



SNS COLLEGE OF TECHNOLOGY
COIMBATORE - 35
DEPARTMENT OF MECHANICAL ENGINEERING



Diesel Pump and Injector System

The diesel pump and injector system is a crucial component of **diesel engines**, responsible for delivering fuel into the combustion chamber at the right time and under the correct pressure. Proper functioning of the pump and injectors ensures efficient combustion, improved performance, and reduced emissions.

1. Diesel Fuel Pump

The **diesel fuel pump** is responsible for pumping diesel fuel from the tank to the injectors, where it is injected into the combustion chamber under high pressure. There are two main types of fuel pumps used in diesel engines:

a. Inline Fuel Pump

- **Description:** A single pump connected to each cylinder via individual lines.
- **Operation:** Uses a camshaft to drive a plunger inside the pump. The plunger creates pressure to force the fuel into the injectors at the correct time.
- **Applications:** Used in older, larger, and higher-powered diesel engines.

b. Distributor Fuel Pump

- **Description:** A single pump that distributes fuel to each cylinder in sequence.
- **Operation:** Similar to the inline pump but with a central distributor that rotates and distributes fuel at the correct timing to each injector.
- **Applications:** Common in medium-sized engines, typically used in smaller commercial vehicles and machines.

c. Common Rail Fuel Pump

- **Description:** A high-pressure pump that supplies fuel to a single **common rail**, which feeds the injectors.
- **Operation:** Maintains high pressure in the rail and allows injectors to control fuel flow with greater precision, improving fuel efficiency and reducing emissions.
- **Applications:** Modern diesel engines, especially in passenger cars and light trucks.

2. Diesel Fuel Injector

The **diesel injector** is a device that sprays diesel fuel directly into the combustion chamber of the engine under high pressure. It must ensure precise timing and atomization of the fuel for efficient combustion.

Types of Diesel Injectors:

1. **Mechanical Injectors:** Older systems, with mechanical components for controlling the timing and amount of fuel injected.
2. **Electronic Injectors:** Modern systems use electronics to control the injectors with greater precision, improving fuel efficiency, performance, and emission control.

3. Injector System Components

- **Nozzle:** The part that sprays the fuel into the combustion chamber. It has small holes (or orifices) through which fuel is atomized into fine droplets.
- **Plunger:** Located inside the injector, it is pushed up and down to create pressure and deliver fuel.
- **Solenoid:** In electronically controlled injectors, a solenoid valve opens and closes to control the injection timing and amount of fuel.
- **Needle Valve:** Regulates the amount of fuel injected into the combustion chamber.
- **Injector Tip:** This is where the fuel is atomized and injected under high pressure. It must withstand the high temperature and pressure of the combustion chamber.

4. Diesel Injection System Operation

Injection Timing and Pressure:

- **Injection Pressure:** The injector must create very high pressure (typically 1500 to 2500 bar) to atomize the diesel fuel properly and ensure efficient combustion.
- **Timing:** The fuel must be injected at the right moment during the engine cycle, typically just before or at the top of the compression stroke.

Phases of Injection:

1. **Pilot Injection** (optional): A small quantity of fuel is injected before the main injection to reduce noise and emissions.
2. **Main Injection:** The primary fuel quantity is injected during the compression stroke.

3. **Post Injection** (optional): A small amount of fuel is injected after the main injection to improve combustion and reduce emissions.

Common Rail Diesel Systems:

In a **Common Rail Direct Injection (CRDI)** system:

- The fuel is stored in a common rail at high pressure.
 - Electronic sensors control when and how much fuel each injector delivers.
 - This system allows for multiple injections per cycle, improving combustion efficiency, performance, and reducing pollutants.
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5. Functions of Diesel Pump and Injector System

1. **Fuel Delivery:** Ensures the correct amount of diesel fuel reaches the combustion chamber.
 2. **Fuel Atomization:** Breaks the fuel into tiny droplets, promoting better combustion.
 3. **Precision Timing:** Controls the timing of fuel injection to match the engine cycle, ensuring optimal power output and fuel efficiency.
 4. **Emissions Control:** Aids in reducing harmful emissions by ensuring complete combustion, especially in modern systems (e.g., **EGR**, **SCR**, and **DPF**).
 5. **Engine Performance:** Proper fuel delivery improves power, torque, and fuel economy.
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6. Common Issues and Maintenance

1. **Clogged or Dirty Injectors:** Over time, fuel injectors can become clogged with carbon deposits or contaminants in the fuel, leading to poor fuel atomization, reduced engine power, or misfiring.
 - **Solution:** Regular maintenance, using clean fuel, and fuel additives.
 2. **Injector Leaks:** Leaking injectors can lead to fuel wastage, poor combustion, and increased emissions.
 - **Solution:** Inspect and replace faulty injectors.
 3. **Wear and Tear:** Diesel pumps and injectors are subjected to extreme conditions, and components may wear out over time, leading to a decrease in performance.
 - **Solution:** Regular servicing and replacing worn-out parts.
 4. **Incorrect Fuel Timing:** If the fuel injection timing is off, it can result in poor engine performance, knocking, and increased emissions.
 - **Solution:** Use of advanced electronic control systems (in modern engines) ensures accurate timing.
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Advantages of Diesel Pump and Injector Systems

- **Efficiency:** Diesel engines with advanced injection systems are generally more fuel-efficient than their petrol counterparts.
- **Power:** Diesel fuel contains more energy per litre than petrol, resulting in higher torque and better pulling power.
- **Lower CO2 Emissions:** Diesel engines emit less CO2 compared to petrol engines for the same power output.

