



## Corrigendum to “Applicability of Reducing Valve Timing Overlap for Diesel Engines under High Exhaust Back Pressure”

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## CORRIGENDUM

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In [1], two values in Table 2 are incorrect. The Engine Power of 110% load should be corrected to 1093.0 bkW, not 10,930 bkW. The BMEP of 110% load should be corrected to 2271.0 kPa, not 22,710 kPa. The corrected table is presented below.

Table 2. Major FAT results of C32 engine performance.

Load	Engine Power	Brake mean eff. Pre. (BMEP)	Brake spec. consumption (BSFC)
%	bkW	kPa	g/(bkW-h)
110	1093.0	2271.0	204.7
100	994.0	2064.0	207.2
75	746.0	1548.0	216.3
50	497.0	1032.0	220.1

## Reference

- [1] Chen Chien-Cheng, Jeng Yuan-Liang, Yen Shun-Chang. Applicability of Reducing Valve Timing Overlap for Diesel Engines under High Exhaust Back Pressure. Article 5 J Mar Sci Technol 2024;32(1). <https://doi.org/10.51411/2709-6998.2731>. Available at: <https://jmstt.ntou.edu.tw/journal/vol32/iss1/5>.