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presented at the diesel gas engine power conference and exhibit washington d c apr 1 4 1973 the mass of air required to burn a unit mass of fuel with no excess of oxygen or fuel left over is known as the stoichiometric air fuel ratio the ratio varies appreciably over the wide range of fuels gasolines diesel fuels and alternative fuels that might be considered for use in automotive engines although performance of engines operating on different fuels may be compared at the same air fuel ratio of same fuel air ratio it is more appropriate to compare operation at the same equivalence ratio for which a knowledge of stoichiometric air fuel ratio is a prerequisite this report summarizes the computation of stoichiometric air fuel ratios from a knowledge of a composition of air and the elemental composition of the fuel without a need for any information on the molecular weight of the fuel a derivation is presented to show that if the air fuel ratio at lean mixtures is plotted against the fuel air ratio at rich mixtures for identical values of the knock limited or preignition limited indicated mean effective pressure on each side of the minimum indicated mean effective pressure point a straight line should result this linear relation is checked for several cases of knock limited and preignitiion limited cfr engine data the correlation obtained indicates that the influential variables controlling this knock limited or preignition limited performance of a fuel in the lean mixture and rich mixture branches of the performance curve are related the mass of air required to burn a unit mass of fuel with no excess of oxygen or fuel left over is known as the stoichiometric air fuel ratio this ratio varies appreciably over the wide range of fuels gasolines diesel fuels and alternative fuels that might be considered for use in automotive engines although performance of engines operating on different fuels may be compared at the same air fuel ratio or same fuel air ratio it is more appropriate to compare operation at the same equivalence ratio for which a knowledge of stoichiometric air fuel ratio is a prerequisite this sae

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