTS TO EXPLAIN THE FOUR-STROKE CYCLE OPERATION

MANY NEWER ENGINES ARE USING DIRECT INJECTION DUE TO ITS APPROXIMATELY 10% EFFICIENCY INCREASE

INTAKE STROKE: STARTS WITH PISTON AT TOP DEAD CENTER (TDC). LOBE ON CAMSHAFT OPENS INTAKE VALVE PISTON MOVES DOWN IN BORE DUE TO CRANKSHAFT ROTATION. AS PISTON MOVES DOWN, IT PULLS OUTSIDE AIR THROUGH AIR CLEANER AND INTO THE INTAKE MANIFOLD PAST OPEN INTAKE VALVE AND INTO CYLINDER. DOWNWARD MOVEMENT OF PISTON CREATES A LOW-PRESSURE AREA ABOVE PISTON (VOLUME INCREASES, PRESSURE DECREASES). AIR RUSHES IN TO FILL SPACE LEFT BY PISTON DOWNWARD MOVEMENT, BECAUSE ATMOSPHERIC PRESSURE IS GREATER THAN PRESSURE IN CYLINDER. PISTON TRIES TO INHALE A VOLUME EQUAL TO ITS OWN

ICONS **Ch15 Gasoline Engine Operation**



COMPRESSION STROKE

THE INTERNAL ENERGY OF GAS IS INCREASED AS HEAT IS ADDED TO GAS. NEAR END OF COMPRESSION STROKE, A SPARK PLUG WILL IGNITE THE MIXTURE

VOLUME BDC
VOLUME TDC



POWER STROKE





DISPLACEMENT. FUEL-AIR MIXTURE IS HOMOGENEOUS. DURING INTAKE STROKE, AN AIR-FUEL RATIO IS INDUCED. THROTTLE CONTROLS AIR MASS THAT ENTERS CYLINDER. ENERGY NEEDED TO MOVE PISTON FROM TDC DOWNWARD COMES FROM EITHER FLYWHEEL OR OVERLAPPING POWER STROKES. AS PISTON NEARS BDC IT SLOWS DOWN NEARLY TO A STOP. WHEN PISTON REACHES BDC, INTAKE VALVE CLOSSES SEALING CYLINDER & COMPRESSION STROKE BEGINS.








COMPRESSION STROKE: TURNING CRANKSHAFT NOW FORCES PISTON UPWARD. BOTH VALVES ARE CLOSED; THERE IS NO WAY (EXCEPT PAST RINGS) FOR AIR TO GET OUT. VOLUME IS DECREASING AS PISTON RISES, SO AIR-FUEL GAS MIXTURE IS COMPRESSED. PRESSURE IS INVERSELY PROPORTIONAL TO VOLUME ACCORDING TO BOYLE'S LAW. IN COMPRESSION OF A GAS, VOLUME DECREASES & PRESSURE AND TEMPERATURE RISE AS EXTERNAL WORK IS DONE ON GAS. COMPRESSION RATIO IS RATIO OF VOLUME AT BDC TO VOLUME AT TDC (CLEARANCE VOLUME). HIGHER COMPRESSION RATIO MEANS HIGHER THERMAL EFFICIENCY OR THAT PORTION OF HEAT SUPPLIED TO ENGINE THAT IS TURNED INTO WORK. AS COMPRESSION RATIO INCREASES, EXPANSION RATIO ALSO INCREASES; THUS, THERMAL EFFICIENCY INCREASES.







COMPRESSION RATIO


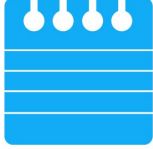


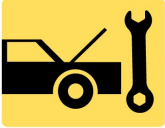

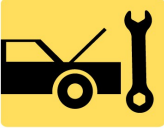


COMBUSTION (POWER STROKE):

THE POWER STROKE BEGINS SHORTLY AFTER FUEL-AIR GAS MIXTURE IS IGNITED BY SPARK PLUG. THE HIGH PRESSURES IN CYLINDER PUSH DOWN ON THE PISTON. THIS PRESSURE FORCES THE PISTON DOWN IN THE BORE, WHICH CAUSES CRANKSHAFT TO ROTATE (TRANSLATION TO ROTATION). PRESSURE FALLS AS VOLUME INCREASES. TEMPERATURE FALLS, AS GAS DOES EXTERNAL WORK. ARC IGNITES AIR-FUEL

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 <p>EXHAUST STROKE</p>	<p>MIXTURE IN COMBUSTION CHAMBER & FUEL (REACTANT) BURNS SUPPORTED BY OXYGEN. NITROGEN EXPANDS AND PUSHES PISTON DOWN DURING POWER STROKE. AS PISTON CONTINUES DOWNWARD, THESE GASES IN CYLINDER EXPAND AND COOL AS THEY GIVE UP THEIR ENERGY. POWER STROKE IS ONLY STROKE IN WHICH ENERGY IS USED FROM FUEL & CYLINDER PRESSURE IS HIGHEST.</p> <p>EXHAUST STROKE: AS PISTON NEARS BOTTOM OF ITS TRAVEL, EXHAUST VALVE BEGINS TO OPEN. PISTON BEGINS TO RISE IN CYLINDER, BEGINNING EXHAUST STROKE. UPWARD MOVEMENT OF PISTON FORCES SPENT GASES PAST EXHAUST VALVE & OUT OF CYLINDER. AS PISTON NEARS TOP OF ITS MOVEMENT, CAMSHAFT LOBE AGAIN OPENS INTAKE VALVE & CYCLE REPEATS ITSELF. EXHAUST VALVE IS ALLOWED TO CLOSE, BY SPRING PRESSURE, SHORTLY AFTER PISTON BEGINS-ITS DOWNWARD MOVEMENT. THIS IS A STROKE THAT PRODUCES NO WORK BUT EXPENDS A QUANTITY OF ENERGY TO PUSH EXHAUST GASES FROM CYLINDER. IN A SPARK-IGNITED GASOLINE-FUELED ENGINE, WE HAVE <i>FLAME SPEED</i>, WHICH IS NEARLY PROPORTIONAL OR INCREASES WHEN ENGINE SPEED INCREASES. THEREFORE, NUMBER OF CRANK ANGLES OCCUPIED BY COMBUSTION PROCESS IS NEARLY INDEPENDENT OF RPM.</p>
	<p>18. SLIDE 18 EXPLAIN Engine Classification and Construction.</p>
	<p>SHOW ROTARY ENGINE OP ANIMATION: WWW.MYAUTOMOTIVELAB.COM</p> <p><small>HTTP://MEDIA.PEARSONCMG.COM/PH/CHET/CHET_MYAUTOMOTIVELAB_2/ANIMATIONS/A1_ANIMATION/CHAPTER10_FIG_10_14/INDEX.HTM</small></p>
	<p>19. SLIDE 19 EXPLAIN FIGURE 15-8 Automotive engine cylinder arrangements.</p> <p>20. SLIDE 20 EXPLAIN FIGURE 15-9 horizontally opposed engine design helps to lower vehicle's center of gravity.</p> <p>21. SLIDE 21 EXPLAIN FIGURE 15-10 longitudinally mounted engine drives the rear wheels through a</p>

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      	<p>transmission, driveshaft, and differential assembly.</p> <p>22. SLIDE 22 EXPLAIN FIGURE 15-11 Two types of front-engine, front-wheel drive mountings.</p> <p>23. SLIDE 23 EXPLAIN Engine Classification and Construction</p> <p>DISCUSSION: ASK THE STUDENTS TO DISCUSS WHY AN 8-CYLINDER ENGINE WILL OPERATE MORE SMOOTHLY THAN A 4-CYLINDER ENGINE.</p> <p>DEMONSTRATION: SHOW STUDENTS THE DIFFERENCE BETWEEN A LONGITUDINAL & TRANSVERSE ENGINE.</p> <p>DISCUSSION: ASK THE STUDENTS WHAT IS DRAWN INTO THE CYLINDER IN A TYPICAL NON-DIRECT FUEL INJECTION ENGINE. (ANSWER: FUEL AND AIR.)</p> <p>DISCUSSION: ASK THE STUDENTS TO DISCUSS THE DIFFERENCE BETWEEN A NATURALLY ASPIRATED (NA) ENGINE AND A SUPERCHARGED OR TURBOCHARGED ENGINE.</p> <p>MOST INTERNAL COMBUSTION ENGINES ACHIEVE ONLY ABOUT 20% EFFICIENCY.</p> <p>MOST OEMS DO NOT ALLOW FUELS WITH METHANOL USED IN THEIR VEHICLES. SOME OEMS ALLOW SMALL PERCENTAGE (NO MORE THAN 5%).</p> <p>24. SLIDE 24 EXPLAIN FIGURE 15-12 Cutaway of an overhead valve (OHV) V-8 engine showing the lifters, pushrods, roller rocker arms, and valves</p> <p>25. SLIDE 25 EXPLAIN FIGURE 15-13 SOHC engines usually require additional components, such as a rocker arm, to operate all valves. DOHC engines often operate the valves directly.</p> <p>26. SLIDE 26 EXPLAIN FIGURE 15-14 DOHC engine uses a camshaft for the intake valve and a separate camshaft for the exhaust valves in each cylinder head</p> <p>27. SLIDE 27 EXPLAIN Engine Classification and Construction</p>

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	<p>28. SLIDE 28 EXPLAIN FIGURE 15-15 supercharger on a Ford V-8.</p> <p>29. SLIDE 29 EXPLAIN FIGURE 15-16 turbine wheel is turned by the expanding exhaust gases</p> <p>30. SLIDE 30 EXPLAIN FIGURE 15-17 A rotary engine operates on the four-stroke cycle but uses a rotor instead of a piston and crankshaft to achieve intake, compression, power, and exhaust stroke</p> <p>31. SLIDE 31 EXPLAIN Engine Measurement</p> <p>32. SLIDE 32 EXPLAIN FIGURE 15-18 The bore and stroke of pistons are used to calculate an engine's displacement</p> <p>33. SLIDE 33 EXPLAIN FIGURE 15-19 The distance between the centerline of the main bearing journal and the centerline of the connecting rod journal determines the stroke of the engine. This photo is a little unusual because it shows a V-6 with a splayed crankshaft used to even out the impulses on a 90-degree, V-6 engine design.</p>
	<p>DEMONSTRATION: SHOW THE STUDENTS HOW TO DETERMINE BORE & STROKE OF AN ENGINE USING SERVICE INFORMATION.</p>
	<p>HANDS-ON TASK: HAVE STUDENTS LOOK UP ENGINE DISPLACEMENT USING SERVICE INFORMATION FOR SEVERAL LAB VEHICLES. SINCE ALL SPECS ARE NOW METRIC, HAVE THE STUDENTS CALCULATE EQUIVALENT SIZE IN CUBIC INCHES.</p>
	<p>DEMONSTRATION CID:SHOW THE STUDENTS HOW TO CALCULATE THE CUBIC INCH DISPLACEMENT OF AN ENGINE GIVEN BORE & STROKE.</p>
	<p>DISPLACEMENT & COMPRESSION RATIO ANIMATION:</p>
	<p>HTTP://WWW.JAMESHALDERMAN.COM/ANIMATIONS.HTML#A1</p> <p>34. SLIDE 34 EXPLAIN Compression Ratio</p> <p>35. SLIDE 35 EXPLAIN FIGURE 15-20 Compression ratio is the ratio of the total cylinder volume (when the piston is at the bottom of its stroke) to the clearance volume (when the piston is at the top of its stroke).</p>

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	<p>DISCUSSION: ASK THE STUDENTS HOW A BUILD-UP OF CARBON ON TOP OF THE PISTONS WOULD AFFECT COMPRESSION RATIO. (ANSWER: IT WOULD INCREASE COMPRESSION RATIO.)</p>
	<p>WHILE MOST MODERN GASOLINE ENGINES HAVE COMPRESSION RATIO OF 8 TO 10:1, DIESEL ENGINES HAVE COMPRESSION RATIO OF 20 TO 22:1.</p>
	<p>36. SLIDE 36 EXPLAIN Torque and Horsepower 37. SLIDE 37 EXPLAIN FIGURE 15-21 Torque is a twisting force equal to the distance from the pivot point times the force applied expressed in units called pound-feet (lb-ft) or Newton-meters (N-m).</p>
	<p>DEMONSTRATION: SHOW THE STUDENTS EXAMPLES OF VARIOUS TORQUE WRENCHES AND DEMONSTRATE THEIR PROPER USE.</p>
	<p>HANDS-ON TASK: HAVE THE STUDENTS LOOK UP THE TORQUE SPECS FOR VARIOUS ENGINE FASTENERS.</p>
 	<p>ON-VEHICLE NATEF TASK: LOCATE AND INTERPRET VEHICLE AND MAJOR COMPONENT IDENTIFICATION NUMBERS. SEE 2013 NATEF TASK CORRELATION CHART</p>
	<p>HANDS-ON TASK: SEARCH INTERNET TO FIND OUT DIFFERENCE BETWEEN A FOUR-STROKE ENGINE AND TWO-STROKE ENGINE.</p>
	<p>HOMEWORK: COMPLETE CH15 CROSSWORD PUZZLE: HTTP://WWW.JAMESHALDERMAN.COM</p>