Contents

1. Introduction 1

1.1. Energy and environment challenges for automotive engines. 1

1.2. R&D context. 6

1.3. Motivation. 8

1.4. Outline of the Thesis 9

Bibliography 11

2. General context and historical background 12

2.1. Introduction 12

2.2. The race for power 12
- 2.2.1. Context
- 2.2.2. The pre-War period
- 2.2.3. The close pre-war and the war periods: the aeronautic experience
- 2.2.4. The post-war period

2.3. The race for fuel economy 18
- 2.3.1. Context
- 2.3.2. The development of the Diesel for automotive applications
- 2.3.3. The gasoline lean burn and stratified engines

2.4. The race for low emissions 22
- 2.4.1. Regulations
- 2.4.2. The challenge of the Diesel engine
- 2.4.3. The CO2 reduction

2.5 Conclusion 25

Bibliography 27

3. The spray structure and its impact on combustion 28

3.1. Introduction 28

3.2. Macroscopic interaction between the spray and the Diesel combustion 28

3.3. Detailed analysis for Diesel applications 30
- 3.3.1. Global structure of the spray
- 3.3.2. Internal flow in the hole
- 3.3.3. Primary, secondary atomization and air entrainment
- 3.3.4. Lift-off length
- 3.3.5. Pollutant formation

3.4. The high pressure gasoline injection 40
- 3.4.1. The “inwardly opening needle”
- 3.4.2. The “outwardly opening needle”
- 3.4.3. General remarks

3.5. Conclusion 43

Bibliography 44

4. Tools and methodologies 46

4.1. Introduction 46

4.2. Engine tests 46
- 4.2.1. Bench overview
- 4.2.2. Indicated values
- 4.2.3. Testing methodologies

4.3. Visualization 48
- 4.3.1. General overview
- 4.3.2. Spray and combustion visualization for gasoline direct injection
  - 4.3.2.1.Free jet in atmospheric conditions
  - 4.3.2.2.Jet in the motored engine
  - 4.3.2.3.Visualization of the combustion
- 4.3.3. Visualization of the mixture preparation for gasoline direct injection
  - 4.3.3.1.Background with homogeneous mixtures

4.3.3.2.Introduction of direct injection

4.4. Simulation 57
4.4.1. Historical background
4.4.2. Dedicated methodology for the aerodynamics simulation
4.4.3. Dedicated methodology for the Diesel spray simulation

4.5. Conclusion 60

Bibliography 61

5. The MID3S spray guided stratified engine 65

5.1. Introducion 65

5.2. General design and patents 66
5.2.1. Specifications and requirements
5.2.2. General design origins and description
5.2.2.1.Thermodynamic roots
5.2.2.2.State of the art
5.2.2.3.Choice of the general design

5.3. Ignition and injection systems 79
5.3.1. The ignition system
5.3.2. The injection system
5.3.2.1.Design and hydraulic performances
5.3.2.2.Spray behavior
5.3.2.3.Spray atomization

5.4. Mixture preparation 84
5.4.1. Experimental set-up
5.4.2. Mixture preparation results
5.4.2.1.Macroscopic observation of the films
5.4.2.2.Explanation of the physics
5.4.3. Conclusion

5.5. Combustion 90
5.5.1. Full load results
5.5.1.1.Global results

5.5.1.2.Injection timing
5.5.1.3.Ignition timing
5.5.1.4.Effect of the injection pressure
5.5.2. Part load results
5.5.2.1.Choice of the injection pressure
5.5.2.2.Choice of the ignition timing
5.5.2.3.Optimization of the ignition timing
5.5.2.4.Influence of the equivalence ratio
5.5.3. Conclusions

5.6. Conclusions 102
5.6.1. Methodologies and tools
5.6.2. Physics

Bibliography 104

6. The K5M air guided stratified engine 106

6.1. Introduction 106

6.2. General design and patents 107
6.2.1. Specifications and requirements
6.2.2. General design origins and description
6.2.2.1.Thermodynamic roots
6.2.2.2.State of the art
6.2.2.3.The K5M engine

6.3. Ignition and injection systems 118
6.3.1. The ignition system
6.3.2. The injection system

6.4. Optimization of the mixture preparation 119
6.4.1. Methodology
6.4.2. First estimation of the spray and tumble characteristics
6.4.3. Aerodynamics optimization
6.4.3.1.Choice of the system
6.4.3.2.Detailed flow analysis : CFD
6.4.3.3.Detailed flow analysis : PIV
6.4.4. Mixture preparation

6.4.4.1.Spray parameters setting
6.4.4.2.Mixture preparation analysis
6.4.5. Combustion at 2000 rpm
6.4.6. Conclusion

6.5. Conclusion 142
6.5.1. Methodologies and tools
6.5.2. Physics

Bibliography 144

7. The Lifted Flame Diffusion Controlled (LFDC) Combustion 147

7.1. Introduction 147

7.2. General design 148
7.2.1. Specifications and requirements
7.2.2. Background of low emissions concepts
7.2.2.1.Physics of the Diesel combustion
7.2.2.2.Emergence of HCCI
7.2.2.3.HCCI concepts
7.2.2.4.Mild HCCI combustion
7.2.3. Proposal for an improved diffusion controlled combustion
7.2.4. Basis of the Lifted Flame Diffusion Controlled (LFDC) combustion
7.2.4.1.Lift-off length definition and soot formation mechanism
7.2.4.2.First strategy contributing to a low soot formation
7.2.4.3.Second strategy for a low soot formation
7.2.5. Basic experiment concerning a non sooting diffusion controlled combustion

7.3. Development of the Lifted Flame Diffusion Controlled Combustion (LFDC) 169
7.3.1. Definition of the injection system
7.3.2. Spray investigation: effect of the nozzle definition
7.3.2.1.Air entrainment
7.3.2.2.Spray evaporation
7.3.2.3.Lift-off length
7.3.3. Spray investigation: effect of the injection pressure
7.3.3.1.Spray evaporation
7.3.3.2.Lift-off length

7.3.4. Lift-off length: effect of the oxygen content

7.4. Tests on a single cylinder engine 180
7.4.1. Operating points and reference configuration
7.4.2. Full load points
7.4.2.1.Peak power at 4000 rpm
7.4.2.2.Maximum torque at 1500 rpm
7.4.2.3.Conclusion for full load performances
7.4.3. Part load operating points
7.4.3.1.LTC Mild HCCI conditions
7.4.3.2.LFDC operating points
7.4.3.3.Thermodynamic analysis at 2250 rpm 9.4 bars IMEP in LFDC mode
7.4.3.4.3D analysis at 2250 rpm 9.4bars IMEP in LFDC mode
7.4.4. Conclusion

7.5. Conclusion 198

Bibliography 199

8. Conclusion 202

8.1. Threatens and potential for the internal combustion engine 203
8.1.1. Potential solutions for the SI powertrain
8.1.2. Potential solutions for Diesel

8.2. Tools development 206
8.2.1. Spray characteristics
8.2.2. Mixture preparation

8.3. R&D context 208

Bibliography 210