

contents

Preface	<u>xvii</u>
About the Editors	<u>xix</u>

CHAPTER 1

State of the Art of 1D Thermo-Fluid Dynamic Simulation Models	<u>1</u>
<i>Angelo Onorati and Gianluca Montenegro</i>	
1.1 Recent Advances in IC Engines and Future Perspectives	<u>1</u>
1.2 The Key Role of IC Engine Simulation Models	<u>4</u>
1.3 Brief History of Wave Dynamics	<u>5</u>
1.4 IC Engine Gas Dynamics	<u>7</u>
1.5 Overview of IC Engine 1D Simulation Codes	<u>9</u>
1.6 Conservation Equations	<u>11</u>
1.6.1 Perfect Gas Assumption	<u>12</u>
1.6.2 Transport of Chemical Species with Reactions	<u>13</u>
Definitions, Acronyms, and Abbreviations	<u>16</u>
References	<u>17</u>

CHAPTER 2

Virtual Engine Development: 1D- and 3D-CFD up to Full Engine Simulation	<u>27</u>
<i>Mahir Tim Keskin, Michael Grill, Marco Chiodi, and Michael Bargende</i>	
2.1 Introduction	<u>27</u>
2.2 Model Requirements	<u>31</u>
2.3 Assessment of Quasidimensional Models	<u>32</u>
2.3.1 General Assessment Guidelines	<u>32</u>
2.3.2 Practical Examples for SI Engines	<u>33</u>
2.3.2.1 Burn Rate Model	<u>33</u>
2.3.2.2 Turbulence/Charge Motion Model	<u>35</u>
2.3.2.3 Laminar Flame Speed Model	<u>35</u>
2.3.2.4 Flame Geometry Model	<u>37</u>
2.3.2.5 CCV Model	<u>37</u>
2.3.2.6 Knock Model	<u>38</u>
2.3.2.7 NO _x Model	<u>40</u>

2.3.3 Practical Examples for CI Engines	41
2.3.3.1 Burn Rate/Injection Model	41
2.3.3.2 Wall Heat Model	42
2.3.3.3 Emission Models	43
2.4 Assessment of 3D Models (for Fast-Response 3D-CFD-Simulations)	44
2.4.1 Model and Calculation Layout in an Innovative Fast-Response 3D-CFD Tool	46
2.4.1.1 Test Bench and Laboratory Environment	46
2.4.1.2 Zero-Dimensional Environment	46
2.4.1.3 3D-CFD Environment	48
2.4.2 New Developed 3D-CFD Models	48
2.4.2.1 3D-CFD Engine Heat Transfer	48
2.5 Basics of Engine Design	51
2.5.1 Full Load Design for SI Engines	51
2.5.2 Full Load Design for CI Engines	53
2.6 Application Examples	55
2.6.1 Example 1: Vehicle Acceleration Simulation and Cross-Comparison of Different Engine Concepts	56
2.6.2 Example 2: Tuning of 1D Flow Model	58
2.6.3 Example 3: Virtual Development of a High-Performance CNG Engine, Full Engine Simulations with a Fast-Response 3D-CFD Tool	59
2.6.3.1 Results (Engine Development Step 0)	60
2.6.3.2 Improvements (Engine Development Step 1)	65
2.6.3.3 Improvements (Engine Development Step 2)	68
Abbreviations	70
References	71

CHAPTER 3

Advanced 0D and QuasiD Thermodynamic Combustion Models for SI and CI Engines 75

Fabio Bozza, Vincenzo De Bellis, and Alessio Dulbecco

3.1 Physical Background (Combustion Regimes for SI and CI Engines)	76
3.1.1 Auto-Ignition	77
3.1.2 Premixed Flames	78
3.1.2.1 Laminar	78
3.1.2.2 Turbulent	80
3.1.2.2.1 Turbulence Reynolds Number	80
3.1.2.2.2 Damköhler Number	80
3.1.2.2.3 Karlovitz Number	80

3.1.3 Diffusion Flames	81
3.1.3.1 Laminar	<u>82</u>
3.1.3.1.1 <i>Decompositions into Mixing and Flame Structure Problems</i>	<u>82</u>
3.1.3.1.2 <i>Fuel Mixture Fraction</i>	<u>82</u>
3.1.3.1.3 <i>Scalar Dissipation Rate</i>	<u>83</u>
3.1.3.1.4 <i>Chemical-Kinetics Time Scale</i>	<u>83</u>
3.1.3.1.5 <i>Damköhler Number in the Diffusion Flames</i>	<u>84</u>
3.1.3.1.6 <i>Flame Structure</i>	<u>84</u>
3.1.3.2 Turbulent	<u>84</u>
3.2 SI Engines Modeling	85
3.2.1 Combustion Models for SI Engines	85
3.2.1.1 Single Zone	<u>85</u>
3.2.1.2 Two Zones	<u>85</u>
3.2.1.3 Eddy Burn-Up	<u>86</u>
3.2.1.4 Fractal Approach	<u>87</u>
3.2.1.5 Coherent Flame Model	<u>88</u>
3.2.2 Turbulence Submodels for SI Engines	90
3.2.3 Emission Models for SI Engines	94
3.2.3.1 Carbon Monoxide	<u>95</u>
3.2.3.2 Nitrogen Oxides	<u>96</u>
3.2.4 Knock Models for SI Engines	97
3.2.4.1 Ignition-Delay Models	<u>97</u>
3.2.4.2 Kinetic Models	<u>98</u>
3.3 CI Engines Modeling	101
3.3.1 CI Combustion Phenomenology	101
3.3.2 Spray Models for CI Engines	103
3.3.2.1 Fuel Evaporation	<u>103</u>
3.3.2.2 Ambient Gas Entrainment in the Spray Region	<u>105</u>
3.3.2.3 Fuel and Ambient Air Mixing	<u>107</u>
3.3.2.4 Turbulence Models for CI Engines	<u>109</u>
3.3.3 Combustion Models for CI Engines	109
3.3.3.1 Auto-Ignition Process	<u>111</u>
3.3.3.2 Premixed Combustion	<u>111</u>
3.3.3.3 Diffusion Combustion	<u>112</u>
3.3.3.4 Combustion Process Computation	<u>114</u>
3.3.4 Emission Models for CI Engines	114
3.3.4.1 Nitrogen Oxides	<u>115</u>
3.3.4.2 Soot	<u>118</u>
Definitions, Acronyms, and Abbreviations	120
References	123

CHAPTER 4

Compressor and Turbine as Boundary Conditions for 1D Simulations	<u>131</u>
<i>Oldřich Víttek, Jan Macek, and Zdeněk Žák</i>	
4.1 Requirements for 1D Simulation Boundary Conditions	<u>132</u>
4.2 General Principles of Physical Modelling of Turbomachinery and Positive Displacement Machines	<u>137</u>
4.2.1 Basic Equations	<u>137</u>
4.2.2 Mean Value of Rothalpy and Centrifugal Force at Central Streamline	<u>139</u>
4.2.3 Transformations between Rotating Impeller and Stator or between Cartesian and Cylindrical Coordinates	<u>140</u>
4.2.3.1 Transformation of Total States between Impeller and Stator	<u>140</u>
4.2.3.2 Geometrical Transformation of Blade Cascades	<u>141</u>
4.2.4 Loss Coefficients in Compressible Fluid Flow	<u>142</u>
4.3 Radial-Axial Centripetal Turbine	<u>143</u>
4.3.1 OD Map-Based Models	<u>143</u>
4.3.2 Central Streamline Models of a Radial Turbine	<u>144</u>
4.3.3 Central Streamline Model using Quasi-Steady Impeller Flow	<u>145</u>
4.3.4 Unsteady-Flow 1D Turbine Model	<u>147</u>
4.3.5 Model Structure	<u>148</u>
4.3.6 Calibration Procedure for a Model	<u>149</u>
4.3.7 Heat Exchange Parameters of a Physical Turbine Model	<u>153</u>
4.3.8 Other Layouts of Radial Turbines	<u>153</u>
4.3.9 3D CFD Models	<u>153</u>
4.4 Speed Non-uniformity of an Impeller and Friction Losses	<u>156</u>
4.5 Centrifugal Compressor	<u>157</u>
4.5.1 OD Models of a Compressor	<u>157</u>
4.5.2 Physical 1D Central Streamline Model of a High-Pressure Ratio Centrifugal Compressor	<u>161</u>
4.5.3 Geometry of Flow in Radial Compressor	<u>161</u>
4.5.4 Total and Static States with Transonic Limits and Kinetic Energy Losses	<u>163</u>
4.5.5 Generalization of Results for Axial Blade Cascade	<u>163</u>
4.5.5.1 Geometry of Axial Profile Cascade	<u>163</u>
4.5.5.2 Howell Theory of Compressor Blade Cascades	<u>163</u>
4.5.5.3 Forces in a Blade Cascade	<u>165</u>
4.5.6 Application of Profile Blade Cascade Theory to Compressor Components	<u>165</u>
4.5.6.1 Impeller Inducer	<u>166</u>
4.5.6.2 Bladed Diffuser	<u>166</u>

4.5.6.3 Vaneless Diffuser	166
4.5.6.4 Transonic Performance	167
4.5.7 Compressor Performance Parameters	167
4.6 Positive Displacement Compressor	168
4.7 Conclusions	169
Acknowledgments	171
Definitions, Acronyms, and Abbreviations	172
References	175

CHAPTER 5

3D-CFD Combustion Models for SI and CI Engines 181

Tommaso Lucchini and Yuri Wright

5.1 Introduction to CFD Simulation of In-Cylinder Flows	181
5.2 The Finite Volume Method Applied to Simulation of IC Engines	182
5.2.1 Mesh Generation and Management	183
5.2.2 Discretization	183
5.2.3 Solution of the System of Algebraic Equations	184
5.2.4 Influence of Discretization on the Computed Results	184
5.2.5 Segregated Approach for Equation Solution	185
5.3 Turbulence Modeling	186
5.3.1 RANS	186
5.3.2 LES	189
5.4 Modeling Spray Evolution	190
5.4.1 The Eulerian-Lagrangian Approach	191
5.4.2 Spray Simulations for GDI Engines	192
5.4.3 Diesel Sprays	193
5.5 Turbulent Reacting Flows: An Overview	195
5.6 Combustion in Diesel Engines	196
5.6.1 The Characteristic Time-Scale Combustion (CTC) Model	196
5.6.2 Multiple Representative Interactive Flamelet Model (mRIF)	197
5.6.3 Light-Duty Engines	199
5.6.4 Sandia Optical Engine for Heavy-Duty Applications	200
5.6.5 Heavy-Duty Engines	202
5.6.5.1 Marine Engines	203
5.7 Combustion in Spark Ignition (SI) Engines	204
5.7.1 Ignition Modeling	205
5.7.2 Flame Propagation Modeling	206

5.7.3 Examples of Applications	208
5.7.3.1 CMC Premixed	209
Abbreviations	210
References	210

CHAPTER 6

Control-Oriented Gas Dynamic Simulation via Model Order Reduction 221

Stephanie Stockar and Marcello Canova

6.1 Introduction and Motivations	221
6.2 Model Order Reduction	223
6.3 Model Order Reduction of 1D Gas Dynamic Equations via Polynomial Approximation	226
6.3.1 Polynomial Spatial Basis Functions	231
6.3.1.1 Piecewise-Constant SBF	231
6.3.1.2 Quadratic SBF	233
6.4 Modeling of the Boundary Conditions	235
6.4.1 Boundary Conditions for Open-Ended Pipes	236
6.4.1.1 Modeling Pipe Inflow with Isentropic Assumption	237
6.4.1.2 Modeling Pipe Outflow with Isobaric Assumption	237
6.4.2 Boundary Conditions for Valves and Restrictions	238
6.4.3 Boundary Conditions for Manifolds and Volumes	239
6.5 Application to the Shock Tube Problem	239
6.6 Control-Oriented Modeling of Wave Action in Turbocharged SI Engine	242
6.6.1 Overview of Model Equations	243
6.6.2 Results and Discussion	246
6.7 Summary	250
Definitions, Acronyms, and Abbreviations	250
References	250

CHAPTER 7

Modeling of EGR Systems 257

José Galindo, Héctor Climent, and Roberto Navarro

7.1 Introduction	257
7.2 Modeling of EGR System	258
7.3 Modeling EGR Mixing and Cylinder-to-Cylinder Dispersion	262
7.3.1 1D Simulations	262
7.3.2 1D-3D (Non-Coupled) Simulations	262
7.3.3 1D-3D (Coupled) Co-simulations	264

7.4 Modeling Generation of Condensates in Low-Pressure Applications	<u>264</u>
7.4.1 Condensation in LP EGR Cooler during Engine Warm-Up	<u>265</u>
7.4.2 Condensation in the Fresh Air/LP EGR Junction	<u>267</u>
7.5 EGR Cooler Fouling	<u>268</u>
7.5.1 Fouling Deposition	<u>268</u>
7.5.2 Removal Mechanisms	<u>269</u>
7.6 EGR Transport and Control in Transient Operation	<u>270</u>
7.6.1 EGR Control in Steady Operation	<u>271</u>
7.6.2 Tip-In from Low to Full Load	<u>272</u>
7.6.3 Tip-Out from Full to Low Load	<u>272</u>
7.6.4 Tip-In from Low to Partial Load	<u>273</u>
7.6.5 Summary on Transient Modeling	<u>274</u>
7.6.6 Numerical Diffusion	<u>274</u>
7.7 Conclusion	<u>275</u>
Definitions, Acronyms and Abbreviations	<u>275</u>
References	<u>276</u>

CHAPTER 8

1D Engine Model in XiL Application: A Simulation Environment for the Entire Powertrain Development Process 279

Feihong Xia, Jakob Andert, and Christof Schernus

8.1 Introduction	<u>280</u>
8.2 XiL Simulations	<u>281</u>
8.2.1 Advantages for the Development Process	<u>281</u>
8.2.2 Tools	<u>282</u>
8.2.2.1 The Functional Mock-up Interface (FMI)	<u>282</u>
8.2.2.2 Distributed Co-simulation Protocol (DCP)	<u>283</u>
8.3 Engine Simulations in the Virtualized Development Process	<u>283</u>
8.4 1D Engine Models in XiL Simulations	<u>284</u>
8.5 XiL Use Cases for the 1D Engine Models	<u>286</u>
8.5.1 System Layout, Integration, and Testing Using Co-simulation	<u>287</u>
8.5.1.1 Engine Model Setup and Validation Process	<u>288</u>
8.5.1.2 System Integration and System Validation	<u>290</u>
8.5.1.3 Applications of the Co-simulation Platform	<u>292</u>
8.5.2 HiL-Based Virtual Calibration	<u>293</u>
8.5.2.1 Engine Model Setup and Validation Process	<u>294</u>
8.5.2.2 System Integration and System Validation	<u>296</u>
8.5.2.3 Applications of the HiL Simulation Platform	<u>297</u>

8.6 Summary	<u>299</u>
Acknowledgments	<u>299</u>
Abbreviations	<u>299</u>
References	<u>300</u>

CHAPTER 9

Coupling of 1D and 3D Fluid Dynamic Models for Hybrid Simulations **305**

Gianluca Montenegro and Angelo Onorati

9.1 Introduction	<u>305</u>
9.2 Governing Equations	<u>307</u>
9.2.1 1D Model	<u>308</u>
9.2.2 3D Model	<u>312</u>
9.3 Coupling Strategies	<u>313</u>
9.3.1 One-Way Coupling	<u>313</u>
9.3.2 Two-Way Coupling	<u>314</u>
9.3.2.1 Average Values	<u>314</u>
9.3.2.2 MOC-Based Approach	<u>315</u>
9.3.2.3 Riemann-Based Approach	<u>318</u>
9.4 Examples of Application	<u>319</u>
9.4.1 Engine Performance	<u>319</u>
9.4.2 Effect of Fuel Injection	<u>327</u>
9.4.3 Acoustics of Silencers	<u>333</u>
9.4.3.1 Evaluation of the Transmission Loss	<u>333</u>
9.4.3.2 Evaluation of the Insertion Loss	<u>336</u>
Definitions, Acronyms, and Abbreviations	<u>338</u>
References	<u>339</u>

CHAPTER 10

Extending the 1D Approach to the Simulation of 3D Components: The Quasi-3D Approach **345**

Augusto Della Torre and Robert Fairbrother

10.1 Introduction	<u>345</u>
10.2 The Quasi-3D Approach	<u>346</u>
10.3 Numerical Method	<u>348</u>
10.3.1 Diffusion Term on the Momentum Equation	<u>350</u>
10.3.2 Numerical Tests	<u>351</u>

10.4 Sub-models for the Simulation of Intake and Exhaust Systems	<u>354</u>
10.4.1 Perforated Surfaces	<u>354</u>
10.4.2 Sound-Absorptive Material	<u>355</u>
10.4.3 Filter Cartridge	<u>356</u>
10.4.4 Honeycomb Catalyst Substrate	<u>356</u>
10.4.5 Particulate Filter Substrate	<u>358</u>
10.4.5.1 Modeling of Coupled Particulate Filter Channels	<u>359</u>
10.4.5.2 Modeling the Particulate Filter Monolith as a Generic Porous Media	<u>360</u>
10.5 Application to the Acoustic Modeling of Silencers	<u>360</u>
10.5.1 Simple Chamber	<u>361</u>
10.5.2 Reverse Flow Chamber	<u>362</u>
10.5.3 Perforated Elements and Sound Absorptive Material	<u>363</u>
10.5.4 Complex Silencers	<u>366</u>
10.5.5 Devices without a Primary Silencing Purpose	<u>370</u>
10.5.6 Computational Runtime	<u>373</u>
10.6 Application to the Engine Modeling	<u>374</u>
10.6.1 1-Cylinder Motorcycle Engine	<u>374</u>
10.6.2 4-Cylinder Motorcycle Engine	<u>378</u>
10.7 Conclusions	<u>382</u>
Acknowledgments	<u>383</u>
Definitions, Acronyms, and Abbreviations	<u>383</u>
References	<u>384</u>

CHAPTER 11

1D Simulation Models for Aftertreatment

Components

387

Federico Millo, Santhosh Gundlapally, Wen Wang, and Syed Wahiduzzaman

11.1 Introduction	<u>387</u>
11.1.1 Catalyst Technologies	<u>388</u>
11.1.1.1 Flow through Monoliths	<u>389</u>
11.1.1.2 Wall Flow Monoliths	<u>390</u>
11.2 Mathematical Model for Flow-Through Monoliths	<u>391</u>
11.2.1 Heat and Mass Transfer Coefficients	<u>393</u>
11.2.2 Bulk and Effective Diffusion Coefficients	<u>394</u>
11.2.3 Extending 1D Framework to 2D/3D	<u>396</u>
11.2.4 Pore Diffusion	<u>397</u>
11.2.5 Numerical Solution	<u>398</u>
11.2.6 Quasi-Steady State Approximation	<u>398</u>
11.2.7 Adaptive Mesh	<u>399</u>

11.3	Mathematical Model for WFM	<u>401</u>
11.4	Measurements and Model Calibration	<u>406</u>
11.5	Models for Controls	<u>408</u>
11.6	Concluding Remarks	<u>409</u>
	Definitions, Acronyms, and Abbreviations	<u>411</u>
	References	<u>413</u>

CHAPTER 12

3D Simulation Models for After-Treatment Systems 417

O. Haralampous and G. Koltsakis

12.1	Introduction	<u>417</u>
12.2	Flow Uniformity	<u>418</u>
12.2.1	Flow Distribution at 3-Way Catalyst Inlet Face	<u>418</u>
12.2.2	Effect of Substrate Properties	<u>421</u>
12.2.3	Pulsating Flow Effects	<u>422</u>
12.2.4	Swirl Effects	<u>425</u>
12.2.5	Geometry Optimization Techniques	<u>426</u>
12.3	3D Heat Transfer Modeling	<u>428</u>
12.3.1	Transient Heat Transfer	<u>428</u>
12.3.2	Heat Losses under Zero Flow Conditions	<u>430</u>
12.4	3D Multiphase Flows in Exhaust Systems	<u>433</u>
12.4.1	Urea-Water Solution Injection in SCR Systems	<u>433</u>
12.4.1.1	Spray Dynamics	<u>434</u>
12.4.1.2	Water Evaporation	<u>435</u>
12.4.1.3	Urea Decomposition	<u>436</u>
12.4.1.4	Spray-Wall Interaction and Wall Film Formation	<u>436</u>
12.4.1.5	Static Mixer Modeling	<u>438</u>
12.4.2	NH ₃ Uniformity and Effect on deNO _x	<u>440</u>
12.4.2.1	Fuel Injection	<u>443</u>
12.5	Coupled 3D Flow, Thermal and Chemical Analysis in DPF Regeneration Events	<u>444</u>
12.5.1	Inlet Flow Distribution	<u>445</u>
12.5.2	DPF Regeneration	<u>445</u>
12.5.3	Stress Analysis	<u>448</u>
12.6	Concluding Remarks	<u>449</u>
	Definitions, Acronyms, and Abbreviations	<u>450</u>
	References	<u>452</u>

CHAPTER 13

Modeling of IC Engine Silencers and Tailpipe Noise: 1D and 3D Approaches 457

Mats Åbom, Francisco D. Denia, and Antonio J. Torregrosa

13.1 Introduction	<u>457</u>
13.2 Engine Silencers: Linear (Frequency Domain) Methods	<u>458</u>
13.2.1 Multi-port Methods	<u>459</u>
13.2.2 1D Methods	<u>461</u>
13.2.2.1 2-Port Models: Cascade Systems	<u>463</u>
13.2.2.2 2-Port Models: General Networks	<u>465</u>
13.2.2.3 2-Port Models: Sound Generation	<u>467</u>
13.2.2.4 Examples of 2-Port Models	<u>467</u>
13.2.2.4.1 <i>The Straight Duct</i>	<u>467</u>
13.2.2.4.2 <i>An Expansion Chamber</i>	<u>468</u>
13.2.2.4.3 <i>A Conical Pipe Section</i>	<u>468</u>
13.2.2.4.4 <i>A Side-Branch Resonator</i>	<u>469</u>
13.2.2.4.5 <i>A Sudden Area Expansion</i>	<u>471</u>
13.2.2.4.6 <i>A Sudden Area Contraction</i>	<u>473</u>
13.2.2.4.7 <i>An Arbitrary Flow Constriction</i>	<u>473</u>
13.2.2.4.8 <i>A Perforated Surface</i>	<u>474</u>
13.2.3 3D Methods	<u>474</u>
13.2.3.1 3D Methods Based on Matching the Modal Expansions	<u>475</u>
13.2.3.1.1 <i>Two-Dimensional Eigenvalue Problem</i>	<u>476</u>
13.2.3.1.2 <i>Compatibility Conditions</i>	<u>479</u>
13.2.3.1.3 <i>Point Collocation Technique</i>	<u>480</u>
13.2.3.1.4 <i>Weighted Mode Matching Method</i>	<u>482</u>
13.2.3.2 Numerical 3D Methods	<u>486</u>
13.2.3.2.1 <i>The Convective Wave Equation</i>	<u>486</u>
13.2.3.2.2 <i>The Linearized Navier-Stokes Equations (LNSE)</i>	<u>486</u>
13.3 Engine Silencers: Nonlinear (Time Domain) Methods	<u>487</u>
13.3.1 1D Methods	<u>488</u>
13.3.2 3D Methods	<u>491</u>
13.4 Tailpipe Noise Prediction	<u>493</u>
13.4.1 Linear (Frequency Domain) Methods	<u>493</u>
13.4.1.1 Radiation Impedance	<u>493</u>
13.4.1.1.1 <i>Exhaust Pipe</i>	<u>493</u>
13.4.1.1.2 <i>Intake Pipe</i>	<u>494</u>
13.4.2 Nonlinear (Time Domain) Methods	<u>494</u>
13.4.3 Hybrid Time-Frequency Methods	<u>497</u>
Definitions, Acronyms, and Abbreviations	<u>500</u>
References	<u>501</u>
About the Authors	<u>511</u>
Index	<u>521</u>