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John B. Heywood is a British mechanical engineer known for his work on automotive engine research, for authoring a number of field-defining textbooks on the internal combustion engine, and as the director of the Sloan Automotive Lab at the Massachusetts Institute of Technology (MIT).

John B. Heywood (engineer) - Wikipedia

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Heywood is recognized as one of the world's preeminent experts on internal combustion engines. In the late 1960s, Heywood joined MIT's Sloan Automotive Lab, where he started researching why engines created air pollutants and how the amount of those pollutants could be reduced. Heywood thrived in this important emerging area of study. His research over the past five decades has substantially increased our understanding of how engines work, how they can be designed to reduce their ...

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Heywood, J.B., Internal Combustion Engine Fundamentals, 932 pages, McGraw-Hill, 1988. Heywood, J.B., and Sher, E., The Two-Stroke Cycle Engine: Its Development, Operation, and Design, 451 pages, Taylor and Francis, 1999.

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He has published over 230 technical papers and is the author of five books, including the first edition of Internal Combustion Engine Fundamentals. About the Author John B. Heywood has been a faculty member at the Massachusetts Institute of Technology since 1968, where he was Sun Jae Professor of Mechanical Engineering and Director of the Sloan Automotive Laboratory.

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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.

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Now in its fourth edition, this textbook remains the indispensable text to guide readers through automotive or mechanical engineering, both at university and beyond. Thoroughly updated, clear, comprehensive and well-illustrated, with a wealth of worked examples and problems, its combination of theory and applied practice aids in the understanding of internal combustion engines, from thermodynamics and combustion to fluid mechanics and materials science. This textbook is aimed at third year undergraduate or postgraduate students on mechanical or automotive engineering degrees. New to this Edition: - Fully updated for changes in technology in this fast-moving area - New material on direct injection spark engines, supercharging and renewable fuels - Solutions manual online for lecturers

Since the publication of the Second Edition in 2001, there have been considerable advances and developments in the field of internal combustion engines. These include the increased importance of biofuels, new internal combustion processes, more stringent emissions requirements and characterization, and more detailed engine performance modeling, instrumentation, and control. There have also been changes in the instructional methodologies used in the applied thermal sciences that require inclusion in a new edition. These methodologies suggest that an increased focus on applications, examples, problem-based learning, and computation will have a positive effect on learning of the material, both at the novice student, and practicing engineer level. This Third Edition mirrors its predecessor with additional tables, illustrations, photographs, examples, and problems/solutions. All of the software is 'open source', so that readers can see how the computations are performed. In addition to additional java applets, there is companion Matlab code, which has become a default computational tool in most mechanical engineering programs.

Internal combustion engines still have a potential for substantial improvements, particularly with regard to fuel efficiency and environmental compatibility. These goals can be achieved with help of control systems. Modeling and Control of Internal Combustion Engines (ICE) addresses these issues by offering an introduction to cost-effective model-based control system design for ICE. The primary emphasis is put on the ICE and its auxiliary devices. Mathematical models for these processes are developed in the text and selected feedforward and feedback control problems are discussed. The appendix contains a summary of the most important controller analysis and design methods, and a case study that analyzes a simplified idle-speed control problem. The book is written for students interested in the design of classical and novel ICE control systems.

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