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Furthermore, ignition timing was retarded to raise exhaust gas temperatures so that the catalytic converter could reach operating temperature more quickly; Low engine speeds: port injection and direct injection for a homogenous air:fuel mixture to stabilise combustion, improve fuel efficiency and reduce emissions; Medium engine speeds and loads: direct injection only to utilise the cooling effect of the fuel evaporating as it entered the combustion chamber to increase intake air volume and charging efficiency; and, High engine speeds and loads: port injection and direct injection for high fuel flow volume. Crankshaft, connecting rods and pistons To withstand the high combustion pressures of a diesel engine, the crankshaft for the EE20 engine was subjected to a surface treatment for increased strength. Learn from inspiring musicians who also happen to be excellent instructors. All those hit songs that made you want to play guitar in the first place are here and the JamPlay Learning System makes these guitar lessons easy to digest in bite-sized chunks. Furthermore, the water jacket could be extended near the combustion chamber to enhance cooling performance. Relative to the Euro 5 version, changes for the Euro 6 EE20 engine included: An open deck cylinder block; An increase in piston crown capacity; A new piston skirt coating was introduced to reduce friction; A reduction in the compression ratio to 15.2:1 to lower combustion temperature and reduce NOx emissions; A fourth generation common rail injection system was introduced for higher injection pressure (200 MPa, previously 180 MPa) and a finer fuel spray; Each diesel injector had an integrated driver unit to reduce fuel leak volume, fuel pump load and improve fuel economy; A low-friction timing chain was introduced to drive the fuel pump (previously gear-driven) for quieter operation; The glow plugs were revised to improve pre-heating temperature at start-up and increase after-glow time; Oil jets were added to the timing chain drive; A low-pressure EGR circuit was introduced to increase the EGR rate, while the high-pressure EGR circuit was ‘optimised’; The turbocharger repositioned at the bottom right of the engine (previously under the engine) and improved vane control was achieved; The diesel particulate filter (DPF) substrate specifications were revised and regeneration performance enhanced. With a JamPlay membership, you can explore thousands of on-demand video guitar lessons from day-1 beginner level to Master Courses. The FA20D engine had long-reach, iridium-tipped spark plugs which enabled the thickness of the cylinder head sub-assembly that received the spark plugs to be increased. Ignition The FA20D engine had a direct ignition system whereby an ignition coil with an integrated igniter was used for each cylinder. Port and direct injection The FA20D engine had: A direct injection system which included a high-pressure fuel pump, fuel delivery pipe and fuel injector assembly; and, A port injection system which consisted of a fuel suction tube with pump and gauge assembly, fuel pipe sub-assembly and fuel injector assembly. Furthermore, the crankshaft journals were made from aluminium and cast iron due to the high pressure applied on both side of the cylinder block.The forged connecting rods had fracture split bearings for the crank end and an asymmetrical profile which increased precision during assembly. According to Toyota, port and direct injection increased performance across the revolution range compared with a port-only injection engine, increasing power by up to 10 kW and torque by up to 20 Nm.As per the table below, the injection system had the following operating conditions:Cold start: the port injectors provided a homogeneous air:fuel mixture in the combustion chamber, though the mixture around the spark plugs was stratified by compression stroke injection from the direct injectors. Alternator The alternator for the EE20 diesel engine had a voltage charging control system which, to reduce the alternator’s load on the engine, reduced the charging voltage when the vehicle was idling or being driven at a constant speed and increased voltage at low speeds. For the Euro 6 EE20 engine, it is understood that the turbocharger was relocated to the bottom right of the engine. The type and amount of precious metals in the oxidation catalyser and DPF catalyst were also revised; The number of idlers used in the auxiliary belt system was reduced; A more precise sensor measured battery current, voltage and temperature; and, The rear flange and bracket material, exhaust pipe and end plate material were changed for rust prevention. See a bug? The FA20D engine had flat type knock control sensors (non-resonant type) attached to the left and right cylinder blocks. Initially, the turbocharger was positioned under the engine. The mass air flow meter also had a built-in intake air temperature sensor.The FA20D engine had a compression ratio of 12.5:1. The FA20D engine used a hot-wire, slot-in type air flow meter to measure intake mass – this meter allowed a portion of intake air to flow through the detection area so that the air mass and flow rate could be measured directly. At higher engine speeds, however, the vanes would open to reduce airflow resistance and improve fuel consumption. click here JamPlay is the best place to ignite your journey as a guitarist. Furthermore, the electronically controlled throttle regulated idle speed, traction control, stability control and cruise control functions. Furthermore, a thin cam timing oil control valve assembly was installed on the front surface side of the timing chain cover to make the variable valve timing mechanism more compact. You can track the progress of your request at: If you have any other questions or comments, you can add them to that request at any time. Injection and combustion The Euro 4 and Euro 5 EE20 diesel engines had a Denso common-rail injection system with eight-hole, solenoid-type injectors that achieved an injection pressure of 180 MPa. For the Euro 6 EE20 engine, however, injection pressure was increased to 200 MPa. For the EE20 engine, the injectors were positioned at an almost 90 degree angle to the cylinder and were 40-50 mm shorter than those used in inline four-cylinder diesel engines.The Euro 5 and Euro 6 EE20 engines are understood to have ceramic-type glow plugs. Intake and throttle The intake system for the Toyota ZN6 86 and Subaru Z1 BRZ included a 'sound creator', damper and a thin rubber tube to transmit intake pulsations to the cabin. It is understood that the maximum turbine speed for the IHI turbochargers used in the EE20 engine is 190,000 rpm. To enhance torque at engine speeds below 1800 rpm, the nozzle vanes would close to narrow the air path and increase the speed of the air flow. The pistons had internal cooling channels, while oil jets in the crankcase sprayed the underside of the pistons. The triple ground electrode type iridium-tipped spark plugs had 60,000 mile (96,000 km) maintenance intervals. According to Toyota, this design enhanced the engine induction noise heard in the cabin, producing a ‘linear intake sound’ in response to throttle application.In contrast to a conventional throttle which used accelerator pedal effort to determine throttle angle, the FA20D engine had electronic throttle control which used the ECM to calculate the optimal throttle valve angle and a throttle control motor to control the angle. Next, practice playing along with custom JamTracks that make learning any song or technique so much fun! JamPlay has everything you need to play guitar like you’ve always dreamed. Exhaust and emissions The FA20D engine had a 4-2-1 exhaust manifold and dual tailpipe outlets. Furthermore, the intake ports and the diameter of the intake valves were designed to create a swirling effect for the air as it entered the combustion chamber. Hydraulic pressure in the advance chamber from negative or positive cam torque (for advance or retard, respectively) would apply pressure to the advance/retard hydraulic chamber through the advance/retard check valve. The rotor vane, which was coupled with the camshaft, would then rotate in the advance/retard direction against the rotation of the camshaft timing gear assembly – which was driven by the timing chain – and advance/retard valve timing. The four valves per cylinder (two intake and two exhaust) were actuated by pivot-type roller rocker arms. Cylinder head The EE20 engine had an aluminium alloy cylinder head that was 17 mm thinner than the EJ20 engine. IHI turbocharger The EE20 engines have IHI turbochargers with variable nozzle turbines (VNTs). Euro 6 changes The Euro 6 emissions compliant EE20 diesel engine was introduced in the Subaru BS Outback in 2014 and the Subaru SJ.II Forester in 2015. Based on inputs from sensors, the ECM controlled the injection volume and timing of each type of fuel injector, according to engine load and engine speed, to optimise the fuel:air mixture for engine conditions. If you have the fundamentals down, dive into an ever-growing library of JamPlay Song Lessons. Send another report Close feedback form The camshaft timing gear assembly contained advance and retard oil passages, as well as a detent oil passage to make intermediate locking possible. The EE20 engine had double overhead camshafts (DOHC) per cylinder bank that were driven by a chain and gear with a speed-reducing gear. The cam timing oil control valve assembly operated according to signals from the ECM, controlling the position of the spool valve and supplying engine oil to the advance hydraulic chamber or retard hydraulic chamber of the camshaft timing gear assembly.To alter cam timing, the spool valve would be activated by the cam timing oil control valve assembly via a signal from the ECM and move to either the right (to advance timing) or the left (to retard timing). EGR and DPF The EE20 diesel engine had a water-cooled exhaust gas recirculation (EGR) system which recirculated exhaust gases to the intake to lower combustion temperatures and reduce NOx emissions.The Euro 5 and Euro 6 EE20 engines had a closed-loop diesel particulate filter (DPF); both the oxidation catalyst and DPF were positioned next to the turbocharger to utilise the heat of the exhaust air. Let us know! Here you can also share your thoughts and ideas about updates to LiveJournal Your request has been filed. Pressed by hydraulic pressure from the oil pump, the detent oil passage would become blocked so that it did not operate.When the engine was stopped, the spool valve was put into an intermediate locking position on the intake side by spring power, and maximum advance state on the exhaust side, to prepare for the next activation. When the intake pulsations reached the sound creator, the damper resonated at certain frequencies. Generally, VNTs use movable vanes in the turbine housing to adjust the air-flow to the turbine to realise comparable exhaust gas velocity and back pressure throughout the engine’s rev range. To reduce emissions, the FA20D engine had a returnless fuel system with evaporative emissions control that prevented fuel vapours created in the fuel tank from being released into the atmosphere by catching them in an activated charcoal canister. The spark plug caps, which provided contact to the spark plugs, were integrated with the ignition coil assembly.

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