

Contents

1	Introduction	1
2	Fundamentals of reactive flows, turbulence and premixed flames	5
2.1	Governing Equations	5
2.1.1	Conservation equations	6
2.1.2	Constitutive and state equations, transport properties	6
2.2	Turbulence	9
2.2.1	Scales of turbulent motion	9
2.2.2	Reynolds-Averaged Navier-Stokes Equations	11
2.2.3	Turbulence modelling	13
2.3	Premixed Combustion	16
2.3.1	Laminar premixed flames	17
2.3.2	Turbulent premixed flames	20
2.3.3	Turbulent premixed combustion modelling	24
3	Flame-wall interaction: a literature-based analysis	29
3.1	Laminar flame-wall interaction	30
3.1.1	Head-on quenching	31
3.1.2	Side-wall quenching	37
3.1.3	Conclusion	39
3.2	Near-wall turbulence	39
3.2.1	Fully developed turbulent channel flow	40
3.2.2	Shear-free turbulent boundary layer	41
3.2.3	Conclusion	42
3.3	Turbulent flame-wall interaction	43
3.3.1	Flame-wall interaction in turbulent shear-free boundary layers . .	43
3.3.2	Flame-wall interaction in turbulent boundary layers with mean shear	44
3.3.3	Conclusion	45
3.4	A priori analysis of flame-wall interactions in SI engines	46
3.5	A brief review of flame-wall interaction models	47
4	Experimental and simulative analysis of flame-wall interactions in a spark-ignition engine	49
4.1	Experimental setup and procedure	50
4.1.1	Engine test bench and measuring technology	50
4.1.2	Experimental procedure and operating points	52

4.2	Analysis and phenomenology of wall heat fluxes in spark ignition engines	54
4.2.1	Analysis of ensemble-averaged wall heat fluxes	54
4.2.2	Analysis of single cycle and quenching wall heat fluxes	55
4.3	Simulative methodology for analysing the quenching wall heat fluxes	59
4.3.1	Estimation of the quenching distance	60
4.3.2	Simulative methodology	62
4.4	Characteristics of flame-wall interaction in spark-ignition engines	67
4.4.1	Quenching distance	67
4.4.2	Normalized scales of flame-wall interaction in spark-ignition engines	70
4.4.3	Remarks and limitations	73
4.5	Conclusion	75
5	Modelling premixed flame-wall interactions using a level-set flamelet approach	77
5.1	The G-equation model for turbulent combustion	78
5.1.1	The level-set approach for laminar flames	78
5.1.2	The level-set approach for turbulent flames	80
5.2	Modelling of flame quenching	83
5.2.1	The level-set approach for laminar quenched and unquenched flames	83
5.2.2	Probability of finding quenched and unquenched flamelets within a turbulent flame brush	87
5.2.3	Effect of quenching on the turbulent burning velocity	92
5.3	The level-set approach for turbulent quenched and unquenched flames	96
5.3.1	Transport equation for the mean flame front position	96
5.3.2	Transport equation for the variance of G	97
5.4	Modelling of near-wall turbulence and flame development	98
5.4.1	Correlations for the turbulent diffusivity	99
5.4.2	Correlations for the turbulent burning velocity	101
5.5	Model analysis and validation	102
5.5.1	A priori analysis of the unquenched factor Q	102
5.5.2	Analysis and validation using a turbulent channel flow	105
5.5.3	Analysis of combustion in a pancake-shaped SI engine	110
5.6	Conclusion	113
6	Application to combustion simulation in a direct-injection SI engine	115
6.1	Comparison of heat release and pressure prediction	115
6.2	Analysis of flame structure and flame propagation	118
6.3	Flame-wall interactions in SI engines - a phenomenological summary	126
6.4	Conclusion	128
7	Summary and conclusion	131
Appendix		135
A	Definition of the tumble and swirl number	135
B	Algorithmic evaluation of single-cycle wall heat flux traces	135

C	Correlations for the laminar burning velocity and the inner layer temperature of gasoline-air flames	137
D	Implementation of the GFWI model	139
D.1	Quenching and wall distance estimation	141
D.2	Spark ignition modelling	142
Bibliography		145