

Contents

| | | |
|----------|--|-----------|
| 1 | Introduction | 1 |
| 2 | Laminar Flamelets | 5 |
| 2.1 | Flamelet Equations for a Single Mixture Fraction | 7 |
| 2.1.1 | Introduction of a Local Coordinate Transformation and Boundary Layer Arguments | 8 |
| 2.1.2 | Derivation Using a Two-Scale Asymptotic Analysis | 10 |
| 2.1.3 | Scalar Dissipation Rate | 13 |
| 2.2 | Flamelet Equations for two Mixture Fractions | 16 |
| 2.2.1 | Derivation Using a Three-Scale Asymptotic Analysis | 16 |
| 2.2.2 | Joint Scalar Dissipation Rate | 18 |
| 2.2.3 | Coordinate Transformation to a Unit Square | 22 |
| 3 | Description of the Turbulent Flow and Mixing Field | 25 |
| 3.1 | Governing equations | 25 |
| 3.2 | Scales of Turbulent Motion | 26 |
| 3.3 | Averaging | 28 |
| 3.4 | Turbulent Flow Field | 28 |
| 3.5 | Turbulent Mixing Field | 32 |
| 3.5.1 | Conserved Scalar | 32 |

| | | |
|----------|---|-----------|
| 3.5.2 | Nonconserved Scalar | 33 |
| 3.6 | CFD Code | 38 |
| 3.6.1 | Liquid Phase | 39 |
| 4 | RIF Model | 41 |
| 4.1 | RIF Model for a Single Mixture Fraction | 41 |
| 4.1.1 | Flamelet Parameters for a Single Mixture Fraction | 42 |
| 4.1.2 | Calculation of Turbulent Mean Mass Fractions and Temperature | 43 |
| 4.1.3 | Multiple Flamelets | 44 |
| 4.2 | RIF Model for Two Mixture Fractions | 45 |
| 4.2.1 | Flamelet Parameters for Two Mixture Fractions | 47 |
| 4.2.2 | Calculation of Turbulent Mean Mass Fractions and Temperature | 47 |
| 4.3 | Applicability of the different RIF Models and Modeling Strategy | 50 |
| 4.3.1 | Initialization of a Two-Dimensional Flamelet | 54 |
| 4.3.2 | Simplified RIF Models | 56 |
| 5 | Chemical Mechanism and Modeling of Pollutant Emissions | 57 |
| 5.1 | Surrogate Fuel | 57 |
| 5.1.1 | Experiments | 57 |
| 5.1.2 | Chemical Mechanism for Simulations | 59 |
| 5.2 | Pollutants | 60 |
| 5.2.1 | Soot Model | 60 |
| 5.2.2 | NO _x Model | 65 |
| 6 | Experimental and Numerical Setup | 69 |
| 6.1 | Engine Experiments | 70 |

| | | |
|----------|---|------------|
| 6.2 | Injection Rate Measurements | 71 |
| 6.3 | Numerical Setup | 74 |
| 7 | Results and Discussion | 77 |
| 7.1 | Reference Case, Operating Point C | 77 |
| 7.1.1 | Model Comparison | 77 |
| 7.1.2 | Physical Mechanism Leading to the Ignition of the Main Injection | 79 |
| 7.1.3 | Influence of the Scalar Dissipation Rate on the Propagation Speed | 83 |
| 7.1.4 | Merging of the Mixture Fields, Influence of Interaction Coefficient I | 85 |
| 7.1.5 | Variation of Injection Timing and Dwell Time, Pollutants | 91 |
| 7.2 | Operating Points A, B and C with 40% EGR | 93 |
| 7.3 | Approximation of the Flame Propagation Process | 96 |
| 8 | Summary and Conclusions | 101 |
| 9 | Bibliography | 103 |
| A | Pressure curves | 115 |
| A.1 | Operating Point A | 116 |
| A.2 | Operating Point B | 118 |
| A.3 | Operating Point C | 120 |
| A.4 | Operating Point C with 40% EGR | 122 |