

# General Index

<b>1. Introduction</b>	<b>1</b>
1.1. Justification . . . . .	3
1.2. Objectives and development of the work . . . . .	4
<b>2. State of the art of combustion noise</b>	<b>7</b>
2.1. Introduction . . . . .	9
2.2. Physical interpretation of combustion noise generation . . . . .	10
2.2.1. Combustion noise theory . . . . .	11
2.2.2. Simple premixed turbulent flame model . . . . .	13
2.2.2.1. Experimental . . . . .	14
2.2.2.2. Theory . . . . .	15
2.2.3. Factors affecting combustion noise generation . . . . .	17
2.2.4. Physical interpretation limitations . . . . .	17
2.3. Engine noise components and sources . . . . .	18
2.3.1. Combustion noise . . . . .	19
2.3.2. Mechanical Noise . . . . .	21
2.3.2.1. Piston slap noise . . . . .	21
2.3.2.2. Crankshaft rumble noise . . . . .	25
2.3.2.3. Auxiliar elements noise . . . . .	26
2.3.3. Noise from engine vibration . . . . .	26
2.3.3.1. Vibration measurement techniques . . . . .	29
2.3.4. Noise sources identification techniques . . . . .	29
2.4. Combustion as noise source . . . . .	31
2.4.1. Control of combustion in Diesel engines . . . . .	32

2.4.2.	In-cylinder pressure analysis . . . . .	34
2.4.2.1.	Effect of Rate of Heat Release on combustion noise . . . . .	34
2.4.2.2.	Influence of cycle-to-cycle combustion variations . . . . .	37
2.4.3.	Combustion chamber resonance . . . . .	39
2.4.3.1.	Acoustic modal approach . . . . .	40
2.4.3.2.	CFD approach . . . . .	42
2.4.3.3.	Comparison of the approaches . . . . .	44
2.4.3.4.	Influence of bowl geometry . . . . .	45
2.4.3.5.	Influence of ignition site . . . . .	47
2.5.	Classic techniques for combustion noise analysis . . . . .	48
2.5.1.	Block attenuation curve technique . . . . .	48
2.5.2.	Noise prediction through empirical formulae . . . . .	50
2.5.3.	Time-frequency methods . . . . .	55
2.5.3.1.	Analysis of the pilot injection influence . . . . .	58
2.5.4.	Numerical Methods . . . . .	60
2.5.4.1.	Application of FEM for vibration analysis . . . . .	62
2.5.4.2.	Prediction of noise through numerical methods . . . . .	63
2.6.	Engine noise quality . . . . .	65
2.6.1.	Automotive sound quality definition . . . . .	66
2.6.2.	Noise quality subjective evaluation . . . . .	67
2.6.3.	Approaches to an objective noise quality evaluation . . . . .	68
2.6.3.1.	Psychoacoustic and statistic indices . . . . .	69
2.6.3.2.	Combined indices . . . . .	71
2.6.3.3.	Softwares and experimental tools . . . . .	74
2.7.	Basic idea of the proposed approach . . . . .	77
<b>3.</b>	<b>Methodology</b>	<b>81</b>
3.1.	Introduction . . . . .	83
3.2.	General methodology . . . . .	84
3.3.	Statement of the problem . . . . .	86
3.4.	Experimental set-up . . . . .	88
3.5.	Measurement and post processing . . . . .	90
3.5.1.	In-cylinder pressure decomposition technique . . . . .	92

3.5.2. Indicators definition methodology . . . . .	94
3.5.3. Resonance analysis with CFD calculation . . . . .	96
3.6. Noise quality evaluation procedure . . . . .	98
<b>4. Combustion noise quality assessment</b>	<b>103</b>
4.1. Introduction . . . . .	105
4.2. Model for single and conventional injection strategies . . . . .	105
4.2.1. Indicators selection . . . . .	106
4.2.2. Evaluation of indicators contribution . . . . .	113
4.2.3. Model suitability evaluation . . . . .	116
4.3. Model for multiple injection strategies . . . . .	119
4.3.1. Sensitivity study of noise quality to post injection . . . . .	120
4.3.2. Adaptation of the model . . . . .	123
4.3.2.1. Results . . . . .	127
4.4. Noise quality sensitivity to combustion parameters . . . . .	132
4.4.1. Rail pressure . . . . .	134
4.4.2. Pilot injection quantities . . . . .	135
4.4.3. Start of injection . . . . .	140
4.4.4. Exhaust Gas Recirculation . . . . .	141
4.5. Sensitivity of resonance energy to bowl geometry . . . . .	143
4.5.1. Preliminary CFD calculations . . . . .	143
4.5.1.1. Experimental validation of the CFD approach . . . . .	144
4.5.1.2. Noise quality sensitivity to bowl geometry variation through CFD calculation . . . . .	145
4.5.2. Experimental results . . . . .	148
4.5.2.1. Definition of the experimental plans . . . . .	149
4.5.2.2. Analysis of the experiments . . . . .	152
4.5.3. Sensitivity of the model to bowl geometry . . . . .	156
<b>5. Combustion noise level assessment</b>	<b>159</b>
5.1. Introduction . . . . .	161
5.2. Suitability of block attenuation approach . . . . .	162
5.2.1. Standard attenuation curves evaluation . . . . .	162
5.2.2. Optimized attenuation curves . . . . .	165

5.2.2.1.	Curves determination . . . . .	165
5.2.2.2.	Noise level prediction . . . . .	168
5.3.	Novel approach . . . . .	169
5.3.1.	Indicators selection methodology . . . . .	170
5.3.1.1.	Selection of engine operation indicators . . . . .	170
5.3.1.2.	Selection of combustion indicators . . . . .	172
5.3.2.	Noise level prediction . . . . .	176
5.4.	Noise level assessment in transient operation . . . . .	178
5.4.1.	Proposed Approach . . . . .	179
5.4.2.	Noise level prediction . . . . .	183
<b>6.</b>	<b>Conclusions and future works</b>	<b>187</b>
6.1.	Conclusions . . . . .	189
6.2.	Future works . . . . .	192
<b>A.</b>	<b>Appendix</b>	<b>195</b>
A.1.	Experimental devices . . . . .	197
A.1.1.	Anechoic chamber description . . . . .	197
A.1.2.	In-cylinder pressure measurement system . . . . .	198
A.1.2.1.	Piezoelectric pressure sensors calibration . . . . .	201
A.1.3.	Binaural measurement system . . . . .	202
A.1.3.1.	Artificial Head . . . . .	202
A.1.3.2.	Playback System . . . . .	203
A.1.3.3.	Binaural system calibration . . . . .	204
A.1.4.	ECU Control System . . . . .	204
A.1.5.	Engine test bench . . . . .	206