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The operation of the diesel engine cycle is very important for the performance and efficiency of the engine. The cycle of the engine with variable geometry turbocharger (VGT) is based on four stroke cycle. In the four stroke cycle, the four strokes per cycle are intake stroke, compression stroke, power stroke, and exhaust stroke. The sequence of strokes will vary depending on the type of diesel engine. The cycle is also affected by the capacity of the engine and fuel quality. The work done, is the mechanical energy generated during the cycle. The work done can be increased by using bigger cylinders and bigger pistons. However, this increases the complexity and cost of manufacture of the piston and the combustion chamber. The work done is an important concept in understanding the efficiency of the engine. A simpler way to look at the work done in the engine is to

compare the expansion work and the compression work. Expansion work refers to the increased volume when the internal compression force is removed. This increase is called the expansion work. The expansion work is different for each of the stroke and depends on the change in the piston volume. It consists of two parts, the work done in the expansion stroke and the work done in the compression stroke. Therefore the work done in the expansion stroke can be written as This book reports a tissue engineered nanofiber device for tissue remodeling. An attempt has been made to critically examine the findings of other authors in the area of tissue engineering and skin replacement. A series of designs and mechanics based on collagen, polysaccharides, adipose tissue derived stromal cells, and cells that are hypothesized to be regenerated through adipose tissue implantation have been synthesized to repair skin tissues and fight against skin disorders.

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The book is a must have, not only for the people who want to gain a deep understanding of the theory and functioning of an engine; but also, for the people who wants to make a career in the world of engines. The first step of the experimental study was to compare the mixture and pure diesel engines, and the results showed that a mixed ratio of biodiesel and diesel (1:4) had a better performance. It is best to charge the engine with a lower concentration of biodiesel fuel to make sure that it is completely burning and produce less emissions. A proper mix ratio is not necessarily identical at all speed, load, or after the engine is warmed up. The mixing ratio must be determined experimentally. Figure 1 illustrates the injection system of the diesel engine. The injected fuel enters directly into the combustion chamber through the main jet and the secondary jet of the combustion chamber, respectively, where the fuel is fully mixed with air. The fuel and air mixture leaves the combustion chamber via the exhaust ports to enter the turbo-charger. The fuel is then injected into the turbo-charger and then compressed into a hightemperature and high-pressure state. The fuel is finally injected into the combustion chamber where it goes to burn and reach a peak temperature for the right moment. The fuel is spread evenly to each

cylinder in a state of high pressure and high temperature, after which the ignition plug sets fire and the reaction begins. The fuel ignites and burns in the combustion chamber, which then heats the piston to a much higher temperature; the catalyst inside the combustion chamber catalytically reacts the exhaust gas and changes the exhaust gases into nontoxic gases; and then the combustion process is completed.

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