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The practical implementation of engine management and control is described by the examples of various Motronic engine-management systems and of the control and regulation functions integrated in this particular management system. The 3rd edition offers new or completely revised chapters in the following areas - High pressure pumps for direct gasoline injection; Mixture formation for manifold injection; Gasoline engines fuelled by natural gas; Catalytic exhaust-gas treatment; and, Diagnostics.

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Descriptions of the cylinder-charge control, fuel-injection, ignition, and catalytic emission-control systems provide a comprehensive overview of the control mechanisms which are essential to the operation of a modern gasoline engine. The texts dealing with the Motronic engine-management system illustrate how this is put into practice.

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Robert Bosch GmbH The gasoline or spark-ignition (SI) internal- combustion engine uses the Otto cycle¹⁾ and externally supplied ignition. It burns an air/fuel mixture and in the process converts the chemical energy in the fuel into kinetic energy.

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This is a great book with a lot of information about not just the electronics of engine management, but also about the combustion process, emissions control etc. The best part is that the information is not specific to a particular engine management system - the book deals with conceptual problems and how engine management systems solve those.

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The Bosch system can be used for pressure levels from 1,800 to 2,500 bar and configured for engine sizes up to eight cylinders. High injector flow rates make it possible to optimize the combustion strategy and achieve high engine performance. Depending on the demands to which it is subject, the system can last for up to 1.6 million kilometers.

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