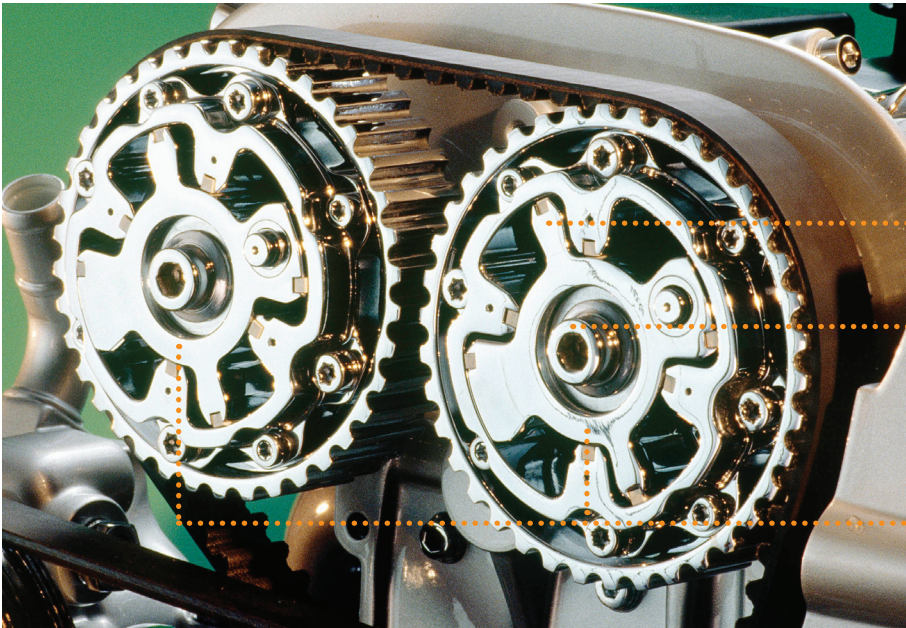




Twin Independent Variable Camshaft Timing (Ti-VCT)

Ford developed Ti-VCT to allow extremely precise, variable control of “valve overlap,” or the window of time in which both the intake and exhaust valves in an engine are open at the same time. By adjusting overlap continuously, an engine can operate at optimum settings for peak fuel economy or peak power output as conditions demand. Ti-VCT also facilitates an “internal EGR” effect, reducing NOx (a contributor to smog) and hydrocarbon emissions throughout the engine’s operating range.

Ti-VCT components



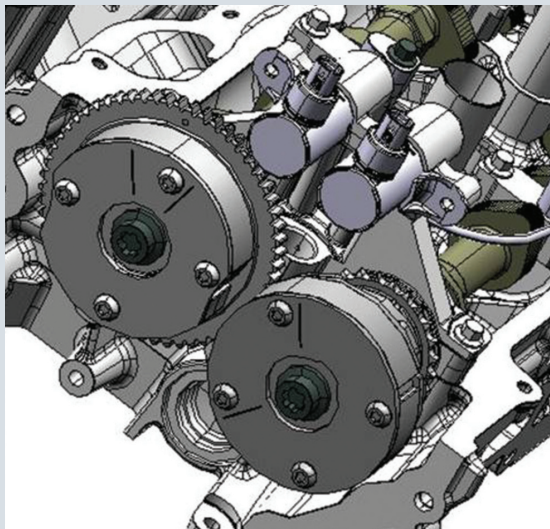
Electronic solenoid valves direct high-pressure engine oil to control vanes in each of the camshaft sprocket housings.

The camshafts can be rotated slightly relative to their initial position, allowing the cam timing to be “advanced” or “retarded” based on the oil pressure directed by the solenoid valves.

By using one valve per camshaft, controlled by the Electronic Control Module (ECM), each intake and exhaust cam can be advanced or retarded independently of the other. Competitive systems traditionally operate only on the intake cam.

Benefits of Ti-VCT versus non-VCT-equipped engines

- Up to a 7 percent improvement in peak power and a 5 percent improvement in low-speed torque for better acceleration, passing and merging performance.
- Up to a 4.5 percent improvement in fuel economy.
- Reduced NOx and hydrocarbon emissions without compromising idle quality.
- Optimized cold-start operation minimizing cold-start emissions.



“Overlap control via Ti-VCT helps us eliminate compromises in the induction and exhaust systems. Drivers are going to notice improved low-speed torque and increased fuel economy and peak horsepower. And there are benefits they won’t notice too, like reduced emissions overall, especially at part-throttle.”

– Jim Mazuchowski,
Manager, V6 Powertrain Operations

Availability

- 2011 Ford Mustang 3.7-liter V6
- Additional applications to be announced

