Contents

List of Figures **xxi**

List of Tables **xxv**

Nomenclature **xxvii**

1 Introduction **1**

1.1 Hydrogen as a Fuel for Internal Combustion Engines 1

1.1.1 Combustion Characteristics of Hydrogen 2

1.1.2 Mixture Formation Strategies for Hydrogen Engines 4

1.1.2.1 External Mixture Formation 4

1.1.2.2 Internal Mixture Formation 5

1.2 Review of Research Activities 7

1.2.1 State-of-the-Art: Hydrogen Engine Technology . . . 8

1.2.1.1 BMW Group, Germany 9

1.2.1.2 MAN Nutzfahrzeuge Group, Germany . . . 10

1.2.1.3 Ford Motor Company, USA 10

1.2.1.4 Technical University of Graz, Austria 10

1.2.1.5 Argonne and Sandia National Laboratories, USA 11

1.2.1.6 University of Ghent, Belgium 12

1.2.1.7 Hydrogen Research Institute, Canada . . . 12

1.2.2 State-of-the-Art: Hydrogen Turbulent Combustion Modelling 12
1.2.2.1 University of Armed Forces Munich, Germany 13
1.2.2.2 Institut Francais du Petrole (IFP), France . . 14
1.2.2.3 Los Alamos National Laboratories, USA . . 14
1.2.2.4 University of Leeds, GB 15
1.3 Motivation and Objectives of the Present Work 16

2 Subject of Investigation **19**
2.1 Description of Hydrogen Research Engines 19
2.1.1 Thermodynamic Research Engine 19
2.1.1.1 Engine Specifications 19
2.1.1.2 Thermodynamic Engine Operating Points for CFD Validation 21
2.1.2 Transparent Research Engine 22
2.1.2.1 Engine Specifications 22
2.1.2.2 Transparent Engine Operating Points for CFD Validation 24
2.2 Thermodynamic Research Engine Measurements 25
2.2.1 Nitric Oxides Formation 25
2.2.2 Unburned Hydrogen in the Exhaust 27
2.2.3 Indicated Efficiency 28

3 Computational Model **31**
3.1 Conservation Equations for Reacting Flows 31
3.1.1 Navier-Stokes Equations 32
3.1.2 Species Transport and Energy Equation 33
3.2 Turbulence Modelling and Wall Treatment 35

3.2.1 Eddy Viscosity Turbulence Models 36
3.2.1.1 The Standard k-ε Model 36
3.2.1.2 The RNG k-ε Model 37
3.2.1.3 The Shear Stress Transport Model 37
3.2.2 The Reynolds Stress Turbulence Model 38
3.3 Initial and Boundary Conditions 39
3.4 Computational Mesh 40
3.4.1 Gas Exchange Phase 41
3.4.2 Hydrogen Injection Phase 42
3.4.3 Compression and Expansion Stroke 43
3.5 Numerical Settings 43

4 Turbulent Combustion Modelling **45**
4.1 Classification of Hydrogen Engine Combustion Regimes . . 45
4.2 The Laminar Flamelet Model 47
4.3 Turbulent Flame Speed Closure Approach 50
4.3.1 The Zimont Model 51
4.3.2 The Bradley Model 53
4.4 Flame Surface Density Approach 56
4.4.1 The Extended Coherent Flame Model 56
4.4.2 Modelling of Turbulent Strain Rate 59
4.5 Ignition Model 60

5 Hydrogen Burning Velocities **61**
5.1 Basic Considerations 62
5.1.1 Flame Propagation Relations 62
5.1.1.1 Laminar Flame Front Velocities S_n and S . . 62
5.1.1.2 Laminar Burning Velocities u_n and u_l 63

5.1.1.3 Turbulent Flame Speed U_t 64
5.1.2 Sensitivity on Thermochemical Conditions of the Mixture 64
5.1.2.1 Dependency on Equivalence Ratio 65
5.1.2.2 Dependency on Temperature and Pressure 66
5.1.3 Flame Instabilities of Premixed Hydrogen Combustion 67
5.1.3.1 Thermodiffusive Instabilities 68
5.1.3.2 Hydrodynamic Instabilities 68
5.2 Review of Flame Speed Measurements 69
5.2.1 Investigations of Milton & Keck 69
5.2.2 Investigations of Iijima & Takeno 70
5.2.3 Investigations of C. K. Law et al. 70
5.2.4 Investigations of Verhelst and Bradley et al. 71
5.2.4.1 Experimental Investigations 71
5.2.4.2 Instability Correction of Burning Velocities 72
5.3 Computations with Detailed Chemical Kinetic Model 73
5.3.1 Validation by Experimental Data 73
5.3.2 Laminar Flame Speed at Engine-Relevant Conditions 75
5.4 Measurements on ETH-LAV Compression Machine 77
5.4.1 Investigated Conditions 77
5.4.2 Experimental Setup 78
5.4.3 Estimation of Mixture Homogenisation and Turbulence Intensity 80
5.4.4 Measuring Methods 83
5.4.4.1 Optical Analysis of OH-Chemiluminescence 83
5.4.4.2 Thermodynamic Analysis of Pressure Traces 86
5.4.5 Determination of Laminar Burning Velocities 86

5.4.6 Comparison of Unstable and Stable Flames 88
5.4.6.1 Estimation of the Magnitude of Instability 89
5.4.6.2 Correction of Flame Front Instabilities . . . 90
5.5 Derivation of Laminar Flame Speed Correlations 93
5.5.1 Reaction Mechanism Correlation 94
5.5.2 Extension of Leeds Database 94
5.5.3 ETH-LAV Experimental Correlation (2007) 96
5.5.4 Comparison of Correlations 97
5.6 Summary of Results 102

6 Simulation of Mixture Formation 103
6.1 Transparent Engine Mixture Formation 103
6.1.1 Validation of H_2-Injection by LIF Measurements . . . 104
6.1.1.1 Operating Point O1: λ = 2.4, *SOI* = -120° CA 104
6.1.1.2 Operating Point O2: λ = 2.4, *SOI* = -45° CA 108
6.1.2 Mixture and Turbulence Kinetic Energy Spatial Distribution 109
6.1.2.1 Operating Point O1: λ = 2.4, *SOI* = -120° CA 110
6.1.2.2 Operating Point O2: λ = 2.4, *SOI* = -45° CA 114
6.2 Thermodynamic Engine Mixture Formation 115
6.2.1 Operating Point D1: λ = 1.0, *SOI* = -120° CA 116
6.2.2 Operating Point D2: λ = 1.0, *SOI* = -60° CA 117
6.2.3 Operating Point D3: λ = 1.0, *SOI* = -25° CA 117
6.2.4 Operating Point D4: λ = 2.4, *SOI* = -120° CA 120
6.3 Summary of Results 122

7 Simulation of Heat Release 123
7.1 Sensitivity on Variable Enthalpy and Pressure 124

7.2 Port Fuel Injection Operation 126
7.2.1 The Zimont Model 127
7.2.2 The Bradley Model 130
7.2.3 The Extended Coherent Flame Model 132
7.3 Homogeneous and Stratified DI Operation 135
7.3.1 The Zimont Model 136
7.3.1.1 Pressure Traces and Heat Release Rate . . . 136
7.3.1.2 Characteristic Combustion Properties . . . 139
7.3.1.3 Propagation of Flame Front 141
7.3.1.4 Comparison with Reaction Mechanism Correlation 143
7.3.1.5 Comparison with ETH-LAV Experimental Correlation 145
7.3.1.6 Global Quantities 147
7.3.2 The Bradley Model 149
7.3.2.1 Pressure Traces and Heat Release Rate . . . 149
7.3.2.2 Global Quantities 152
7.3.3 The Extended Coherent Flame Model 154
7.3.3.1 Pressure Traces and Heat Release Rate . . . 154
7.3.3.2 Global Quantities 156
7.4 Multi-Injection Operation 158
7.4.1 Pressure Traces and Heat Release Rate 159
7.4.2 Propagation of Flame Front 161
7.5 Summary of Results 161

8 Conclusions and Outlook 165
8.1 Computational Model 165
8.2 Hydrogen Burning Velocities 167

8.3 Consequences for Engine Combustion Design 169

A Model Coefficients **171**

A.1 Turbulence Models 171

A.1.1 The Standard k-ε Model 171

A.1.2 The RNG k-ε Model 171

A.1.3 The Shear Stress Transport Model 172

A.1.4 The Reynolds Stress Turbulence Model 172

A.2 Combustion Models 173

A.2.1 The Zimont Model 173

A.2.2 The Bradley Model 173

A.2.3 The Extended Coherent Flame Model 173

B Hydrogen laminar flame speed correlations **175**

B.1 ETH-LAV Experimental Correlation (2007) 175

B.2 Reaction Mechanism Correlation 176

B.3 Extended Leeds Database 177

C Computational Mesh **179**

D Hydrogen/Oxygen Reaction Mechanism **181**

Bibliography **183**

Curriculum Vitae **197**