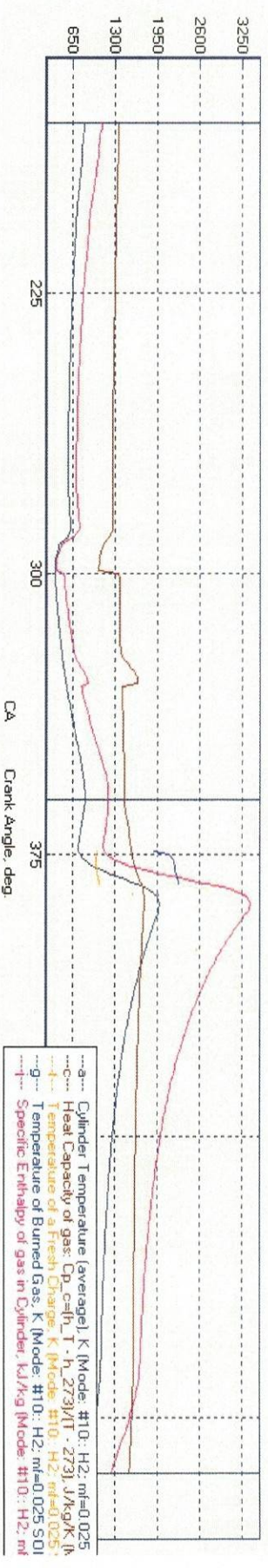
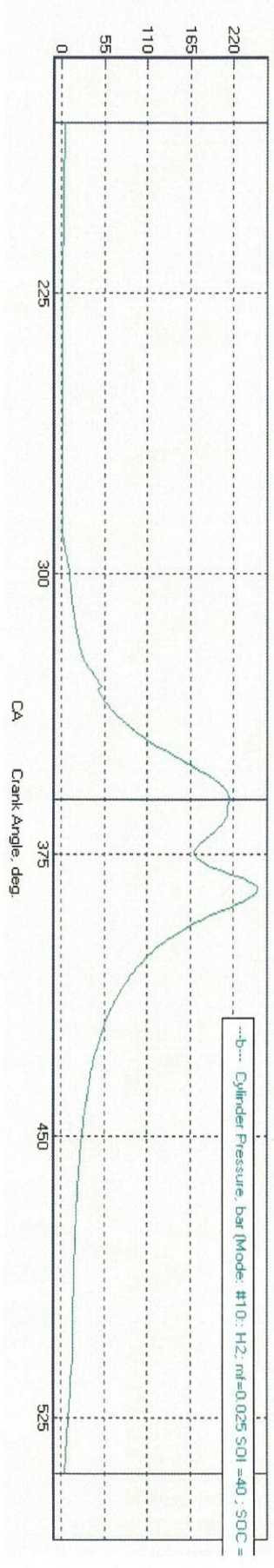


Diesel - RK: &ln-cylinder Parameters

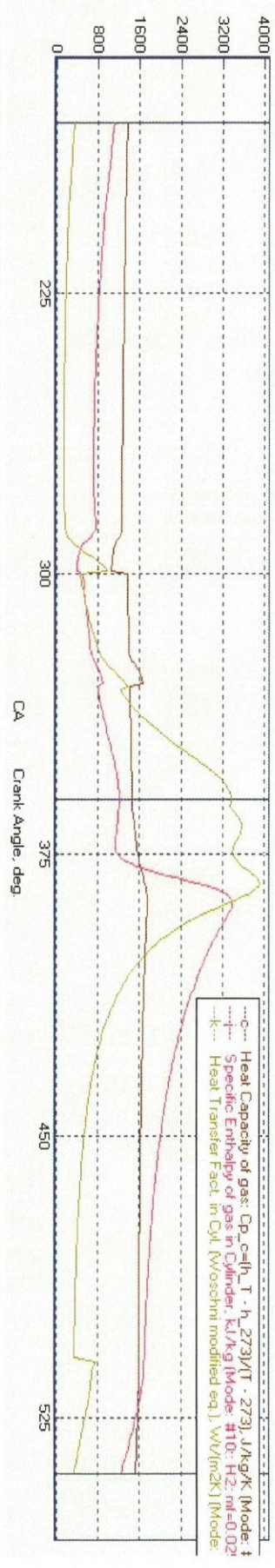
T_burnt, T_unburnt, Cp_c, h_c, T_cyl



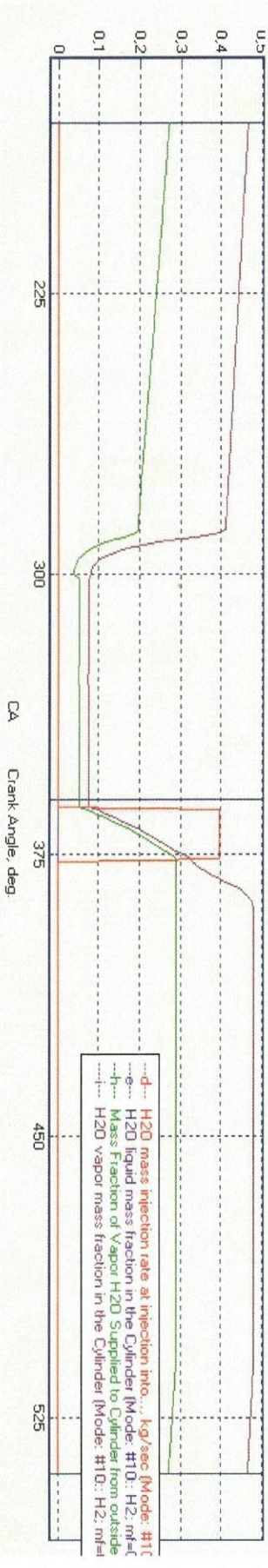
p_cyl



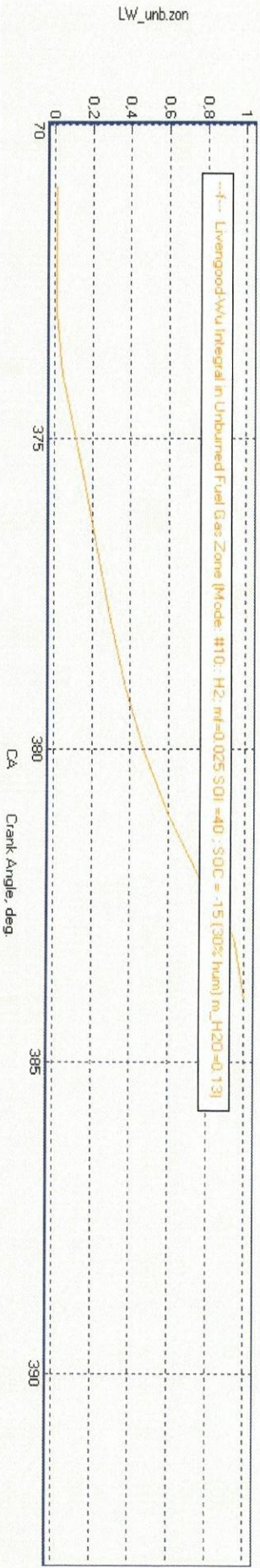
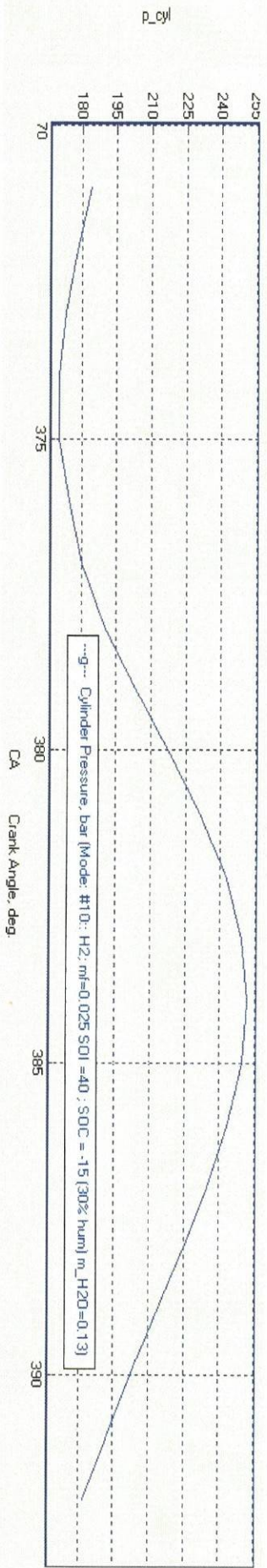
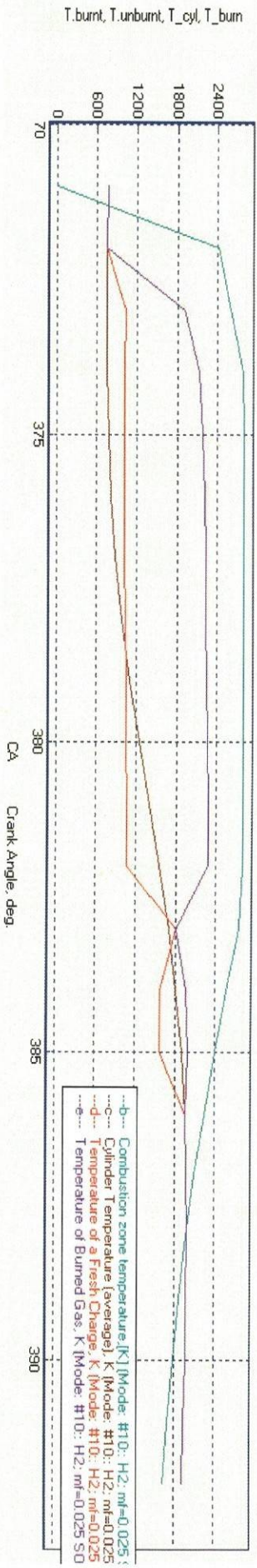
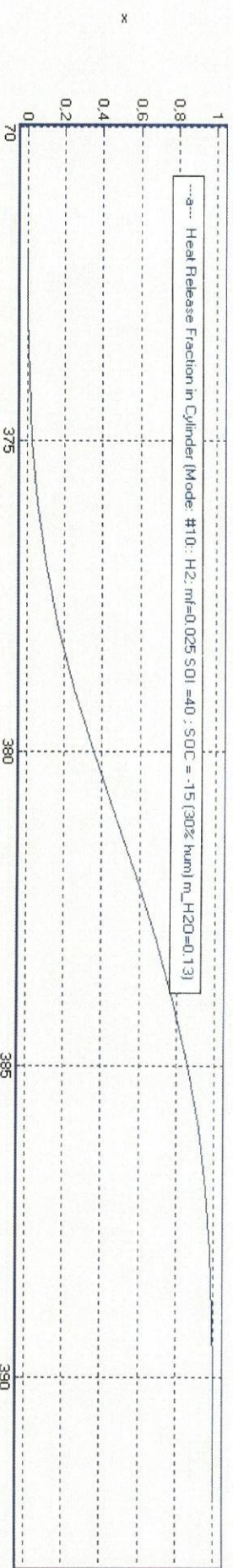
hc_cyl, h_c, Cp_c



H2O_v_supp, H2O_inj, H2O_l_cyl, H2O_v_

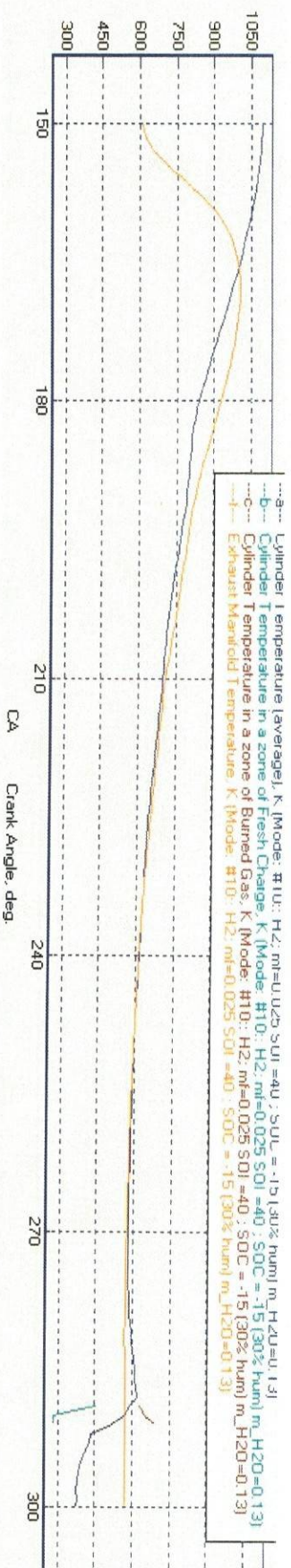


Diesel - RK: &Fuel Injection and Heat Release

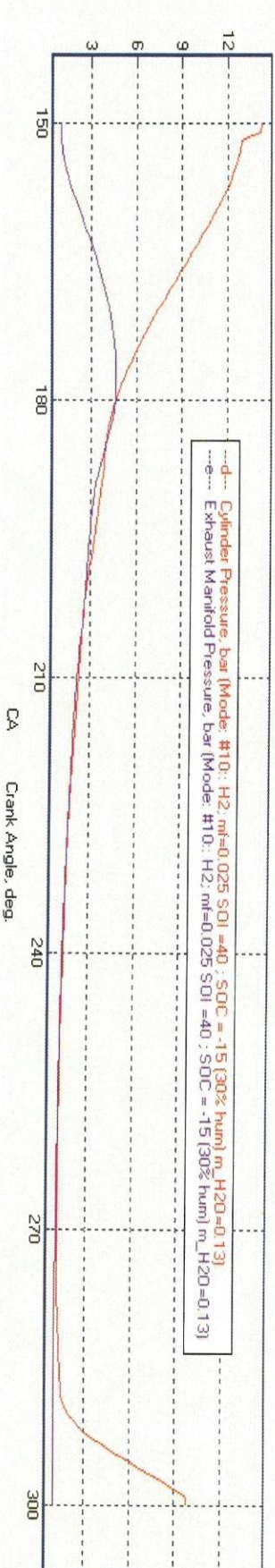


Diesel - RK: &Gas Exchange

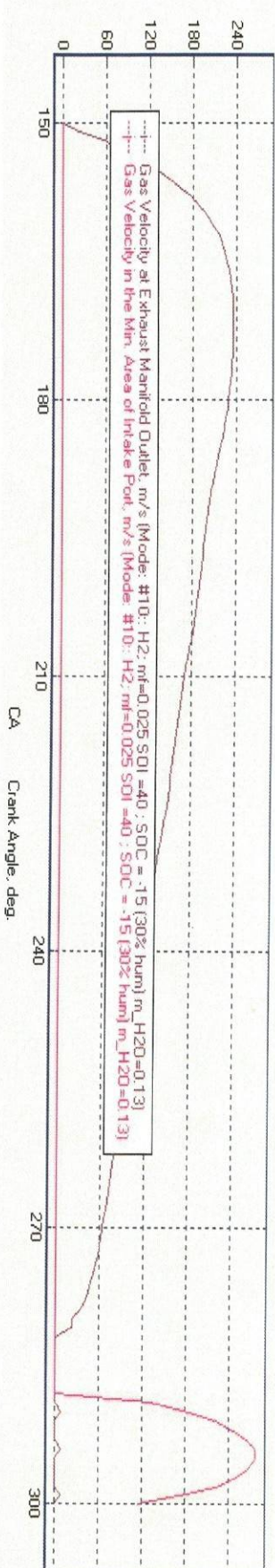
T_exh.mnf, T_cyl, T_unb_cyl, T_burn_cyl



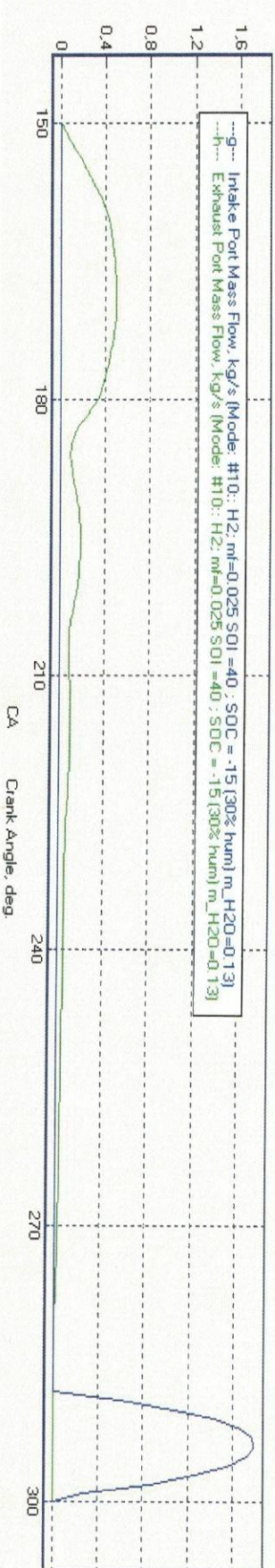
p_exh.mnf, p_cyl



v_int.prt, v_exh



m_int.prt, m_exh.prt



2026-09-11 16-30-45-012 Z-engine with Extra Exhaust valve
 Mode: #10:: H2;
 Title: mf=0.025 SOI =40 ; SOC = -15 (30% hum) m_H2O=0.13
 www.diesel-rk.com
 Fuel: Hydrogen

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----- PARAMETERS OF ENGINE WITH TURBOCOMPounding OR SUPERCHARGING -----
71.045      - P_ovrl      - Overall Power with account of geared units, kW
-6.2578     - dP_add      - Power added by geared Turb/Comp/TC/EGR compressor, kW
256.03      - Torq_ovrl    - Overall Torque in view of geared T/C/TC/EGR_comp., N m
40.002      - BMEP_ovrl   - Overall BMEP, bar
0.05595     - SFC_ovrl    - Overall Specific Fuel Consumption, kg/kWh
0.05232     - SFC_o.ISO   - Same Specific Fuel Consumption but in ISO, kg/kWh
0.15737     - SFC_42.7   - Specific Fuel Consumpt. given to Diesel Oil (42.7 MJ/kg)
0.53574     - Eta_ovrl   - Overall Engine Efficiency
10.0000     - R_gear      - Gear ratio of TK speed reducer
1.00000     - Eta_mc.hp  - Mechanical Efficiency of HPC
-6.2516     - dPdrv_hp   - Power added by geared Unit of HP stage, kW
10.0000     - R_gear.lp  - Gear Ratio of LP Units and drive shaft coupling
1.00000     - Eta_mc.lp  - Mechanical Efficiency of LP Compressor
-0.00620     - dPdrv_lp   - Power added by geared Unit of LP stage, kW
  
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----- PARAMETERS OF EFFICIENCY AND POWER -----
2650.0      - RPM          - Engine Speed, rev/min
77.303      - P_eng       - Piston Engine Power, kW
43.525      - BMEP        - Brake Mean Effective Pressure, bar
278.58      - Torque      - Brake Torque, N m
3.9750      - MFR         - Mass Flow Rate of the (Fuel) System, kg/h
0.02500     - m_f         - Mass of Fuel Supplied per cycle, g
0.07032     - m_f_42.7   - Cycle Fuel Mass of all fuels given to diesel (42.7 MJ/kg)
3.9750      - m_g_kg/h    - Mass Consumption of the Fuel Gas, kg/h
44.167      - m_g_m3/h    - Volume Consumption of Fuel Gas, m3/h (p=1atm; T=293K)
132.61      - E_fuel      - Total Fuel Energy, kW
0.05142     - SFC         - Specific Fuel Consumption, kg/kWh
0.04808     - SFC_ISO     - Specific Fuel Consumption in ISO, kg/kWh
0.14463     - SFC_42.7   - Specific Fuel Consumpt. given to Diesel Oil (42.7 MJ/kg)
0.58293     - Eta_f       - Efficiency of piston engine
44.984      - IMEP        - Indicated Mean Effective Pressure, bar
0.60247     - Eta_i       - Indicated Efficiency
7.0667      - Sp          - Mean Piston Speed, m/s
1.4587      - FMEP        - Friction Mean Effective Pressure, bar (MAHLE data)
0.96757     - Eta_m       - Mechanical Efficiency of Piston Engine
  
```

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----- ENVIRONMENTAL PARAMETERS -----
1.0000      - po_amb      - Total Ambient Pressure, bar
293.00      - To_amb      - (20 C) Total Ambient Temperature, K
1.0010      - p_Te        - Exhaust Back Pressure, bar (after turbine)
0.99000     - po_afltr    - Total Pressure after Induction Air Filter, bar
30.000      - Psi_H2O%     - Relative Air Humidity, %
  
```

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0.00434      - H2O_vap.o- H2O Mass Fraction in the ambient Air

----- EXHAUST GAS RECIRCULATION SYSTEM (LP) -----
0.0000      - EGR_lp      - Exhaust Gas Recirculation Ratio in LP system
1.0010      - p_egr.o      - Pressure in the Line Supplying EGR, bar
745.38      - T_egr.o      - (472 C) Temperature in the Line Supplying EGR, K
EGR Cooler #1 : dt= 419.3 K dp= 0.020 bar t_coolant= 36 C Ef=0.97
0.0000      - H2O_v.AC      - H2O Steam Fraction in EGR after EGR cooler
0.0000      - H2O_w.AC      - H2O Liquid Fraction in EGR after EGR cooler
0.00434      - H2O_v.Com      - H2O Steam Fract. in EGR+Air mixture before Compressor
0.0000      - H2O_w.Com      - H2O Liquid Fract. in EGR+Air mixture before Compressor
-0.00900     - dp_egr.lp      - D.P. btw cooled EGR and intake air pipe, bar
322.97      - T_egr.lp      - (50 C) EGR Temperature before mixing, K
0.0000      - m_egr         - Exhaust Gas Recirculation Flow Rate, kg/s
0.0000      - C_s.egr       - Stoichiom. Burned Gas Fraction after mixing
293.00      - T_mix         - (20 C) Temperature of Air and EGR mixture, K
0.99000     - p_mix         - Pressure of Air and EGR mixture, bar

----- TURBOCHARGING AND GAS EXCHANGE -----
9.5944      - p_C          - Pressure before Inlet Manifold, bar
305.30      - T_C          - (32 C) Temperature before Inlet Manifold, K
0.03812     - m_air         - Total Mass Intake Airflow of the Engine, kg/s
0.98302     - Eta_TC        - Turbocharger Efficiency
1.4291      - po_T          - Average Total Turbine Inlet Pressure, bar
811.90      - To_T          - (539 C) Average Total Turbine Inlet Temperature, K
0.05428     - m_gas         - Total Mass Exhaust Gasflow of the Engine, kg/s
0.99193     - A/F_eq.t      - Total Air Fuel Equivalence Ratio (Lambda)
1.0081      - F/A_eq.t      - Total Fuel Air Equivalence Ratio
0.20929     - Eta_v         - Volumetric Efficiency
0.12603     - x_r          - Residual Gas Mass Fraction
0.96596     - Phi          - Coeff. of Scavenging (Delivery Ratio / Eta v)
0.0000      - BF_int        - Burnt Gas Fraction Backflowed into the Intake, %
0.0000      - %Blow-by      - % of Blow-by through piston rings
0.08077     - H2O_vap       - H2O Vapor Fract. in Cyl. Air after Gasexchange
0.00116     - H2O_liq       - H2O Liquid Fract. in Cyl. Air after Gasexchange

----- INTAKE SYSTEM -----
0.99996     - Sig_pint      - Pressure Ratio in a Unit before Intake Manifold
9.5876      - p_int         - Average Intake Manifold Pressure, bar
303.91      - T_int         - (31 C) Average Intake Manifold Temperature, K
0.03812     - m_int         - Intake Manifold Mass Air (+ EGR) Flow, kg/s
0.44107     - v_int         - Average Gas Velocity in intake manifold, m/s
300.00      - Tw_int        - (27 C) Average Intake Manifold Wall Temperature, K
131.50      - hc_int        - Heat Transfer Coeff. in Intake Manifold, W/(m2*K)
280.00      - Tw_int.p      - (7 C) Average Intake Port Wall Temperature, K
586.33      - hc_int.p      - Heat Transfer Coeff. in Intake Port, W/(m2*K)
0.00292     - H2O_vap       - H2O Vapor Fract. in Air of Intake Manifold (average)
0.00142     - H2O_liq       - H2O Liquid Fract. in Air of Intake Manif. (average)

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12.979 - A_v.thrt - Total Effective Valve Port Throat Area, cm2
 Valve Dim. Estim.: Num=2 Dv= 35.0 Dt= 30.0 Ds= 5.5 Lv= 7.7 Lv_desig= 8.8 mm

----- EXHAUST SYSTEM -----

1.4291 - p_exh - Average Exhaust Manifold Gas Pressure, bar
 676.61 - T_exh - (403 C) Average Exhaust Manifold Gas Temperature, K
 0.05404 - m_exh - Exhaust Manifold Mass Gas Flow, kg/s
 81.926 - v_exh - Average Gas Velocity in exhaust manifold, m/s
 13.957 - Sh - Strouhal number: Sh=a*Tau/L (has to be: Sh > 8)
 656.99 - Tw_exh - (384 C) Average Exhaust Manifold Wall Temperature, K
 272.81 - hc_exh - Heat Transfer Coeff. in Exhaust Manifold, W/(m2*K)
 427.04 - hc_exh.p - Heat Transfer Coeff. in Exhaust Port, W/(m2*K)
 0.48123 - H2O_vap - H2O Vapor Fract. in Gas of Exhaust Manif. (average)
 0.0000 - H2O_liq - H2O Liquid Fract. in Gas of Exh. Manif. (average)
 9.4719 - A_v.thrt - Total Effective Valve Port Throat Area, cm2
 Valve Dim. Estim.: Num=2 Dv= 32.0 Dt= 28.0 Ds= 5.5 Lv= 8.7 Lv_desig= 8.0 mm
 0.04155 - Gas_f.exh - Fuel Gas Fract. (of cycle mass) in Exh. Manifold

----- SYSTEM OF EXTRA EXHAUST -----

78.000 - EEVO - Extra Exhaust Valve Opening, CA deg. ABDC
 100.000 - EEVC - Extra Exhaust Valve Closing, CA deg. ABDC
 14.000 - d_e.ex.0 - Extra Exh. Manifold Exit Orifice Diameter, mm
 1.0020 - p_e.exh - Average Pressure in Extra Exh. Manifold, bar
 484.18 - T_e.exh - (211 C) Aver. Temper. in EE Manif., K
 0.45692 - m_e.exh% - Fraction [%] of gas exhausted via Extra system.
 0.24804E-03 - m_e.exh - Mass flow rate through Extra Exhaust system, kg/s
 475.00 - Tw_ee - (202 C) Aver. Wall Temperat. of EE Manifold, K
 Valve parameters: Num=1 Dv= 30.0 Dt= 26.0 Ds= 5.0 Lv= 1.0 Lv_desig= 1.0 mm

----- INJECTION OF MAIN FUEL SYSTEM "A" -----

Fuel: Hydrogen C:0.000 H:0.998 O:0.000
 System: Pintle type injector Direct Inj. into Cylinder
 3.9750 - MFR - Mass Flow Rate of the (Fuel) System, kg/h
 0.02500 - m_f.A - Cycle mass delivered by the system A, g
 300.00 - T_gas - (27 C) Fuel Gas Temperature, E
 1.00000 - E_f.frac - Fraction of Energy Supplied by this Fuel System
 0.0000 - f_scav - Fraction of Fuel being Lost at Scavenging
 0.0000 - f_bb - Fraction of Fuel being lost due to blow-by
 0.0000 - f_unburn - Fraction of Fuel Energy being Unburnt in Cylinder
 40.000 - SOI - Start of delivery of the system, CA deg. B.TDC
 9.1387 - Dur_inj - Duration of Injection, CA deg.
 -11.000 - SOC_Ex.Ig - Start of Combust. with external ign., deg. B.TDC
 15.360 - V_activ - Volume of Active zone initiating combustion of Gas, cm3
 80.000 - MON_fuel - Motor Octane Number of fuel (function of H/C)
 10.820 - MN_fuel - Methane Number of fuel (function of H/C)
 21.000 - Phi_z - Combustion Duration for this fuel system, deg.
 20.218 - Phi_z.m.z - Gas Combustion Duration in Main Zone of Cylinder, deg.
 2.4000 - m_v.m.z - Wiebe factor of Gas Combustion in Main Zone of cylinder
 0.10000E-03 - V_ass.spr - Rated Volume of pilot fuel sprays used for gas ignition

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1.0189 - A/F.gas - Eq. Air Fuel Ratio for Gas Fuel only
0.0000 - x.gas_ass- Fuel Gas Fraction Burning in zone of pilot Jet/Spray

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----- INJECTION OF FUEL: SYSTEM "B" -----

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Matter: H2O
System: Custom Fuel System
55.650 - MFR - Mass Flow Rate of the (Fuel) System, kg/h
0.35000 - m_f.B - Cycle mass delivered by the system B, g
4.9775 - H2O/fuel - H2O mass rated to equiv. mass of diesel oil (42.7 MJ/kg)
-3.0000 - SOI - Start of Injection of the system, CA deg. B.TDC
14.000 - Dur_inj - Duration of Injection, CA deg.

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----- COMBUSTION -----

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1.0171 - A/F.eq - Air Fuel Equival. Ratio (Lambda) in the Cylinder
0.98316 - F/A.eq - Fuel Air Equivalence Ratio in the Cylinder
251.66 - p_max - Maximum Cylinder Pressure, bar
1986.2 - T_max - (1713 C) Maximum Cylinder Temperature, K
24.000 - CA_p.max - Angle of Max. Cylinder Pressure, deg. A.TDC
28.000 - CA_T.max - Angle of Max. Cylinder Temperature, deg. A.TDC
4.6040 - dp/dTheta - Max. Rate of Pressure Rise, bar/deg.
1.7167 - Ring_Intn- Ringing / Knock Intensity, MW/m2
12814. - F_max - Max. Gas Force acting on the piston, kg
0.0000 - SOI - Start of Injection of the system, CA deg. B.TDC
-11.000 - SOC - Start of Combust. if no external ign., deg.B.TDC
18.961 - Phi_z - Combustion Duration (for 99% of fuel), deg.
2.4000 - m_v - Wiebe's Factor in the Cylinder
0.0000 - f_scav - Fraction of Fuel being lost at Scavenging
0.0000 - f_bb - Fraction of Fuel being lost due to blow-by
0.0000 - f_unburn - Fraction of Fuel Energy being Unburnt in Cylinder
121.87 - ON_min - Minimum Octane Number of fuel (knock limit by Dauaud-Eyz
1.2000 - Lw_knock - Readiness of knock within end-gas (Livengood-Wu integr.)

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----- ECOLOGICAL PARAMETERS -----

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180.28 - CO2 - Specific Carbon dioxide emission, g/kWh
2.7443 - NO - Specific. NOx emiss. reduc. to NO, g/kWh (DKM)
0.0000 - SO2 - Specific SO2 emission, g/kWh

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----- CYLINDER PARAMETERS -----

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10.315 - p_ivc - Pressure at Compression Start (at IVC), bar
377.29 - T_ivc - (104 C) Temperature at Compression Start (at IVC), K
0.00101 - m_ivc - Mass of Gas (incl. Resid.) in Cyl. at IVC, kg
0.09497 - C_ivc - Stoich. Burnt Gas Fract. in Cyl. at IVC
0.91010E-03 - m_air.ivc- Mass of Air in Cylinder at IVC, kg
82.864 - p_340 - in-Cyl. Press. if N/A DI Fuel sup., CA=20 deg.BTDC, bar
214.05 - p_tdc - Compress. Pressure at TDC if N/A DI Fuel Suppl., bar
840.85 - T_tdc - (568 C) Compress. Temper. at TDC if N/A DI Fuel Suppl.,
14.252 - p_evo - Pressure in Cylinder at EVO, bar
1094.2 - T_evo - (821 C) Temperature in Cylinder at EVO, K

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-----HEAT EXCHANGE IN THE CYLINDER-----
1075.4 -T_eq - (802 C) Average Equivalent Temperature of Cycle, K
931.87 -hc_c - Aver. Factor of Heat Transfer in Cyl., W/m2/K
390.00 -Tcool_eng- (117 C) Temperature of engine coolant, K
700.00 -Tw_pist - (427 C) Average Piston Crown Temperature, K
440.00 -Tw_lin.up- (167 C) Upper Part Temp. of Cylind. Liner (near TDC), K
420.93 -Tw_lin.av- (148 C) Average Cylinder Liner Temperature, K
416.90 -Tw_lin.dn- (144 C) Lower End Temp. of Cylinder Liner (near BDC), K
470.00 -Tw_head - (197 C) Average Head Wall Temperature, K
435.42 -Tw_cool - (162 C) Average Temperature of Cooled Surface
of Cylinder Head, K
398.16 -Tboil - (125 C) Boiling Temp. in Liquid Cooling System, K
12519. -hc_cool - Average Factor of Heat Transfer, W/(m2*K)
from head cooled surface to coolant
2835.9 -q_head - Heat Flow in a Cylinder Head, J/s
1758.5 -q_pist - Heat Flow in a Piston Crown, J/s
2919.0 -q_liner - Heat Flow in a Cylinder Liner, J/s
.....Heat balance .....
79893. -q_ind - Heat quantity, equivalent to indicated power, J/s
2835.9 -q_cover - Heat transfer into all cylinder covers, J/s
1758.5 -q_piston - Heat transfer into all pistons, J/s
2919.0 -q_liner - Heat transfer into all cylinder liners, J/s
3803.6 -q_exh.pt - Heat transfer into the walls of all exh. ports, J/s
191.98 -q_exh.mn - Heat transfer into the walls of exh. manifold, J/s
38421. -q_exh.gs - Heat loss with exhaust gases behind the turbine, J/s
3278.2 -q_coolLP - Heat transfer from boost air into the LP stage, J/s
6619.9 -q_coolHP - Heat transfer from boost air into the LP stage, J/s
7110.8 -q_resid - Residual term of the heat balance, J/s
Fractions of heat flux
Ind. Cover Piston Liner Exh.pt Exh.mn Exh.gs CoolLP CoolHP Resid.
0.602 0.021 0.013 0.022 0.0287 0.0014 0.2897 0.0247 0.0499 0.0536

-----MAIN ENGINE CONSTRUCTION PARAMETERS-----
27.000 -CR - Compress. Ratio (if OP then both pistons are at TDC)
9.0601 -CR_opn.h - CR in view of losses due to open height of porting
.....Ports timing .....
-108.00 -IVO - Intake Valve Opening, deg. before DC
120.00 -IVC - Intake Valve Closing, deg. after BDC
30.000 -EVO - Exhaust Valve Opening, deg. before BDC
101.00 -EVC - Exhaust Valve Closing, deg. after DC

-----TAIL PIPE PARAMETERS (AFTER TURBINE)-----
0.05428 -m_gas - Total Mass Exhaust Gasflow of the Engine, kg/s
0.03843 -m_air.st - Air Flow for Stoichiometric Fuel Combustion, kg/s
0.72834 -Stoich.fr- Fraction of Stoichiometric Burnt Gas in Exhaust
745.38 -T_t2.cond- (472 C) Temperature after Steam Condensation, K
0.48123 -H2O.vf_t2- Water Steam Fraction in Exhaust after Condensation
0.0000 -H2O.wf_t2- Liquid Water Fraction in Exhaust after Condensation

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-----COMPRESSOR PARAMETERS LP stage -----
26500. - RPM_C.lp - Rotor Speed of LPC, rev/min
4.0520 - P_C.lp - Power of LP Compressor, kW
0.80000 - Eta_C.lp - Adiabatic Efficiency of LP Compressor
0.03812 - m_C.lp - Mass Airflow of LP Compressor, kg/sec
0.65916 - m*_C.lp - Mass Airflow Parameter, kg SQRT(K)/(s bar)
0.03818 - m.cor_Clp - Corrected Mass Airflow of LPC, kg/s
1548.1 - RPM*_C.lp - Rotor Speed Parameter, rev/min SQRT(K)
26725. - RPMcor_lp - Corrected Rotor Speed, rev/min
2.4300 - PR_C.lp - Pressure Ratio of LP Compressor
0.0000 - Kpi_C.lp - Factor Kpi of LP Compressor
0.99000 - po_ic.lp - Inlet Total Pressure of LPC, bar
293.00 - To_ic.lp - (20 C) Inlet Total Temperature of LPC, K
2.4057 - po"C.lp - Total Discharge Press.(before LP cooler), bar
398.76 - To"C.lp - (126 C) Total Discharge Temp. (before LP cooler), K
0.96000 - Ecool.lp - Thermal Efficiency of LP Air Inter-cooler
310.00 - Tcool.lp - (37 C) LP Inter-cooler Refrigerant Temperature, K
36.457 - A_cool - Factor of pressure losses in the Inter-cooler
2.3857 - po_C.lp - Total Pressure after LP Inter-cooler, bar
313.55 - To_C.lp - (40 C) Total Temperature after LP Inter-cooler, K
0.00434 - H2O_vap - H2O Vapor Mass Fraction in Air after Intercooler
0.0000 - H2O_liq - H2O Liquid Mass Fraction in Air after Intercooler

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-----COMPRESSOR PARAMETERS HP stage -----
26500. - RPM_C.hp - Rotor Speed of HPC, rev/min
6.2516 - P_C.hp - Power of HPC, kW
0.94000 - Eta_C.hp - Adiabatic Efficiency of HPC
0.03812 - m_C.hp - Mass Airflow of HP Compressor, kg/s
0.28296 - m*_C.hp - Mass Airflow Parameter, kg SQRT(K)/(s bar)
0.01639 - m.cor_Chp - Corrected Mass Airflow of HPC, kg/s
1496.6 - RPM*_C.hp - Rotor Speed Parameter, rev/min SQRT(K)
25835. - RPMcor_hp - Corrected Rotor Speed, rev/min
4.0300 - PR_C.hp - Pressure Ratio of HP Compressor
0.0000 - Kpi_C.hp - Factor Kpi of HP Compressor
2.3857 - po_ic.hp - Inlet Total Pressure of HPC, bar
313.55 - To_ic.hp - (40 C) Inlet Total Temperature of HPC, K
9.6144 - po"C.hp - Total Discharge Press. (before HP cooler), bar
476.72 - To"C.hp - (204 C) Total Discharge Temp. (before HP cooler), K
0.97000 - Ecool.hp - Thermal Efficiency of HP Air Inter-cooler
300.00 - Tcool.hp - (27 C) HP Inter-cooler Refrigerant Temperature, K
150.58 - A_cool - Factor of pressure losses in the Inter-cooler
9.5944 - po_C.hp - Total Pressure after Inter-cooler, bar
305.30 - To_C.hp - (32 C) Total Temperature after Inter-cooler, K
0.00313 - H2O_vap - H2O Vapor Mass Fraction in Air after Intercooler
0.00122 - H2O_liq - H2O Liquid Mass Fraction in Air after Intercooler

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-----TURBINE PARAMETERS HP stage -----
26500. - RPM_T.hp - HP Turbine Rotor Speed, rev/min
0.0000 - P_T.hp - Effective Power of HPT, kW

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1.00000 - Eta_T.hp - Internal turbine Efficiency of HPT
0.97000 - Eta_mT.hp - Mechanical Efficiency of HPT
0.05404 - m_T.hp - Mass Gasflow of HPT, kg/s
0.01077 - m*_T.hp - Mass Gasflow Parameter, (kg SQRT(K))/(s kPa)
930.02 - RPM*_T.hp - Rotor Speed Parameter, rev/min SQRT(K)
1.00000 - PR_T.hp - Expansion Pressure Ratio of HPT
0.0000 - B_T.hp - Relative Work B=118.34 {(1-k)/k} Eta_T
1.4291 - po_T.hp - Inlet Total Pressure of HPT, bar
811.90 - To_T.hp - (539 C) Inlet Total Temperature of HPT, K
1.4291 - po_eT.hp - HP Turbine Exhaust Back Pressure, bar
811.90 - To_eT.hp - (539 C) HP Turbine Exhaust Back Temperature, K

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----- TURBINE PARAMETERS LP stage -----
26500. - RPM_T.lp - LP Turbine Rotor Speed, rev/min
4.0458 - P_T.lp - Effective Power of LPT, kW
0.96649 - Eta_T.lp - Adiabatic Efficiency of LPT
0.97000 - Eta_mT.lp - Mechanical Efficiency of LPT
0.05404 - m_T.lp - Mass Gasflow of LPT, kg/s
0.01077 - m*_T.lp - Mass Gasflow Parameter, (kg SQRT(K))/(s kPa)
930.02 - RPM*_T.lp - Rotor Speed Parameter, rev/min SQRT(K)
1.4258 - PR_T.lp - Expansion Pressure Ratio of LPT
9.6364 - B_T.lp - Relative Work B=118.34 {(1-k)/k} Eta_T
1.4291 - po_T.lp - Inlet Total Pressure of LPT, bar
811.90 - To_T.lp - (539 C) Inlet Total Temperature of LPT, K
1.0023 - po_eT.lp - LP Turbine Exhaust Back Pressure, bar
745.38 - To_eT.lp - (472 C) LP Turbine Exhaust Back Temperature, K

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