

# Modeling engine spray ignition with igniting flamelets

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# Modeling Engine Spray Ignition with Igniting Flamelets

C. Bekdemir, L.M.T. Somers and L.P.H. de Goey

Cemil Bekdemir  
(c.bekdemir@tue.nl)  
Combustion Technology  
Mechanical Engineering  
Eindhoven University of Technology  
P.O. Box 516, 5600 MB Eindhoven  
www.combustion.tue.nl



## Introduction

Auto-ignition is an important process in Diesel engines. This process is in-stationary and the ability to numerically predict it becomes more and more important due to:

- New combustion concepts (HCCI/PCCI)
- Future Fuel developments (bio-fuels)

Therefore ignition models that switch on a combustion model at a certain time may not suffice. Instead, auto-ignition may be predicted with tabulated igniting flamelets (FGM).

## Objectives

Investigate the influence/sensitivity to tabulation approach:

- This study aims to investigate strain rate ( $a$ ) dependency of ignition delay

## Spray Ignition Modeling

- Approach based on the flamelet concept using a presumed PDF method

Manifold created using:

- Classical stationary counter-flow flames
- Extended by igniting non-premixed flamelets

An example result for an auto-igniting heptane spray is shown in Figure 1. This is a full 3D simulation result of FGM implemented in Fluent.

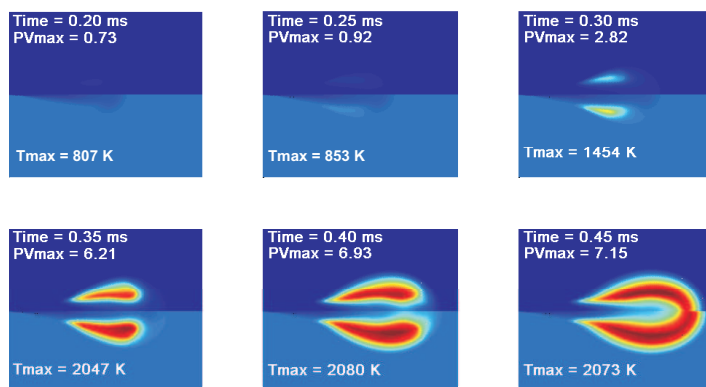


Figure 1: Temporal sequence of progress variable and temperature contours showing the auto-ignition process resulting in total combustion. FGM filled with  $a = 500$  solutions.

## Manifolds

Flamelet Generated Manifolds are parameterized with:

- Mixture fraction  $Z$
- Reaction progress variable  $PV$  ( $CO_2$ ,  $CO$ ,  $CH_2O$ )

Strain rate choice of the igniting flamelet is arbitrary, possibly giving rise to:

- Shifts of source term position in  $Z, PV$ -space
- Different magnitudes of  $PV$  source

## Results

- Tops more or less stay at same positions
- Magnitudes tend to increase with increasing strain rate

See Figure 2 ( $a = 100$ ) and 3 ( $a = 3000$ ).

- However, increasing strain rate results in higher auto-ignition times (Figure 4)

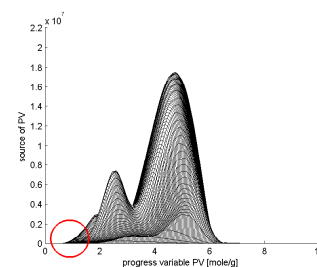


Figure 2: Source of progress variable during ignition with  $a = 100$

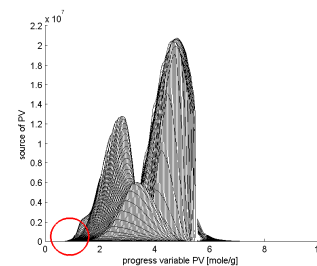


Figure 3: Source of progress variable during ignition with  $a = 3000$

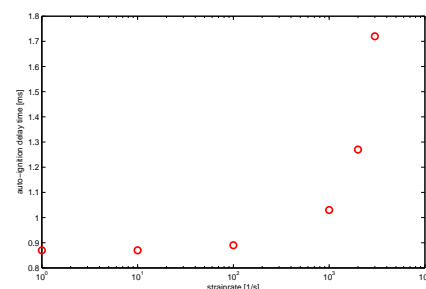


Figure 4: Auto-ignition delay time as function of strain rate. Auto-ignition is defined at 5% increase of the progress variable.

## Outlook

- Consequence of different manifolds for 3D spray simulation
- Investigation of the  $PV$  choice influence on ignition and combustion behavior
- More detailed validation with ignition delay times and flame lift-off lengths

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