

Contents

1	Introduction	1
1.1	Motivation	2
1.2	Objective	6
1.3	Thesis layout	6
	Chapter 1 References	9
2	Engine and experimental method	13
2.1	Introduction	14
2.2	Reference engine	14
2.3	Test cell description	15
2.4	Driving cycle test procedure	23
2.5	Data analysis procedure	25
2.5.1	Pollutant emissions calculation	25
2.5.2	Test repeatability and uncertainty	27
2.6	Experimental campaign	29
	Chapter 2 References	33
3	Development of a virtual engine model	37
3.1	Introduction	39
3.2	Model description	40
3.2.1	Gas dynamics model	42
3.2.1.1	Boundary conditions	46
3.2.1.2	Heat transfer at pipes	48
3.2.1.3	Turbocharger sub-model	49

3.2.1.4	In-cylinder conditions model	51
3.2.1.5	Blow-by model	53
3.2.1.6	Water condensation model	57
3.2.2	Injection rate model	59
3.2.3	Combustion model	65
3.2.3.1	Combustion model calibration	71
3.2.4	Emissions model	76
3.2.4.1	NO _x emissions model	76
3.2.4.2	Soot, CO and UHC emissions model	79
3.2.5	After-treatment systems model	82
3.2.5.1	After-treatment system lumped model	83
3.2.5.2	Pressure drop	85
3.2.5.3	Porous media properties	86
3.2.5.4	Filtration	86
3.2.5.5	Reaction mechanism	87
3.2.5.6	Heat transfer in the after-treatment systems . . .	88
3.2.5.7	After-treatment model calibration	89
3.2.6	Heat transfer model	94
3.2.6.1	In-cylinder heat transfer model calibration	98
3.2.7	Thermo-hydraulic model	100
3.2.8	Mechanical losses model	104
3.2.8.1	Mechanical losses model calibration	105
3.2.9	Control, vehicle and driver models	108
3.3	Validation of the virtual engine model	113
3.3.1	Validation of the turbocharger model	113

3.3.2	Validation of the after-treatment systems model . . .	115
3.3.3	Validation of the complete virtual engine model . . .	117
3.4	Conclusions	127
	Chapter 3 References	136
4	Exhaust thermal management by means of VVT strategies	139
4.1	Introduction	141
4.1.1	Valve events of a four-stroke engine	143
4.1.2	Variable valve timing strategies	143
4.1.2.1	Modifying intake valve opening (IVO)	144
4.1.2.2	Modifying intake valve closing (IVC)	145
4.1.2.3	Modifying exhaust valve opening (EVO)	147
4.1.2.4	Modifying exhaust valve closing (EVC)	147
4.1.2.5	Valve lift actuation	148
4.2	Model description	149
4.3	Variable valve timing methodology	150
4.4	Results and discussion	154
4.4.1	Steady-state analysis	154
4.4.2	Transient analysis	168
4.5	Conclusions	180
	Chapter 4 References	185
5	Development of a VVT control to improve DOC efficiency	189
5.1	Introduction	190
5.2	Model preparation	192
5.3	Control system methodology	194

5.4	Results and discussion	206
5.4.1	Adding DOC light-off temperature in the VVT control.	222
5.5	Conclusions	227
	Chapter 5 References	231
6	Exhaust thermal insulation under transient conditions	235
6.1	Introduction	236
6.2	Model preparation	238
6.3	Exhaust insulation methodology	240
6.4	Results and discussion	245
6.5	Conclusions	260
	Chapter 6 References	264
7	Concluding remarks	267
7.1	Introduction	268
7.2	VVT and thermal insulation comparison	268
7.3	Future works	275
	Bibliography	279