

Biofuel Engine Control System

DMT Group 4C

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James Lum: Electronics Design

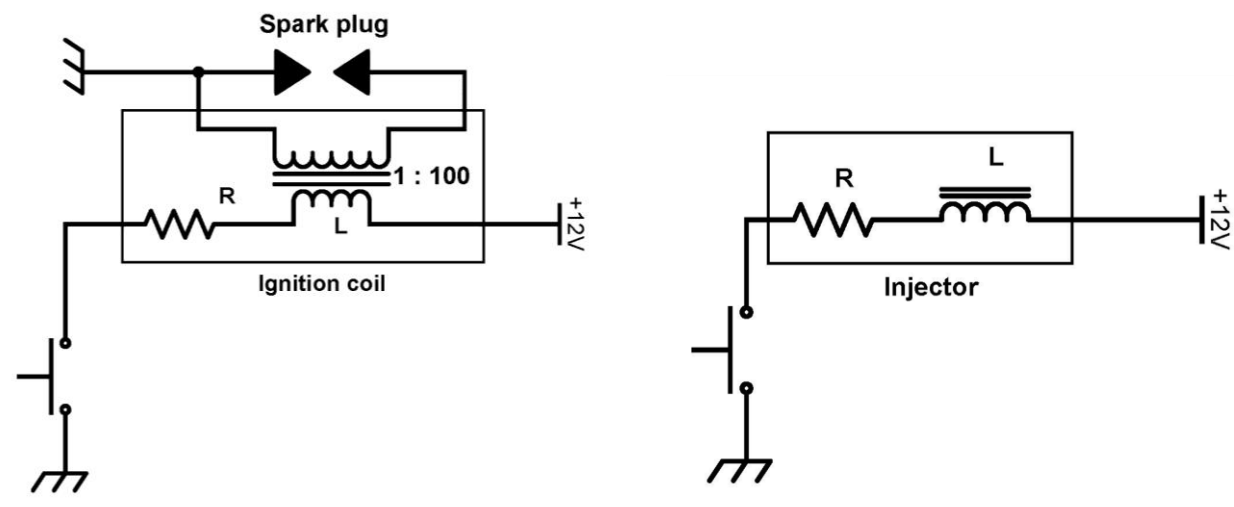
Chuan (Jerry) Wang: Housing Design

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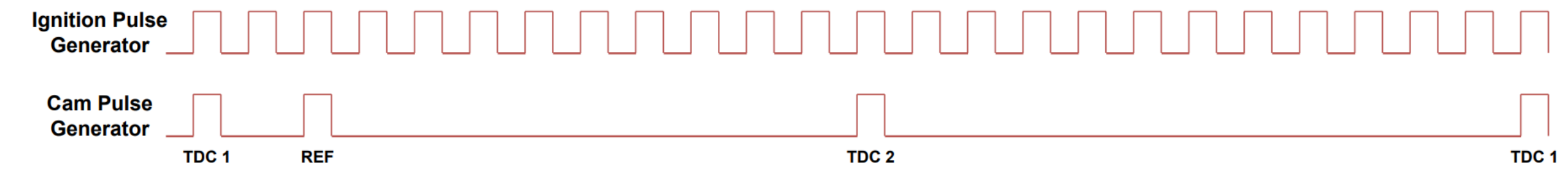
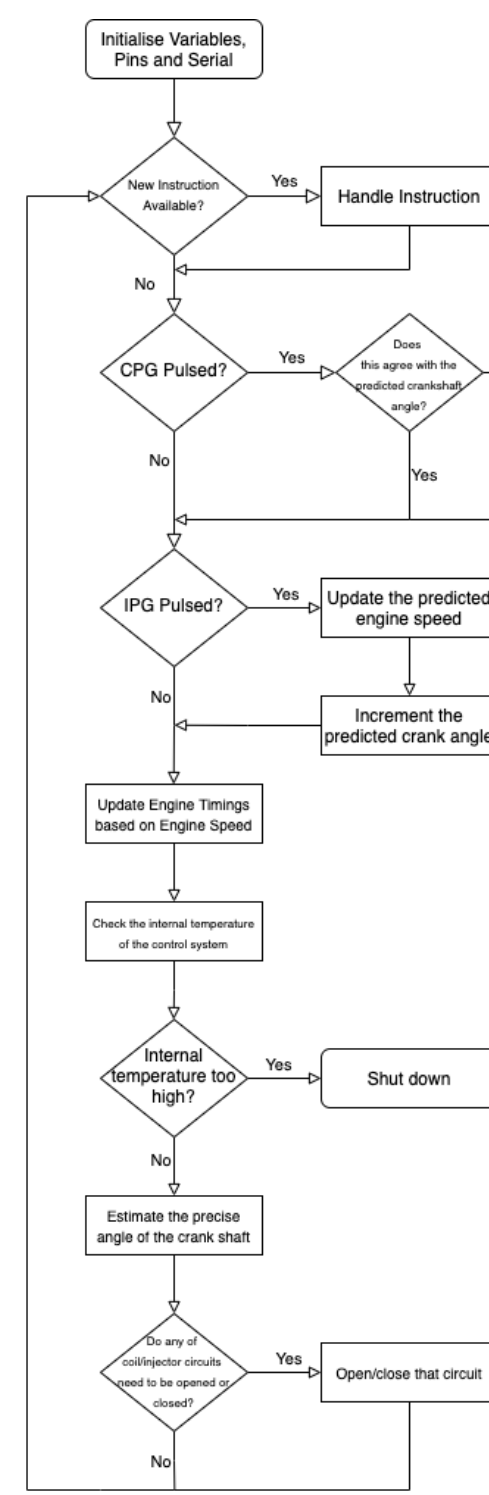
Goal: To design a control system that will allow a motorcycle engine to run on bioethanol (E85).

Control System objectives:

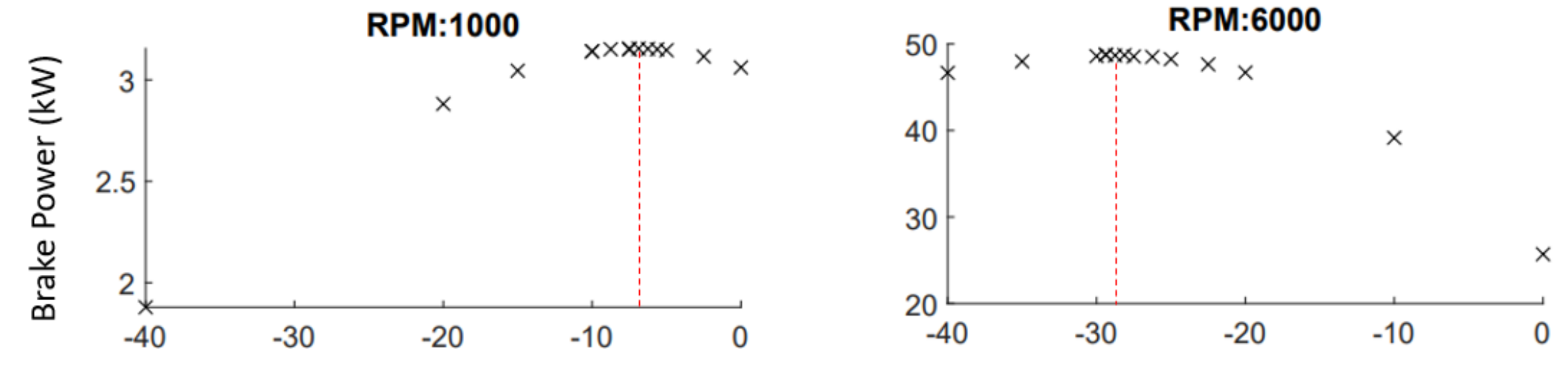
- Measure engine signals to determine speed and stroke.
- Determine optimal fuel/spark timings for brake power.
- Open/close injectors and create a spark at the right time.
- Communicate with the user.



- Ignition Coil and Fuel Injectors can be modelled as simple RL circuits.
- Injector uses the inductor as an electromagnet to open and close valve.
- Ignition coil uses the rapid change in current across inductor to produce voltage spike.



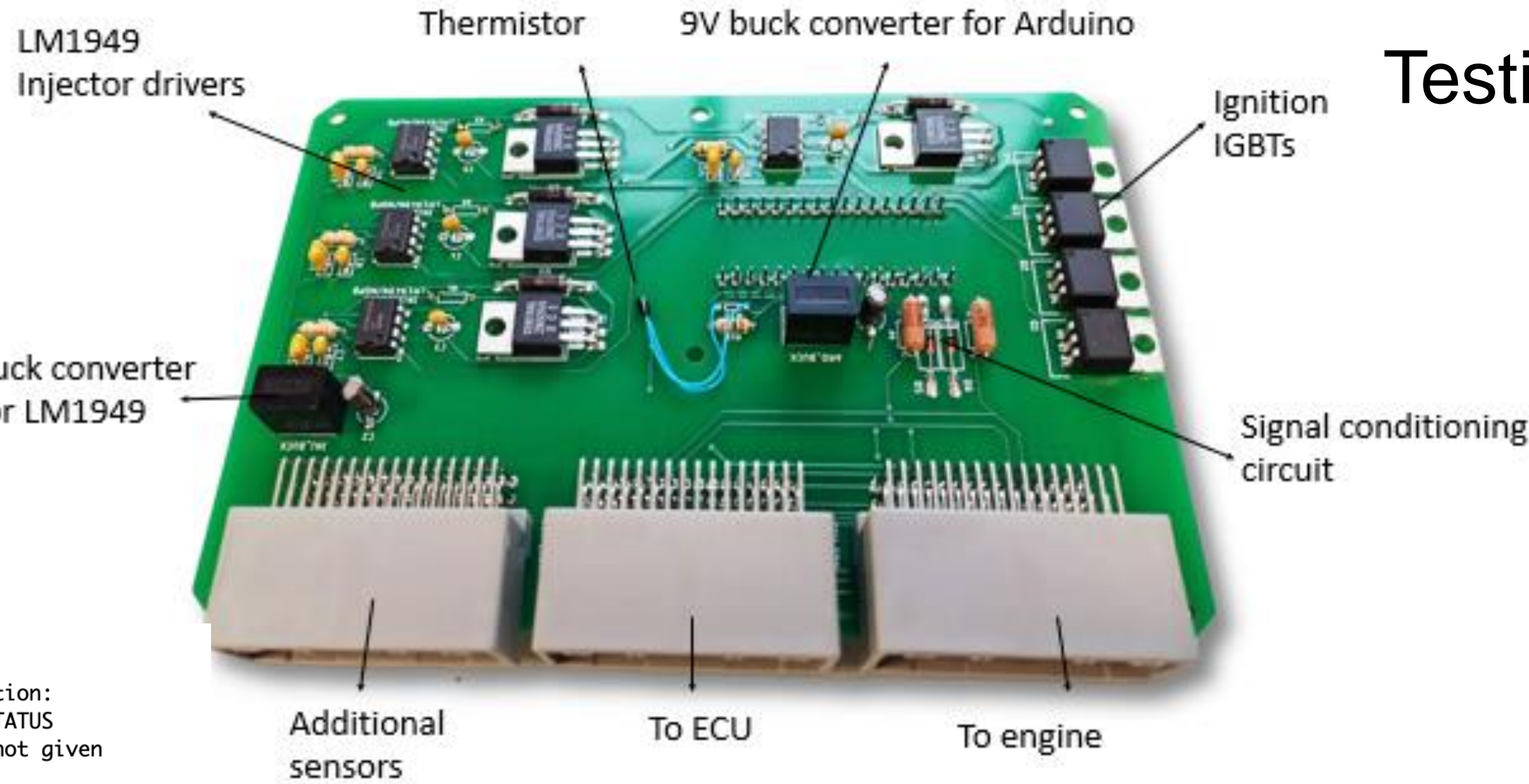
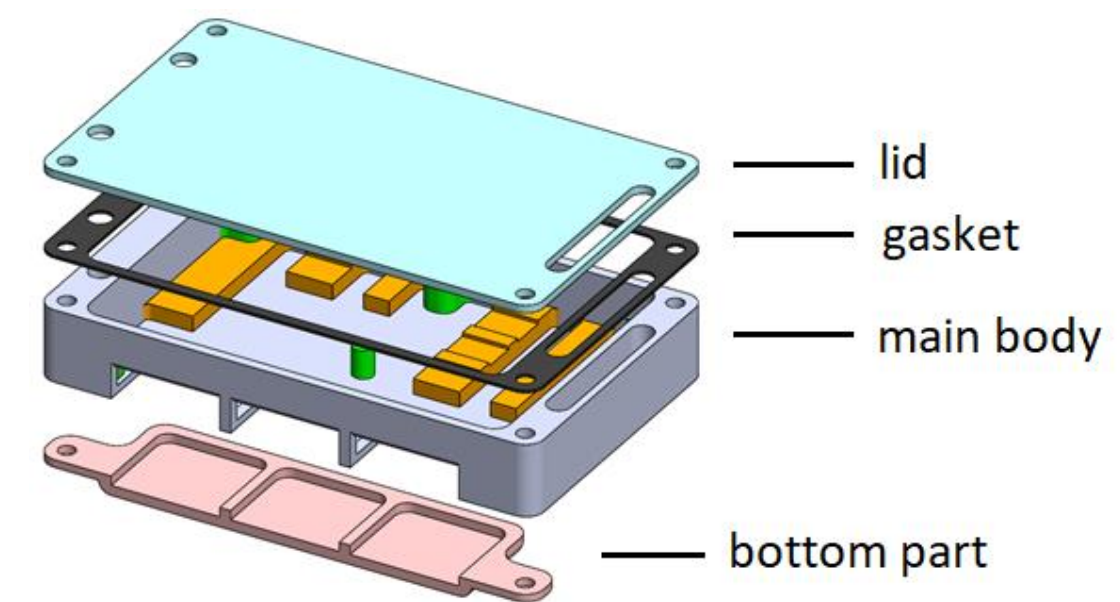
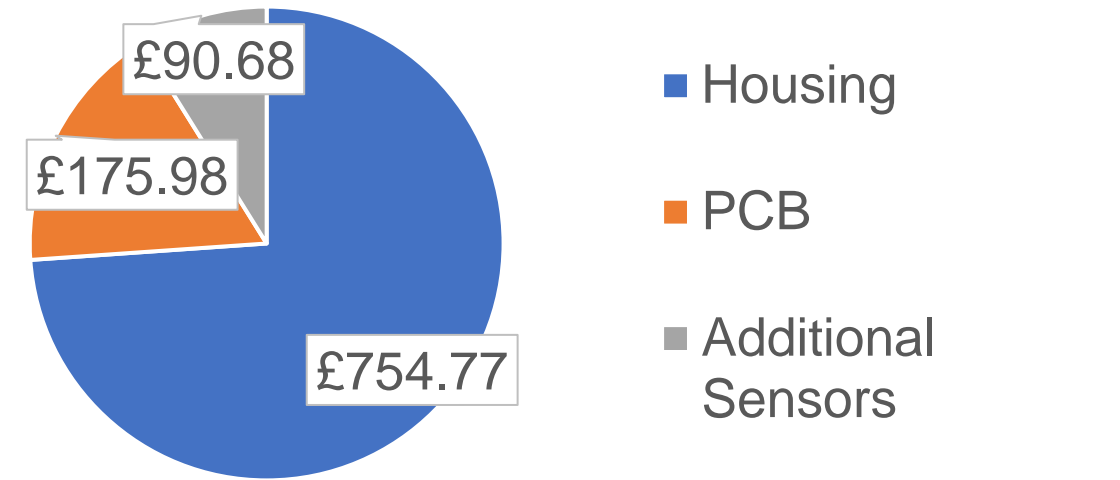
- Use Ignition Pulse Generator to determine engine speed.
- Use CAM Pulse Generator to determine what stroke each cylinder is undergoing.



- Model engine on GT Power to determine the optimal spark and fuel timings.
- Optimise for brake-power over efficiency.
- Create fuel and spark map in control system for different engine speeds.

First Iteration

Overall Budget: £1023.70



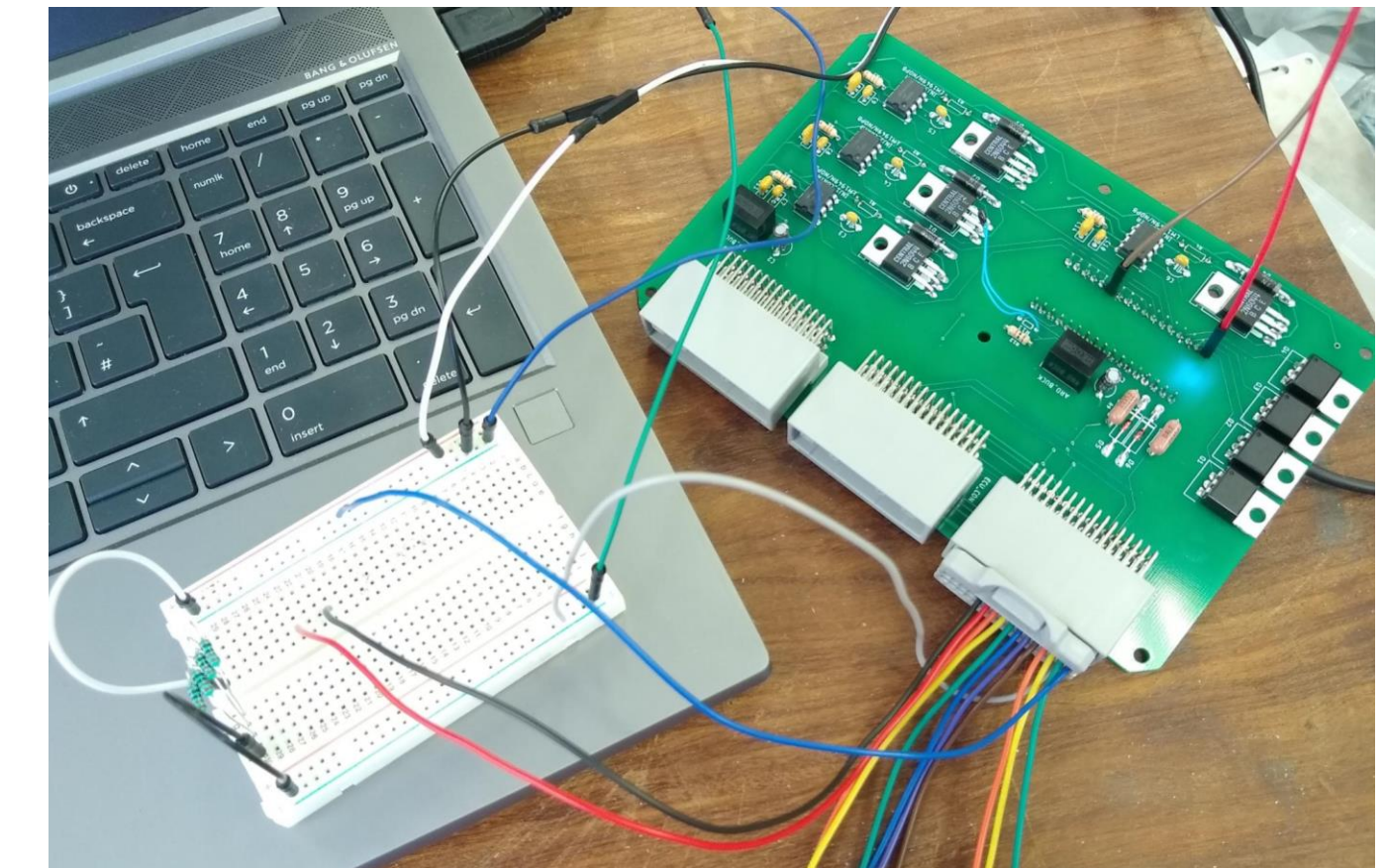
STATUS
new instruction:
type: STATUS
speed: not given

engine status:
crank angle: 30 deg
speed: 2480 RPM
temp: 45 deg C
is running: false

timings:
target RPM: 1000
spark: ~322 to ~352 deg
fuel: ~-10 to ~-14 deg
is valid: true

Testing

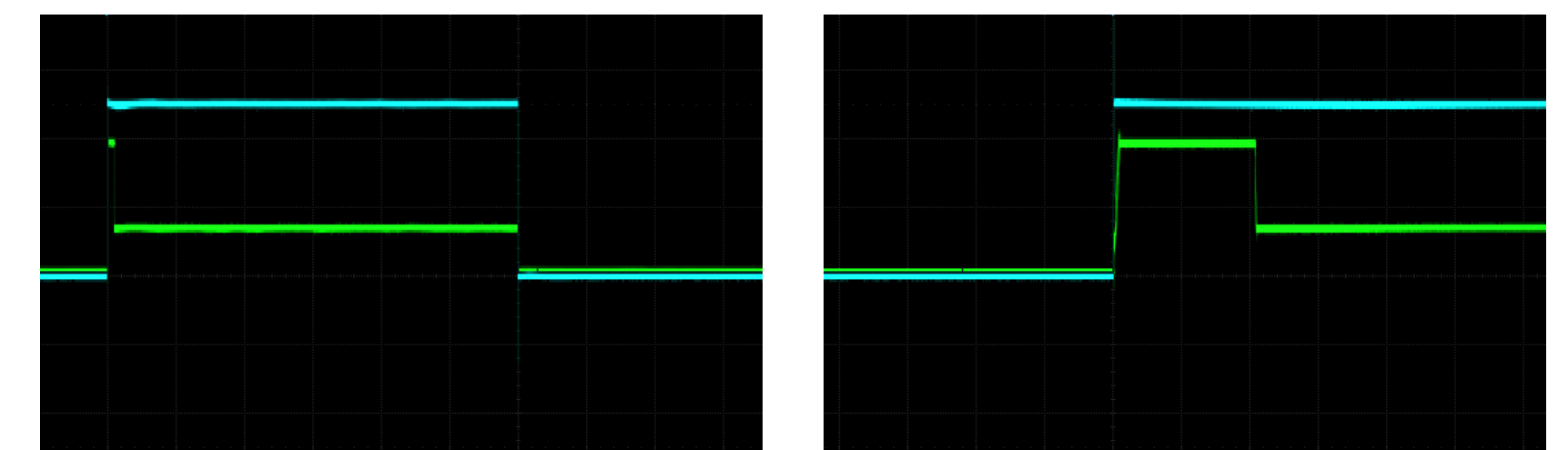
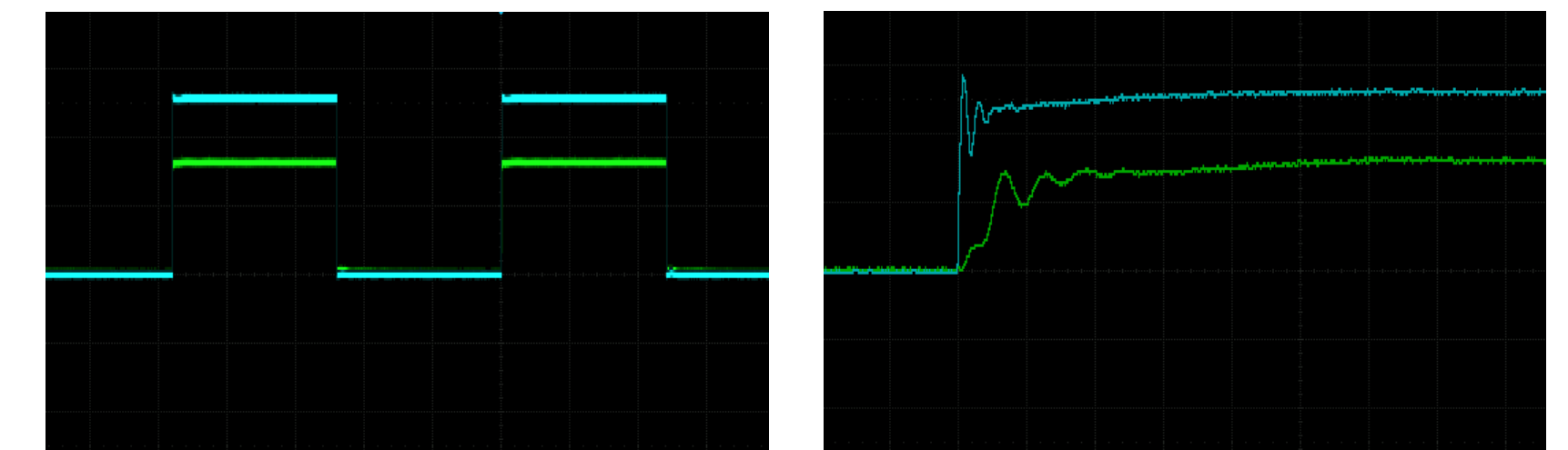
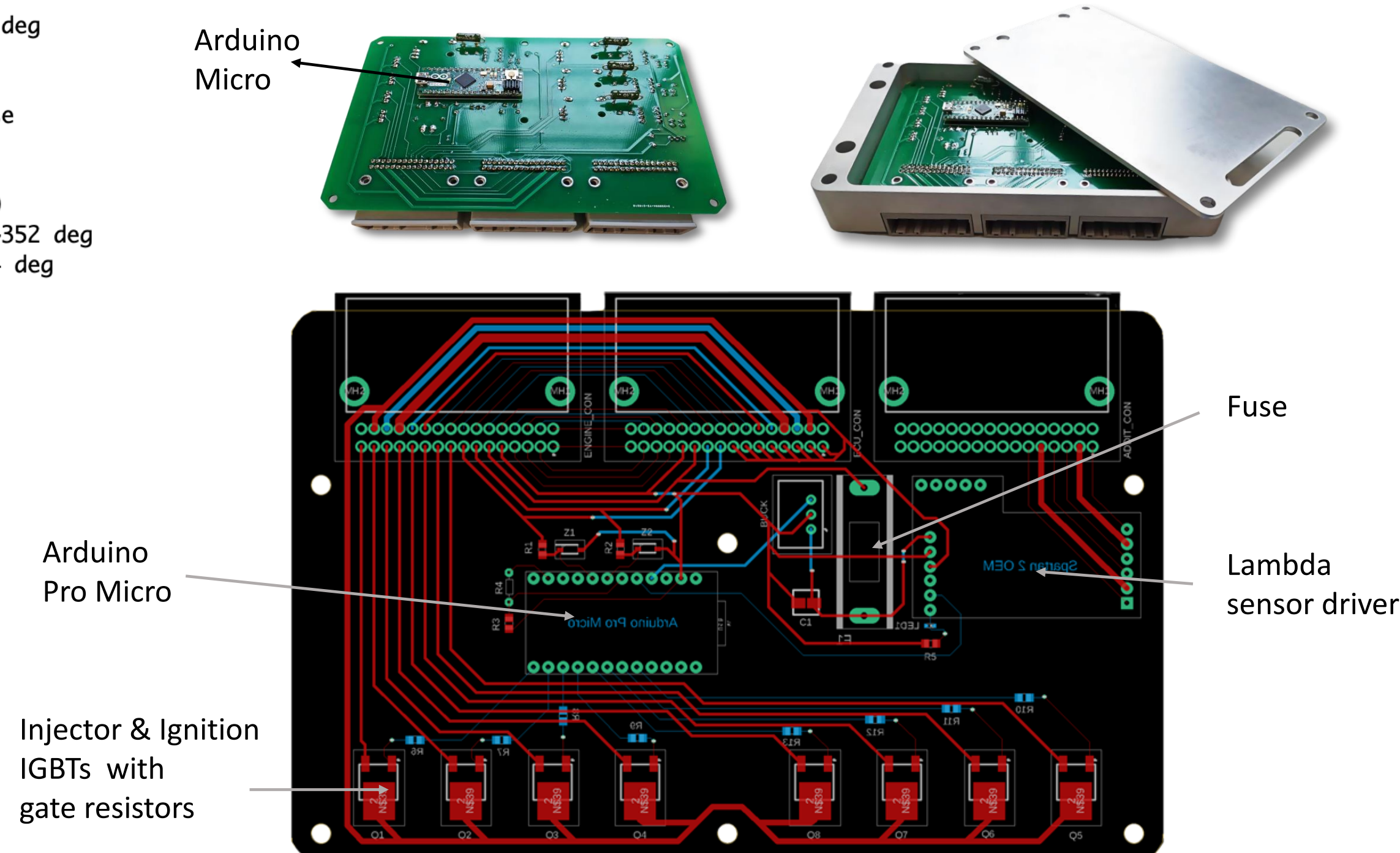
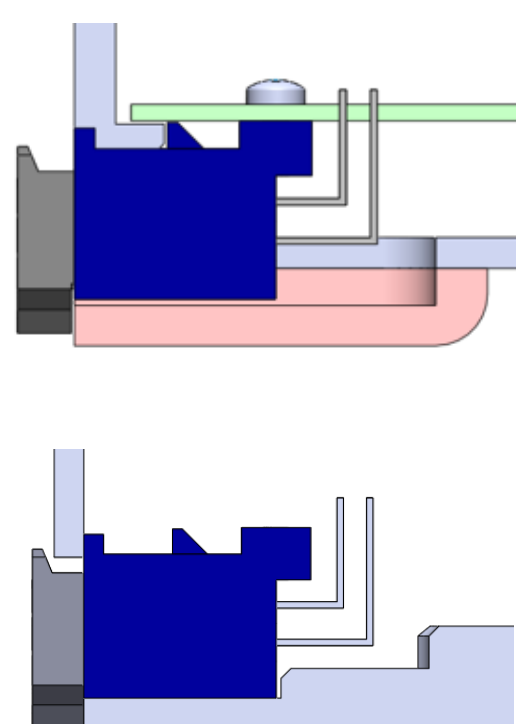
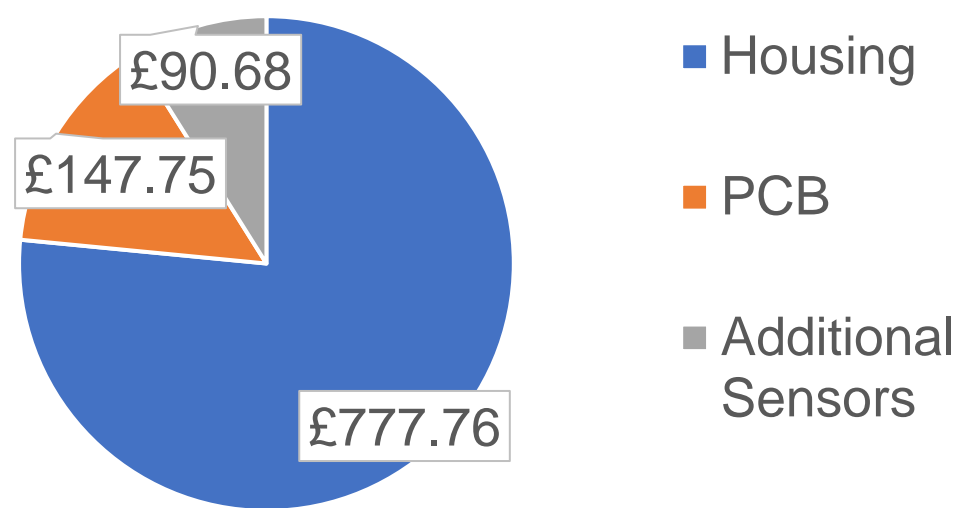
- PCB test to ensure that electronics operate as intended
- Other testing include:
 - Software test
 - Engine signal test
 - Housing tests



Test setup with PCB and breadboard

Second Iteration

Overall Budget: £1016.19



Ignition Switch Ignition Ringing Behavior
Injector Peak and Hold Behavior Injector Close-up (duration 2ms)