

D-cycle™
(Differential-Stroke Cycle)



Poster **P-18**

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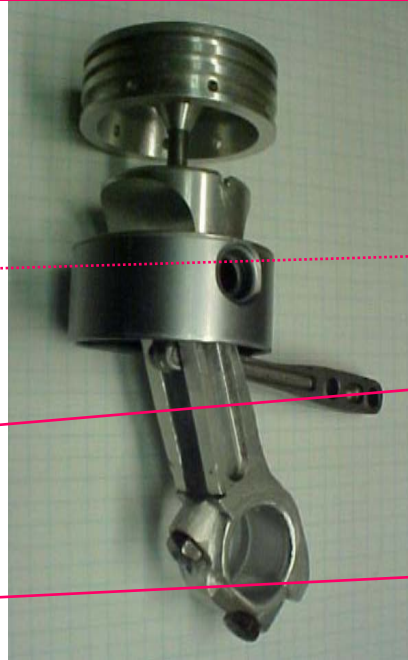
why

4-cycle's Major Shortcomings

- Half cylinders work
- Duty-cycle below Sweet-spot
- Rigid stroke length/period

how

Split Piston



what

D-cycle, Efficient+ Propulsion+\$ave

- All cylinders work
- Sweet-spot to duty-cycle
- Optimal stroke lengths/periods

Gains

- Cost savings: I3 (for I6); I4 or I5 (propulsion)
- MPG: estimate >50%, test 80% (preliminary)
- Propulsion: logically >2x, test 3x (preliminary)

4-cycle, especially diesel, should be replaced like old light bulbs.