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Formula SAE Turbocharger Engine Development

This project, Formula SAE Turbocharger System Development, was sponsored by the Cal Poly, San Luis Obispo Formula SAE team. The team proposed this project in order to have a powerful yet lightweight engine so they can be extremely competitive at their competition. The baseline output of

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engine with constant power for SAE's student Formula race-car competition, allowing the avoidance of gear shifting for much of the Autocross event.

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A decompression plate was installed on the Kawasaki 600 cc engine. Calibration of the engine was performed on the engine dynamometer. A hot-gas test stand for testing of the turbocharger was developed. The turbocharger speed was measured by a custom built hall-effect sensing setup that is compact enough to be implemented also in the FSAE vehicle.

Testing and Implementation of a Turbocharged Formula SAE ...

In this specific application, mainly Electro-Motive Diesel (EMD) 567, 645, and 710 Series engines, the turbocharger is initially driven by the engine's crankshaft through a gear train and an overrunning clutch, thereby providing aspiration for combustion. After combustion has been achieved, and after the exhaust gases have reached sufficient heat energy, the overrunning clutch is automatically disengaged, and the turbo-compressor is thereafter driven exclusively by the exhaust gases.

Turbocharger - Wikipedia

Abstract. This paper describes the turbocharger development of a restricted 430 cm3 odd firing two cylinder engine. The downsized test engine used for development was specifically designed and configured for Formula SAE, SAE's student Formula race-car competition.

Highly turbocharging a restricted two cylinder small ...

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Formula SAE and Formula Student Sponsorship - Garrett Motion

Engine stroke combustion: Four-stroke piston Otto cycle. Configuration: V6 single hybrid turbocharger engine; V-angle: 90° cylinder angle; Displacement: 1.6 L (98 cu in) Bore: Maximum 80 mm (3.15 in) Stroke: 53 mm (2.09 in) Valvetrain: DOHC, 24-valve (four valves per cylinder) Fuel: 98-102 RON unleaded gasoline + 5.75% biofuel