
Who Invented The Internal Combustion Engine First

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The Amazing Story of the Combustion Engine *Capstone*

"In graphic novel format, follows Max Axiom as he explains how combustion engines work"--

The High-speed Internal-combustion Engine *Blackie*

Academic and Professional

First published as v. 2 of the author's The internal combustion engine.

The Invention of the Internal Combustion Engine

In the first half of the Twentieth Century, the new 'horseless' mobility contributed massively to the Affairs of Man. After the Bicycle Craze of the 1890, the motorcycle and automobile gave people freedom to move around at will, lifted rural isolation and made urbanization in the suburbs possible. The same happened when new machines conquered the skies; the Zeppelins and the airplanes connecting continents. And at the base of this mobility revolution was a new invention: the Internal Combustion Engine (IC-Engine). Nineteenth Century tinkerers and thinkers had used the steam engines to experiment with the Power of Combustion in a controlled way. Using new liquid propellants replacing steam, they created step by step a new type engine running on petrol; the IC-Engine. A development trajectory in which many contributed and that culminated around the 1860s when Etienne Lenoir brought those ideas together in one concept. His work inspired others such as Nicolaus Otto who created the four-stroke engine. And when Rudolf Diesel added his version running on heavy oils, the IC-Engine was ready to conquer the world. It started when early bicycles and quadricycles became powered by single-cylinder IC-Engines. By 1885 German engine designs powered the Petroleum Reitwagen (Gottlieb Daimler) and Patent Motorwagen (Carl Benz). These vehicles sparked massive interest in Europe among carriage and bicycle makers, who started improving engine design and vehicle design. Their open

automobiles soon hit the country roads and racing tracks. The Second Power Revolution exploded in a tsunami of industrial activity by the turn of the century. Even more when it crossed the Atlantic Ocean, where it was heralded by the bicycle and carriage makers. And it came to obsess the young farmer's boy Henri Ford, who-after some experimenting, racing and business conflicts-constructed his 'farmers car' Model T. This was the dawn of the new era that brought mobility to the masses. Additionally, the IC-engine came to power the air-vehicles by the turn of the century. The more after the Wright Brothers made the flyer manoeuvrable, the multi-winged, petrol-powered airplanes developed rapidly. Their flight demonstrations in Europe, excited the masses. The military used the fixed-wing planes as a new tool for reconnaissance and air combat in warfare during the First World War, but civil aviation took over during the following inter-war period. The more when Charles Lindberg crossed the Atlantic in a solo-flight. Next to the multi-engine seaplanes, the airships (aka Zeppelin) travelled the airways between continents. Air carriers offered their regular scheduled services to an ever-increasing number of passengers. And at the core of all this novelty was the IC-engine embarking on a continuous road of improvement into the multi-cylinder power engines. Its application in mobility was complemented by other uses. The IC-engine became the prime mover for powering factories, electricity generation, but also for propelling (war)ships and locomotives. The tractor and harvester changed agricultural practises, increasing food production. It created new manufacturing industries and their employment, stimulated economies and influenced the outcome of wars. The IC-engine

powered the Third Industrial Revolution, influencing the Affairs of Man fundamentally during the Era of Mechanization.

Internal Combustion Engine Fundamentals *McGraw-Hill Science Engineering*

This text, by a leading authority in the field, presents a fundamental and factual development of the science and engineering underlying the design of combustion engines and turbines. An extensive illustration program supports the concepts and theories discussed.

Internal Combustion Engine in Theory and Practice, second edition, revised, Volume 1

Thermodynamics, Fluid Flow, Performance *MIT Press*

This revised edition of Taylor's classic work on the internal-combustion engine incorporates changes and additions in engine design and control that have been brought on by the world petroleum crisis, the subsequent emphasis on fuel economy, and the legal restraints on air pollution. The fundamentals and the topical organization, however, remain the same. The analytic rather than merely descriptive treatment of actual engine cycles, the exhaustive studies of air capacity, heat flow, friction, and the effects of cylinder size, and the emphasis on application have been preserved. These are the basic qualities that have made Taylor's work indispensable to more than one generation of engineers and designers of internal-combustion engines, as well as to teachers and graduate students in the fields of power, internal-combustion engineering, and general machine design.

Creating the Twentieth Century

Technical Innovations of 1867-1914 and Their Lasting Impact *Oxford University Press on Demand*

The two pre-World War I generations encompassed the greatest innovative period in history. Technical inventions of 1867-1914 & their rapid improvement & commercialisation created new prime movers, materials, infrastructures & information means that provided the lasting foundations of the modern world.

Nikolaus August Otto: Inventor of the Internal Combustion Engine

The German engineer Nikolaus August Otto (1832-1891) invented the gas-motor engine, which was the first practical alternative to the steam engine. Otto patented a two-stroke engine that ran on gas in 1861. Together with his partner, German industrialist Eugen Langen, he founded a factory. The engine was awarded a medal at the 1867 World's Fair in Paris, France. Otto's combustion engine is used to power automobiles, motorcycles, and motorboats.

Petroleum Dependency

The Case to Replace the Internal Combustion Engine

"1876, Dr. Nikolaus Otto invented the internal combustion engine, a revolutionary development providing a lasting impact on all aspects of socio-economic considerations. Yet, it is an inefficient mechanical invention not advancing in 150 years. The reciprocal action of the engine requires two forms of fossil fuel:

oil for lubrication and gas for force. This requirement is problematic since the U.S. transportation sector accounts for the predominance of the nearly 19 million barrels of oil consumed per day. Clearly, the inextricable link between the internal combustion engine and oil leads to an inevitable energy security problem. This concern has led President Obama to call for a promotion of alternative energy fuels. This paper advocates supporting the President's strategy by advancing hydrogen fuel cell technology by the U.S. Department of Defense to replace the internal combustion engine. Building the case, this paper highlights the American oil dependency and the perpetual problem the internal combustion engine creates, compares viable alternative engines and recommends a suitable replacement. Finally, the paper proves the Department of Defense must develop capabilities to implement fuel cell technology past any status quo scenario. The fuel cell is an established solution as the National Aeronautics and Space Administration gravitated to this power source starting in the late 1950's. However, implementation will require Department of Defense to take the initiative, since it is counterintuitive to expect the auto industry or petroleum corporations to interrupt their multi-billion dollar a year business. A proper phase - in implementation of hydrogen technology can save lives and money as well as provide a template for a national application and economic security to shift away from its dependence on the internal combustion engine."-- Abstract.

Internal Combustion Engine in Theory and Practice, second edition, revised, Volume 2

Combustion, Fuels, Materials, Design *MIT Press*

This revised edition of Taylor's classic work on the internal-combustion engine incorporates changes and additions in engine design and control that have been brought on by the world petroleum crisis, the subsequent emphasis on fuel economy, and the legal restraints on air pollution. The fundamentals and the topical organization, however, remain the same. The analytic rather than merely descriptive treatment of actual engine cycles, the exhaustive studies of air capacity, heat flow, friction, and the effects of cylinder size, and the emphasis on application have been preserved. These are the basic qualities that have made Taylor's work indispensable to more than one generation of engineers and designers of internal-combustion engines, as well as to teachers and graduate students in the fields of power, internal-combustion engineering, and general machine design.

The Future of Internal Combustion Engines *BoD - Books on Demand*

Based on previsions, the reciprocating internal combustion engine will continue to be widely used in all sectors: transport, industry, and energy production. Therefore, its development, while complying with the limitations of pollutants as well as CO₂ emission levels and maintaining or increasing performance, will certainly continue for the next few decades. In the last three decades, a significant effort has been made to reduce pollutant emission levels. More recently, attention has been given to CO₂ emission levels too. It is widely recognized that one single technology will not completely solve the problem of CO₂ emissions in the atmosphere. Rather, the different technologies

already available will have to be integrated, and new technologies developed, to obtain substantial CO₂ abatement.

Engine Service Tests of Internal-combustion Engine Lubricating Oils Made from California Crude Petroleum**Internal Combustion Engines and Tractors, Their Development, Design, Construction, Function and Maintenance** *Forgotten Books*

Excerpt from Internal Combustion Engines and Tractors, Their Development, Design, Construction, Function and Maintenance Those of us who are familiar with the crude designs in which the internal combustion engine first appeared in the early nineties, marvel at the progress that has since been made in refinement of design and the perfecting of mechanical efficiency. Although these engines twenty years ago were extremely uncertain in operation and control, there were men who had faith enough in this type of motive power to continue its manufacture, experimenting and improving until they developed the present excellent engines with which we are now so familiar. The final result of this sifting-out process is the development and specialization of different types, designed to meet some particular need in some certain specialized field. Because of this specialization we have today the automobile engine, the aeroplane, the marine, the stationary, and the tractor engine, each with its characteristic qualities and advantages for its special work. Another complication, requiring more specialization, arose just as the gasoline engine reached the point of development where it became a satisfactory power producer

mechanically. Manufacturers found themselves facing an entirely new problem - an insufficient supply of gasoline which threatened to become a chronic condition in the fuel oil business. This shortage of gasoline introduced a new stage in the development of the internal combustion motor - an endeavor to produce an engine that would run with positive certainty and economy on the lower grade fuels such as kerosene and distillate, the abundance and cheapness of which made them very desirable fuels. This fact has had an important influence on farm engine and tractor designs. The Modern Farm Tractor Of all the users of internal combustion engines, the farmer had the greatest variety of work to be done. As a consequence, a large amount of capital has been invested to build engines to meet the farmers special demands. The first farm engine was a small stationary engine usable for belt work only. Then a portable outfit was demanded, and finally a self-propelling vehicle to move itself from place to place. Thus the tractor industry came into being because, of all the power needed by the farmer, tractor power to take the place of animal power proved to be his most urgent need. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such

historical works.

Internal Fire

Internal Fire is the captivating history of the internal combustion engine and the creative individuals who brought it to life. From gunpowder to diesel, the development of these early powerhouses has been recorded from all sides. The influences of new technologies, patents, and obtainable fuels, as well as a growing understanding of the very nature of heat itself are all explored. Internal Fire is not intended as a textbook, but as the well-researched and readable chronicle of a mechanical servant that has greatly influenced life in the 20th century and beyond. You will find in this comprehensive book: ■ Gunpowder and Steam ■ Air Engines ■ Thermodynamics: Carnot Charts a Course ■ Patents: Origin and Influence ■ Internal-Combustion Engines: 1791-1813 ■ Searching and Perfecting: 1820-1860 ■ The Genesis of an Industry ■ Otto and Langen ■ Otto's Four-Stroke Cycle ■ Brayton and His Ready Motor ■ The Two-Stroke Cycle ■ Gas and Gasoline Engines to 1900 ■ Oil Engines: An Interim Solution ■ Rudolf Diesel: The End of the Beginning

Improvement Trends for Internal Combustion Engines *BoD - Books on Demand*

Internal combustion engines have remained a challenge due to depending heavily on fossil fuels, which are already limited reserves, and a requirement for improvement in emission levels continuously. The number of advanced technologies such as hybrid systems and low-temperature combustion engines has been introduced, and a number of reports about the use of

alternative fuels have been presented in recent years to overcome these challenges. The efforts have made the new concepts to be used in practical along with the new problems which are required advanced control systems. This book presents studies on internal combustion engines with alternative fuels and advanced combustion technologies to obtain efficiency and environment-friendly systems, measurement methodology of exhaust emissions and modelling of a hybrid engine system, and mechanical losses arising from ring-cylinder and ring-groove side contacts as well. The main theme here is to identify solutions for internal combustion engines in terms of fuel consumption, emissions, and performance.

Engineering Fundamentals of the Internal Combustion Engine

This textbook covers the basic principles and applications of various types of internal combustion engines. With an emphasis on reciprocating engines, the book covers both spark-ignition and compression-ignition engines, and those operating on four-stroke cycles and on two-stroke cycles, ranging in size from small model airplane engines to the larger stationary engines. The text examines recent advancements, such as Miller cycle analysis, lean burn engines, 2-stroke cycle automobile engines, variable valve timing and thermal storage.

Internal Combustion Engines

Their Theory, Construction and Operation *Forgotten Books*

Excerpt from Internal Combustion Engines: Their Theory,

Construction and Operation The intention of the authors in the preparation of this book has been to present in as simple terms as possible the fundamental and theoretical principles relating to the internal combustion engine, and to describe the various methods of applying these principles to practical construction. The book does not in any way treat of the proportioning and the strength of the various machine parts. The general treatment of the subject is indicated by the various chapter headings. Thus the first five chapters relate to definitions and theoretical considerations, the subjects being as follows: Definitions And Classification.; Thermodynamic Principles.; Theoretical Discussion Of Various Cycles.; Theoretical Cycles Modified By Practice.; The Temperature-Entropy Diagram. In the discussion on theoretical cycles in Chapter III, very little reference has been made to cycles not in actual use. The cycles are considered principally with reference to their practical application and any danger of confusing the mind of the student by a multiplicity of theoretical cycles of no practical value is avoided. The main idea of Chapter IV is to show how the lines of the real cycles differ from those of the theoretical cycles laid down in the previous chapter, and to discuss briefly the reasons for such difference. The five chapters following, VI to X inclusive, take up the phenomena of combustion, the various gas-engine fuels, and the formation and properties of the fuel mixture. Thus, Chapter VI treats of combustion in general and discusses the most important properties of the gases usually found in gas-engine practice. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an

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Internal Combustion Engines. Piston Rings

Rectangular rings made of cast iron

The Gas-Engine. a Treatise on the Internal-Combustion Engine Using Gas, Gasoline, Kerosene, Or Other Hydrocarbon as Source of Energy *Palala Press*

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Internal Combustion Engines and Air Pollution *Intex Educational Pub*

The Gas-Engine a Treatise on the Internal-Combustion Engine Using Gas

Gasoline, Kerosene, Alcohol, Or Other Hydrocarbon as Source of Energy (Classic Reprint)

Excerpt from The Gas-Engine a Treatise on the Internal-Combustion Engine Using Gas: Gasoline, Kerosene, Alcohol, or Other Hydrocarbon as Source of Energy When a previous treatise by the author was published under the title of "The Mechanical Engineering of Power Plants," it was suggested by one of his most gifted critics that the title should be amended because the book did not cover the power-plant practice which uses gas-engines. The point was well taken, but the omission was intentional. To have included the gas-engine would have made that book inconveniently bulky. Furthermore, the treatment of the gas-engine must be essentially different from that given to the steam-engine, and at that time the state of the art, both practically and scientifically, did not admit of the preparation of a satisfactory and exhaustive discussion. Since that time, however, there has grown up a largely increased appreciation of the fuel value of

what were called the waste gases from the blast-furnace, and a wider extension of the manufacture of fuel gas in producers. The gas-engine has been extensively applied in the departments of electric lighting, and of compression, both of air and gas. It is since that time also that there has appeared the exacting demand for Motors for self-propelled vehicles and for small launches, so that it has become possible to undertake that for which the time was not ripe when the criticism was made. There was, at that time, little distinctively American practice to be studied, but the principal work had been done in England, Germany, and Belgium. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

The High-speed Internal-combustion Engine

A Power Primer

An Introduction to the Internal Combustion Engine, Automobile, Aircraft, Diesel *Andesite Press*

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A Power Primer

An Introduction to the Internal Combustion Engine, Automobile, Aircraft, Diesel *Trieste Publishing*

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Internal Combustion Engines. Piston Rings

Coil-spring-loaded oil control rings made of steel

Internal-Combustion Engines

Their Principles and Applications to Automobile, Aircraft, and Marine Purposes (Classic Reprint) *Forgotten Books*

Excerpt from Internal-Combustion Engines: Their Principles and Applications to Automobile, Aircraft, and Marine Purposes The purpose of this book is to provide a practical and up-to-date text on the subject of internal-combustion Engines. The endeavor has been to arrange and present the subject matter in such a manner as to bring it well within the comprehension of the average student. For more advanced students, Who have a knowledge of thermodynamics, the writer has presented in Chapter III the theoretical considerations of the various cycles which are applicable to internal-combustion engines. No attempt has been made to treat the problems of actual design, these problems being fully covered in many excellent books on this particular subject. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

Internal Combustion Engines. Piston Rings. Rectangular Rings Made of Steel

Piston rings, Pistons, Reciprocating parts, Engine components, Rectangular shape, Internal combustion engines, Reciprocating engines, Compressors, Dimensions, Diameter, Designations

Engineering Combustion Essentials *Cambridge Scholars Publishing*

Whether in the Stone Age or in Greek mythology, fire has always been the essence of life. As G.G. Brown put it in 1928, "Combustion is without exaggeration the most important reaction to the human race. All human and animal existence depends upon combustion as its course of energy." This book provides a detailed description of the elements of combustion, offering descriptive figures, illustrative quips, and analogies to facilitate understanding. It begins with some historical highlights of the understanding of combustion and technological progresses. It then discusses the thermodynamic and chemical kinetics underlying the fast chemical reactions, before expounding on the fundamental combustion wave, or flame. After this, the book moves onto the premixed turbulent flame and the spark-ignited turbulent flame, before considering the diffusion-controlled, non-premixed flame in both laminar and turbulent forms. The book concludes with explanations of wonderful natural combustion, fire, fire-retarding slime and DNA, and the amazing bombardier beetle.

The Gas Engine a Treatise on the Internal Combustion Engine *Wentworth Press*

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Internal Combustion Engines. Piston Rings. Half Keystone Rings Made of Cast Iron

Piston rings, Pistons, Reciprocating parts, Engine components, Annular shape, Internal combustion engines, Reciprocating engines, Dimensions, Diameter, Designations, Cast-iron

Internal Combustion Engines. Piston Rings. Keystone Rings Made of Cast Iron

Molybdenum, Chromium, Metal coatings, Dimensional tolerances, Force, Designations, Dimensions, Engine components, Internal combustion engines, Reciprocating engines, Reciprocating parts, Pistons, Piston rings

Internal Combustion Engines. Piston Rings. Scraper Rings Made of Cast Iron

Oil control piston rings, Piston rings, Cast-iron, Pistons, Engine

components, Reciprocating engines, Internal combustion engines, Prime movers, Dimensions, Dimensional tolerances, Diameter, Compressors

Internal Combustion Engines. Piston Rings. Rectangular Rings Made of Cast Iron

Piston rings, Pistons, Reciprocating parts, Engine components, Rectangular shape, Internal combustion engines, Reciprocating engines, Compressors, Dimensions, Diameter, Designations, Cast-iron

Internal Combustion Engines. Piston Rings. Half Keystone Rings Made of Steel

Piston rings, Pistons, Reciprocating parts, Engine components, Annular shape, Internal combustion engines, Reciprocating engines, Dimensions, Diameter, Designations, Steels

Internal Combustion Engines. Piston Rings. Keystone Rings Made of Steel

Piston rings, Pistons, Reciprocating parts, Reciprocating engines, Internal combustion engines, Engine components, Dimensions, Designations, Force, Dimensional tolerances, Metal coatings, Chromium, Molybdenum

Diesel and Gasoline Engines

The Internal Combustion Engine

Being a Text Book on Gas, Oil and Petrol Engines for the

Use of Students and Engineers *Franklin Classics*

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A Power Primer

An Introduction to the Internal Combustion Engine, Automobile, Aircraft, Diesel *Hassell Street Press*

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Laser Ignition of Internal Combustion Engines

Basic Laser and Ignition Optics Developments, Engine Application and Optical Diagnostics *GRIN Verlag*

Doctoral Thesis / Dissertation from the year 2006 in the subject Electrotechnology, grade: 1, mit Auszeichnung bestanden, Vienna University of Technology (Insitut für Photonik), language: English, abstract: In this PhD thesis different fundamental aspects and the practical usability of a laser ignition system as a new, innovative and alternative ignition approach for internal combustion engines were investigated in great detail mainly experimentally. Ignition experiments in combustion chambers under high pressures and elevated temperatures have been conducted. Different fuels were investigated. Also the minimum breakdown energy in dependence of the initial temperature and pressure with the help of an aspheric lens with a high numerical aperture was studied. High-speed Schlieren diagnostics have been conducted in the combustion chamber. The different stages like the ignition plasma within the first nanoseconds via the shock wave generation to the expanding flame kernel were investigated. With the help of multi-point ignition the combustion duration could be reduced significantly. The controlled start of auto-ignition of n-heptane-air mixtures by resonant absorption of

Er,Cr:YSGG laser radiation at 2.78 μm by additionally introduced water has been proven in combustion chamber experiments as a completely new idea. Beside experiments in the combustion chambers and long term tests under atmospheric conditions, various tests in SI engines up to 200 h, have been made. Different sources of contamination of the window surface have been identified. First experiments with a longitudinally diode-pumped, fiber-coupled and passively Q-switched solid-state laser α -prototype system with maximum pulse energy of 1.5 mJ at about 1.5 ns pulse duration were performed which allowed to ignite the engine successfully over a test period of 100 h. In cooperation with Lund University in Sweden, experiments have been performed on another engine test bed running in HCCI mode revealing the laser spark to be able to stimulate the auto-ignition process and to trigger the onset of combustion. In another international cooperation conducted with the Southwest Research Institute in Texas, U.S.A., the potential of laser ignition in combination with the so called HEDGE concept was studied. As a final direction of the work, first calculations and experiments of a β - prototype ignition laser of an own design have been conducted. The concept of a longitudinally diode-pumped, fiber-coupled and passively Q-switched solid-state laser was chosen as the most promising. Emitted pulse energy of 2 mJ within around 1 ns pulse duration was achieved easily allowing generating a laser-induced breakdown in air.

The Gas-Engine

A Treatise On the Internal-Combustion Engine Using Gas,

Gasoline, Kerosene, Or Other Hydrocarbon As Source of Energy *Sagwan Press*

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The Gas-Engine

A Treatise On the Internal-Combustion Engine Using Gas, Gasoline, Kerosene, Alcohol, Or Other Hydrocarbon As Source of Energy *Franklin Classics Trade Press*

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