

**REGISTER YOUR INTEREST  
10TH INTERNATIONAL CONFERENCE  
ON TURBOCHARGERS AND  
TURBOCHARGING - C1340**

**IET LONDON, 2 SAVOY PLACE,  
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**15-16 MAY 2012**

**PLEASE TICK WHERE APPROPRIATE**

I wish to offer a contribution to the Conference entitled:

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Synopsis is attached  Yes  No

Synopsis will follow  By Mail  By Email

Please include full contact details within your email

I would like to receive information on attending the Conference:

I would like to receive information on Sponsoring/Exhibiting at the Conference:

I would like an extended version of my paper to be considered for publication in the relevant Journal

Name

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IMechE would like periodically to send you information on events that you may be interested in. Please tick the box if you would like to receive such information

**OTHER POSSIBLE CONTRIBUTORS/DELEGATES**

**Person 1**

Name

Job Title

Address

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Post Code

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**Person 2**

Name

Job Title

Address

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Telephone Email

Please complete this form and return it to Louise McKenna,  
Institution of Mechanical Engineers, 1 Birdcage Walk, London SW1H 9JJ  
Fax: +44 (0)20 7222 9881 Email: l\_mckenna@imeche.org

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**CONFERENCE ENQUIRIES**

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Call for Papers  
Combustion Engines & Fuels Group

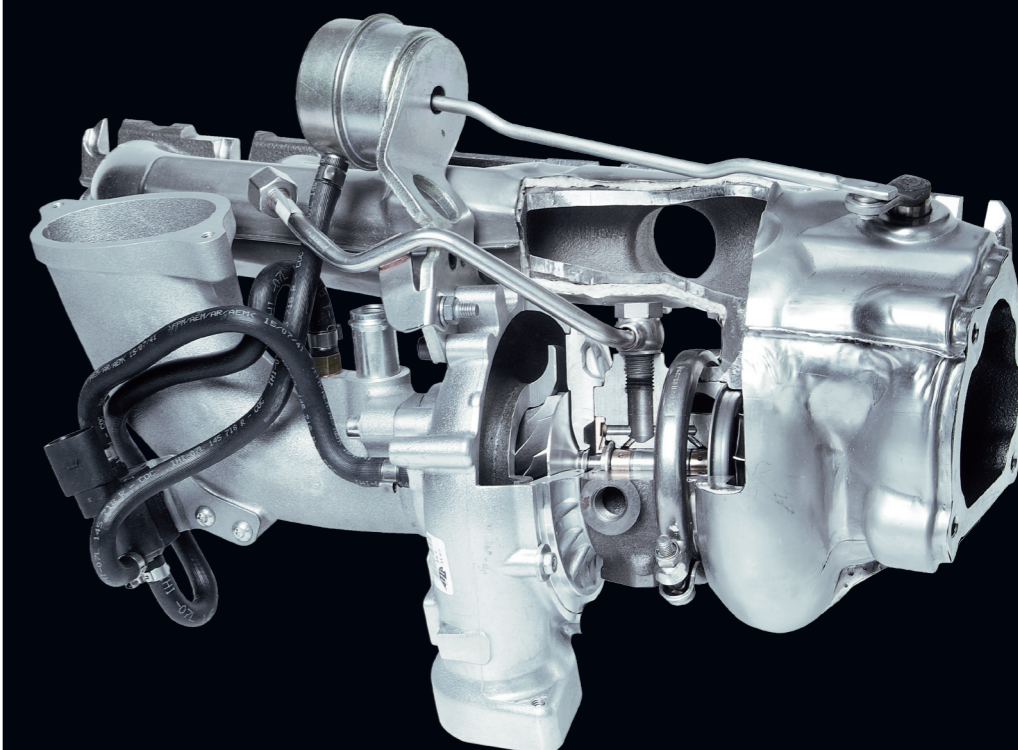
**DRIVE YOUR  
INDUSTRY  
FORWARD.**

Institution of  
**MECHANICAL  
ENGINEERS**

**10th International Conference  
on Turbochargers and  
Turbocharging**

**15-16 May 2012  
London**

[www.imeche.org/events/C1340](http://www.imeche.org/events/C1340)



Improving the world through engineering

**DRIVE YOUR INDUSTRY FORWARD  
10TH INTERNATIONAL  
CONFERENCE ON TURBOCHARGERS  
AND TURBOCHARGING**

**The current emission legislations and environmental trends for reducing CO<sub>2</sub> and fuel consumption are the major market forces in the transport (land and marine) industry.** In these market sectors the turbocharged internal combustion engine is the key product where downsizing, efficiency and economy are the driving forces for development for both spark ignition (SI) and compression ignition (CI) engines in the passenger car and commercial vehicle applications.

The more-stringent future market forces and environmental considerations mean more-stringent engine downsizing. Novel systems are required to provide boosting solutions including hybrid, electric-motor and exhaust waste energy recovery systems for high efficiency, response, reliability, durability and compactness.

For large engines the big challenge is to enhance the high specific power and efficiency, while reducing emission levels (NO<sub>x</sub> and SO<sub>x</sub>) with variable quality fuels. This will require turbocharging systems for very high boost pressure, efficiency and a high degree of system flexibility.

This international conference is the next in the highly successful and prestigious conference series held regularly since 1978, last held in May 2010. Covering all current and novel aspects of turbocharging systems design, for boosting solutions for engine downsizing, this conference will help propel the industry forward.



**IF YOU ARE AN ENGINEER  
IN THE TURBOCHARGER  
INDUSTRY, YOU NEED TO  
ATTEND THIS EVENT.**

**DANNY HAIGH  
SALES AND TECHNICAL MANAGER,  
HAMPSON PRECISION AUTOMOTIVE  
SPEAKING ABOUT 9TH INTERNATIONAL  
CONFERENCE ON TURBOCHARGERS  
AND TURBOCHARGING**

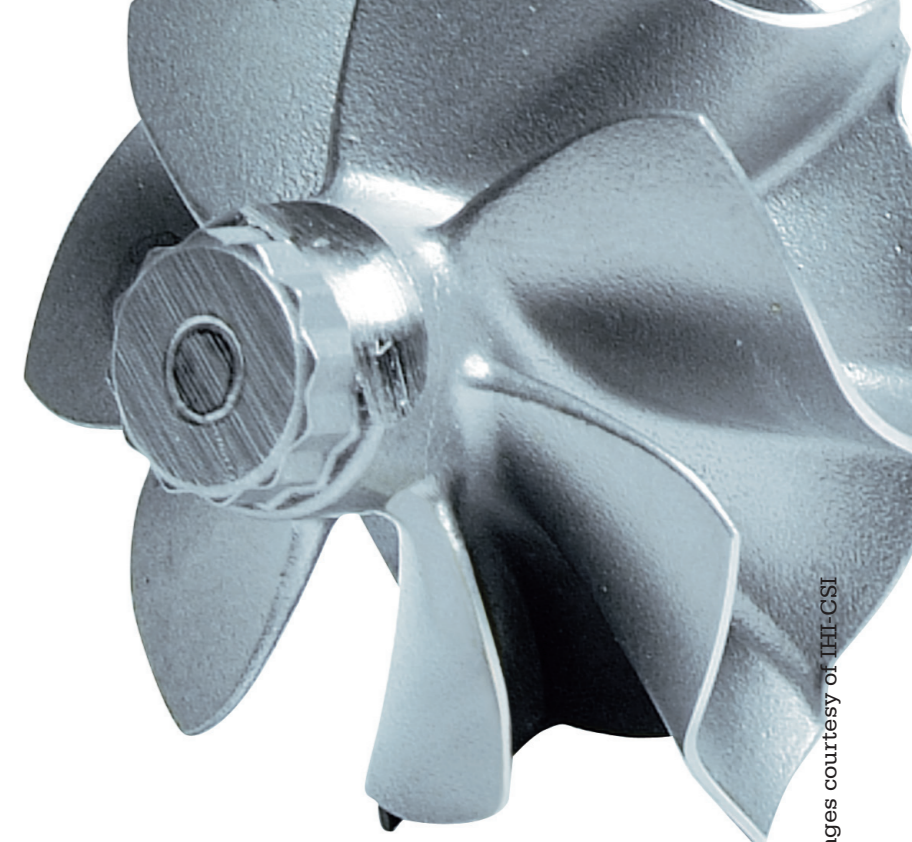
**WE ARE LOOKING FOR PAPERS ON THE FOLLOWING TOPICS**

**High-speed engines**

- Novel turbocharging system-boosting solutions for SI and CI engine downsizing with impact on specific power, emissions, particulate matter, CO<sub>2</sub> and improvements in efficiency.
- Novel turbocharging systems design comprising single-stage, two-stage, sequential, direct and differential turbocompounding, supercharging, variable geometry, electric-motor assist, including transient response and efficiency.
- Micro-hybrid vehicles and fuel efficiency; systems with exhaust waste energy recovery.
- Aerodynamic design of current and novel pressure charging systems, including radial and axial flow compressors and turbines and supercharging systems.
- Current and novel mechanical design, rotordynamics considerations, noise, vibration and robustness. Interaction with electrical and/or mechanical systems.
- Quality issues relating to manufacturing, including low-cost, high-temperature materials, durability, operational reliability and in-service issues.
- Packaging, installation on the engine and interaction, calibration and control.
- Advanced simulation techniques used for optimising boosting solutions and air delivery for engine downsizing.
- Advance testing and development facilities.

**Medium-speed engines**

- High-pressure turbocharging systems and extreme Miller cycle.
- Turbocharging system interaction with EGR or SCR for IMO tier III, and combined solutions with wet methods and variable quality fuel.
- Turbocharging system interaction with scrubber or low sulphur fuel to reduce SO<sub>x</sub>



Images courtesy of IHI-CSI

**OFFERS OF PAPERS**

Have you been working on an interesting research topic or developing new technologies? Do your developments stand up to testing by peer review?

Why not share your knowledge and experience by presenting a paper?

The first step is to produce an abstract of your proposed paper. This needs to outline what you will talk about, in no more than 250 words. Your abstract should be written in English and include your name, paper title and affiliations.

**The deadline for abstracts is 9 May 2011.**

**Please send them, with full contact details, to Louise McKenna at [l\\_mckenna@imeche.org](mailto:l_mckenna@imeche.org)**

The organising Committee will select authors and invite them to submit a draft paper of up to 4,000 words. The deadline for draft papers is 17 October 2011.

All draft papers submitted will be considered and refereed by two independent reviewers; final acceptance will depend on the content of the final manuscript and receipt by 2 March 2012.

All conference papers should be written and presented in English. Authors are required to attend the conference to present their work, and enjoy a substantial reduction in the registration fee. However the Institution will not be able to reimburse any travel or accommodation expenses. All accepted papers will be published in a bound volume available to all conference delegates.