

**Investigation of Mixture Formation and  
Combustion in an Ethanol Direct Injection plus  
Gasoline Port Injection (EDI+GPI) Engine**

By

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A thesis in fulfilment of the requirements for the degree of  
**Doctor of Philosophy**

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December 2016

## **Certificate of Original Authorship**

This thesis is the result of a research candidature conducted jointly with another university as part of a collaborative doctoral degree. I certify that the work in this thesis has not previously been submitted for a degree nor has it been submitted as part of requirements for a degree except as part of the collaborative doctoral degree and/or fully acknowledged within the text.

I also certify that the thesis has been written by me. Any help that I have received in my research work and the preparation of the thesis itself has been acknowledged. In addition, I certify that all information sources and literature used are indicated in the thesis.

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## **Acknowledgements**

To pursue a doctoral degree could be a long and challenging journey. Through this journey, I fortunately received help and support from the following wonderful people who made this journey enjoyable and fruitful.

First of all, I would like to thank my principle supervisor Associate Professor Guang Hong who provided huge support and guidance. She invested numerous efforts in supervising me and always cared about my progress and future career. The experience I have acquired and research training I have received from her will greatly benefit my research career. I would also like to thank my co-supervisor Professor Ronghua Huang who supported the spray experiments at the Huazhong University of Science and Technology (HUST). Furthermore, I appreciate the discussion and support received from Dr. Jack Wang, Professor Xiaobei Cheng and Dr. Zhaowen Wang.

I really appreciate Nizar Al-Muhsen and Yuan Zhuang for your time and assistance in the engine experiments. The ethanol fuel provided by the Manildra Group is greatly acknowledged. Many thanks to Peng Deng, Sheng Huang and Yinjie Ma for your suggestions and help in the spray experiments at HUST. I also appreciate Laurence Stonard, John Funnell, Peter Tawadros and Jack Liang for your excellent support in the maintenance of the engine. Thanks to Vahik Avakian and Matthew Gaston for your valuable support in the engine CFD modelling.

I gratefully thank my close friends Mahdi Hassan, Nizar Al-Muhsen, Sayed Royel, etc. for the wonderful time we spent together throughout my candidature at UTS. I wish you all health and success.

This study was sponsored by the dual doctoral degree program between UTS and HUST. The funding provided by the China Scholarship Council is gratefully appreciated.

Last but most importantly, I would like to thank my wife Jennifer Liu for her support and care. No matter how tired I was in the office, I always felt warm and relaxed once I got home. With you by my side, there is no difficulty I could not cope with and there is no dream I could not realise. Meanwhile, I would also like to thank my parents and parents-in-law for their love and support.

## List of Publications

### *Journal articles*

- [1] **Y. Huang**, G. Hong. Investigation of the effect of heated ethanol fuel on combustion and emissions of an ethanol direct injection plus gasoline port injection (EDI + GPI) engine. *Energy Conversion and Management* 2016; 123: 338-347.
- [2] **Y. Huang**, G. Hong, R. Huang. Effect of injection timing on mixture formation and combustion in an ethanol direct injection plus gasoline port injection (EDI+GPI) engine. *Energy* 2016; 111: 92-103.
- [3] **Y. Huang**, S. Huang, R. Huang, G. Hong. Spray and evaporation characteristics of ethanol and gasoline direct injection in non-evaporating, transition and flash-boiling conditions. *Energy Conversion and Management* 2016; 108: 68-77.
- [4] **Y. Huang**, G. Hong, R. Huang. Investigation to charge cooling effect and combustion characteristics of ethanol direct injection in a gasoline port injection engine. *Applied Energy* 2015; 160: 244-254.
- [5] **Y. Huang**, G. Hong, R. Huang. Numerical investigation to the dual-fuel spray combustion process in an ethanol direct injection plus gasoline port injection (EDI+GPI) engine. *Energy Conversion and Management* 2015; 92: 275-286.
- [6] **Y. Huang**, S. Huang, P. Deng, R. Huang, G. Hong. The Effect of Fuel Temperature on the Ethanol Direct Injection Spray Characteristics of a Multi-hole Injector. *SAE Int. J. Fuels Lubr.* 2014; 7: 792-802.

### *Conference proceedings*

- [7] **Y. Huang**, G. Hong. An Investigation of the Performance of a Gasoline Spark Ignition Engine Fuelled with Hot Ethanol Direct Injection. *Australian Combustion Symposium*, the Combustion Institute, Melbourne Australia; 2015.
- [8] **Y. Huang**, G. Hong, R. Huang. The Effect of Volume Ratio of Ethanol Directly Injected in a Gasoline Port Injection Spark Ignition Engine. *10th Asia-Pacific Conference on Combustion*, the Combustion Institute, Beijing China; 2015.

- [9] **Y. Huang**, S. Huang, R. Huang, G. Hong. Macroscopic and Microscopic Characteristics of Ethanol and Gasoline Sprays. *19th Australasian Fluid Mechanics Conference*, Melbourne Australia; 2014.
- [10] **Y. Huang**, G. Hong. Development of a Numerical Model for Investigating the EDI+GPI Engine. *19th Australasian Fluid Mechanics Conference*, Melbourne Australia; 2014.
- [11] **Y. Huang**, G. Hong, R. Huang. Numerical Investigation to the Effect of Ethanol/Gasoline Ratio on Charge Cooling in an EDI+GPI Engine. *SAE paper 2014-01-2612*; 2014.
- [12] **Y. Huang**, G. Hong, X. Cheng, R. Huang. Investigation to Charge Cooling Effect of Evaporation of Ethanol Fuel Directly Injected in a Gasoline Port Injection Engine. *SAE paper 2013-01-2610*; 2013.

## Abstract

Ethanol direct injection plus gasoline port injection (EDI+GPI) is a new technology to utilise ethanol fuel in spark-ignition engines more effectively and efficiently than E10 or E85 fuels in the current market. It takes the advantages of ethanol's high octane number and great enthalpy of vaporisation which allow higher compression ratio and consequently increase the thermal efficiency. Primary experimental investigation showed that the engine performance was improved by EDI+GPI. The thermal efficiency was increased, the NO emission was decreased and the spark timing could be advanced without engine knock. However, the CO and HC emissions were increased when EDI was applied. To understand the mechanisms behind the experimental results, the mixture formation and combustion processes of an EDI+GPI engine were investigated using CFD simulation, and constant volume chamber and engine experiments.

To investigate the spray and evaporation characteristics of ethanol fuel and provide experimental data for CFD simulation, spray experiments were conducted in a constant volume chamber using high speed shadowgraphy imaging technique. The results showed that ethanol fuel evaporated slowly when fuel temperature was in the range of 275-325 K. However, the evaporation rate increased quickly when fuel temperature was higher than 350 K. The low evaporation rate of ethanol fuel in low temperature environment implied that EDI should be only applied in high temperature engine environment. When the excess temperature was smaller than 4 K, the spray behaved the same as the subcooled spray did. The spray collapsed when the excess temperature was 9 K. Flash-boiling did not occur until the excess temperature reached 14 K.

Numerical simulation of the EDI+GPI engine showed that the overall cooling effect of EDI was enhanced with the increase of ethanol ratio from 0% to 58%, but not with further increase of ethanol ratio. When the ethanol ratio was greater than 58%, the fuel impingement became severe and a large number of liquid ethanol droplets were left in the combustion chamber during combustion, leading to local over-cooling in the near-wall region and over-lean mixture at the spark plug gap. As a consequence, the CO and HC emissions increased due to incomplete combustion. Compared with GPI only condition, the faster flame speed of ethanol fuel in EDI+GPI condition resulted in shorter combustion initiation duration and major combustion duration, leading to the increase of IMEP and thermal efficiency when the ethanol ratio was 0-58%. However, the

combustion performance was deteriorated by over-cooling and fuel impingement when ethanol ratio was greater than 58%. Experimental results showed consistently that the combustion and emission performance of this engine could be the best in the ethanol ratio of 40-60% at the investigated engine condition (medium load, 4000 rpm and early EDI timing of 300 CAD BTDC). Numerical results showed that the best engine performance was resulted from effective charge cooling and combustion efficiency improved by avoiding the wall wetting, over-lean and local over-cooling issues. Numerical simulations were also carried out to investigate the effect of direct injection timing on the EDI+GPI. The results showed that when the EDI timing was retarded from 300 to 100 CAD BTDC, the mixture around the spark plug became leaner and the distribution of equivalence ratio became more uneven. Moreover, late EDI timing at 100 CAD BTDC resulted in severe fuel impingement and caused local over-cooling effect and over-rich mixture. Consequently, the combustion speed and temperature were decreased by retarded EDI timing, leading to the decreased NO emission and the increased HC and CO emissions. The fuel impingement and incomplete combustion of late EDI timing at 100 CAD BTDC could be addressed by reducing the ethanol ratio to an appropriate point.

Experiments on the EDI+GPI engine were conducted to verify the idea of EDI heating on improving the engine performance, which was developed based on the understanding gained from the numerical investigation. Results showed that EDI heating effectively reduced the CO and HC emissions at the original engine's spark timing of 15 CAD BTDC. Meanwhile, the NO emission was slightly increased, but still much smaller than that in GPI only condition. However, the IMEP and combustion speed were slightly reduced by EDI heating. To enhance the effect of EDI heating, experiments were conducted at varied spark timing. The results at the MBT timing (19 CAD BTDC) showed that the reduction of IMEP by EDI heating was less significant whilst the CO and HC emissions were effectively reduced. Therefore EDI heating was effective to address ethanol's low evaporation rate and over-cooling effect issues in the development of EDI+GPI engine in terms of minimizing the emissions.

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## Definitions and Abbreviations

### Acronyms

ABDC	After bottom dead center
ASOI	After the start of injection
ATDC	After top dead center
BBDC	Before bottom dead center
BDC	Bottom dead center
BTDC	Before top dead center
CAD	Crank angle degrees
CFD	Computational fluid dynamics
DI	Direct injection
ECFM	Extended Coherent Flame Model
EDI	Ethanol direct injection
EDI+GPI	Ethanol direct injection plus gasoline port injection
EVC	Exhaust valve close
EVO	Exhaust valve open
GDI	Gasoline direct injection
GPI	Gasoline port injection
IC	Internal combustion
IMEP	Indicated mean effective pressure
ITNFS	Intermediate turbulent net flame stretch
IVC	Intake valve close
IVO	Intake valve open
MBT	Minimum spark advance for best torque
MFB	Mass fraction burnt
PDF	Probability Density Function
PI	Port injection
RANS	Reynolds Averaged Navier-Stokes
SI	Spark ignition
TDC	Top dead center

## Symbols

$A_p$	Particle surface area
$C_D$	Drag coefficient
$D_i$	Diffusion coefficient in air
$N_i$	Molar flux of vapour
$P$	Pressure
$D$	Dissipation term of flame area
$D_i$	Diffusion coefficient in air
$P_1$	Source term due to turbulence interaction
$P_2$	Source term due to dilatation in the flame
$P_3$	Source term due to expansion of burned gas
$P_4$	Source term due to normal propagation
$T$	Temperature
$U_L$	Laminar flame speed
$V$	Volume
$X_i$	Mole fraction of species $i$
$Y_i$	Mass fraction of species $i$
$Z$	Mixture fraction
$B_m$	Spalding mass number
$Da$	Damköhler number
$Ka$	Karlovitz number
$Re$	Reynolds number
$We$	Weber number
$\phi$	Fuel/air equivalence ratio
$\Sigma$	Flame area density
$\Gamma_K$	ITNFS term
$c$	Progress variable
$c_p$	Heat capacity
$d$	Diameter
$h$	Heat transfer coefficient
$m$	Mass

$k$	Turbulent kinetic energy
$r$	Radius
$y$	Distortion of the droplet
$\gamma$	Specific heat ratio
$\varepsilon$	Turbulent dissipation rate
$\sigma$	Surface tension
$\rho$	Density
$\mu$	Dynamic viscosity
$\nu$	Kinematic viscosity
$t$	Time
$\mu_t$	Turbulent viscosity
$u$	Velocity
$w$	Turbulent velocity fluctuation
$l_t$	Integral turbulent length scale
$l_d$	Diffusion thickness
$l_r$	Reaction zone thickness
$\tau_t$	Turbulent time scale
$\tau_c$	Chemical time scale
$\tau_k$	Kolmogorov time scale
$k_c$	Mass transfer coefficient
$\delta_l$	Flame thickness
$\varphi_{realized}$	Percentage of charge cooling realized
$CA_{0-10\%}$	Combustion initiation duration
$CA_{10-90\%}$	Major combustion duration
Pa/Ps	Ambient-to-saturation pressure ratio
$E'X'$	X% ethanol by volume. e.g. E46 is 46% ethanol via direct injection plus 54% gasoline via port injection
$IT'XXX'$	Injection timing of XXX CAD BTDC
$\Delta T$	Spray excess temperature
$\Delta T_{actual}$	Actual cooling effect
$\Delta T_{ideal}$	Ideal cooling potential

## Subscripts

<i>d</i>	Droplet phase
<i>g</i>	Gas phase
<i>i</i>	Species <i>i</i>
<i>l</i>	Liquid phase
<i>p</i>	Particle
<i>rel</i>	Relative
<i>sat</i>	Saturation
$\infty$	Ambient bulk gas