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The Wankel
Rotary Engine

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~~Crankshaft (Eccentric~~

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Geometry of the Wankel
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theoretical shape of the
cylinder surface on the

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surface at right angles to the axis of rotation of the piston was taken as the preliminary curve.

In accordance with the classification of curved planes, this is a cyclically closed pericycloid [3]. Other names are found in the literature relating to this

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GEOMETRY OF THE WANKEL ROTARY

ENGINE. This article describes the basic principles for determining the geometry of Wankel rotary engines. An attempt is made to clarify if the characteristics of the rotary engine are such that the engine may be

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brought into more
general use as an
internal combustion
hydrogen engine.

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~~Semantic Scholar~~

The rotor, which creates
the turning motion, is
similar in shape to a
Reuleaux triangle,
except the sides have

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less curvature. Wankel engines deliver three power pulses per revolution of the rotor using the Otto cycle. However, the output shaft uses toothed gearing to turn three times faster giving one power pulse per revolution.

~~Wankel engine~~

~~Wikipedia~~

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Spirograph trajectories differ from rotating apex seal trajectories in at least three ways: in the Wankel engine, the central circle (the driveshaft) rotates rather than being held stationary, the outer circle (the planetary gear) surrounds the central circle rather than being outside it, and the point whose motion is

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being traced (the apex seal) is outside the outer circle rather than inside it.

~~The shape of the
Wankel rotor~~ [GitHub Pages](#)

This article describes the basic principles for determining the geometry of Wankel rotary engines. An attempt is made to

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clarify if the characteristics of the rotary engine are such that the engine may be brought into more general use as an internal combustion hydrogen engine.

~~Figure 3 from
GEOMETRY OF THE
WANKEL ROTARY
ENGINE ...~~

Goal: In this project you

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will study the motion of
Felix Wankel's rotary
engine 5 of the type
once used by Mazda.

The basic geometry
consists of two circles
and an equilateral
triangle which just fits
inside a curve called an
epitrochoid. $\theta = 0$ P
exhaust intake spark
plug $-3 \ 3 \ y \ -4 \ -2 \ 2 \ 4 \ x$

~~12.21 The Wankel~~

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Acces PDF Geometry Of The Wankel Rotary Engine

How to design a Wankel or any other rotary engine Step 1: The rotary engine. The three main parts of the rotary engine is the rotor, eccentric shaft and housing. The... Step 2: Epitrochoid. The housing of the rotor is an epitrochoid. ... The epitrochoid with $R = 3$, $r = 1$ and $d = 1/2$ It... Step

Acces PDF Geometry Of The Wankel 3: ... Rotary Engine

~~How to design a Wankel
or any other rotary
engine ...~~

The geometry of
Wankel's rotary
combustion engine is
old yet elegant
mathematics, now often
neglected in school
curricula. This article
has touched only the
surface of the

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~~Rotary Engine
Geometry~~ — JSTOR

A typical Wankel rotary engine uses a three-sided rotor to create cavities within the stator for a seamless intake, compression, ignition, and exhaust cycle. Point A marks one of the rotor's three apices, Point B marks the

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~~The Wankel~~
~~Rotary Engine~~
eccentric shaft, and the white portion is the lobe of the eccentric shaft.

(Image source: Y
tambe)

~~New four-chamber
rotary engine could
supplant Wankel and ...~~

Avoiding the problems of the Wankel engine.

The Wankel rotary engine was hailed as 'revolutionary' during

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the late 1950s and early 1960s and its subsequent failure has caused most ICE engineers to pre-judge the R6 eco-engine in the same light. Despite its own radical architecture, the Wankel engine utilised a traditional 4-stroke Otto cycle.

~~Avoiding the problems
of the Wankel engine~~

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The Wankel KKM
Rotary Engine
motorcycle: The “A”

marks one of the three apices of the rotor. The “B” marks the eccentric shaft, and the white area is the lobe of the eccentric shaft. The shaft turns three times for each rotation of the rotor around the lobe and once for each orbital revolution

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around the eccentric shaft. (Picture courtesy of Wikipedia.)

~~Wankel 2.0. The Return of the Rotary Engine. →~~

~~ENGINEERING.com~~

The Wankel engine's geometry results in excessive crankshaft deflection at high engine revs due to the centrifugal force of the rotor which is eccentric

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to the crankshaft. This results in a low rotational speed limit.

~~The Szorenyi Three-Chamber Rotary Engine Concept~~

The Reuleaux triangle in the diagram represents the rotor of a Wankel rotary engine. As the rotor turns in the engine housing, the three vertices of the triangle

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stay in constant contact with the walls of the housing. Due to the shape of the engine housing, the size of each of the three chambers created by the rotor changes as the rotor rotates.

~~Chapter 10 : Circles :
Reuleaux Polygons and
the Wankel Engine~~
With the Wankel-type

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rotary engine, the rotor's apices follow the oval contour of the inner periphery of the engine casing while remaining in contact with the gear on the output shaft which is also in eccentric orbit around the center point of the engine casing. A phase gear mechanism dictates the orbit of the triangular rotor.

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~~Chapter Structure and Working Principles~~

The unique sealing geometry of the X engine has 3-5 times less blowby than the Wankel rotary. This is mainly because 1) the Wankel requires clearance at the corners between its side/face seals and its apex seals, while the X engine does

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not; and 2) the Wankel seals traverse across holes that contain spark plug(s), whereas the X engine does not.

~~LiquidPiston X engine~~

~~can run on propane~~

~~Green Car Congress~~

The stator of the Szorenyi engine is a similar shape to a Wankel engine.

However, the geometric

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shape of the engine rotor is a rhombus, which deforms as it rotates inside the contour of the mathematically defined stator. This geometry translates to a rotary engine with four combustion chambers.

~~The Szorenyi Rotary Engine~~

Wankel completed his

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The Wankel
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first design of a rotary-
piston engine in 1954,
and the first unit was
tested in 1957. In other
internal-combustion
engines, moving pistons
did the work of getting
the...

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