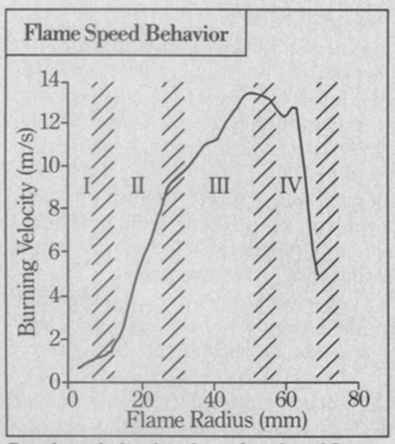
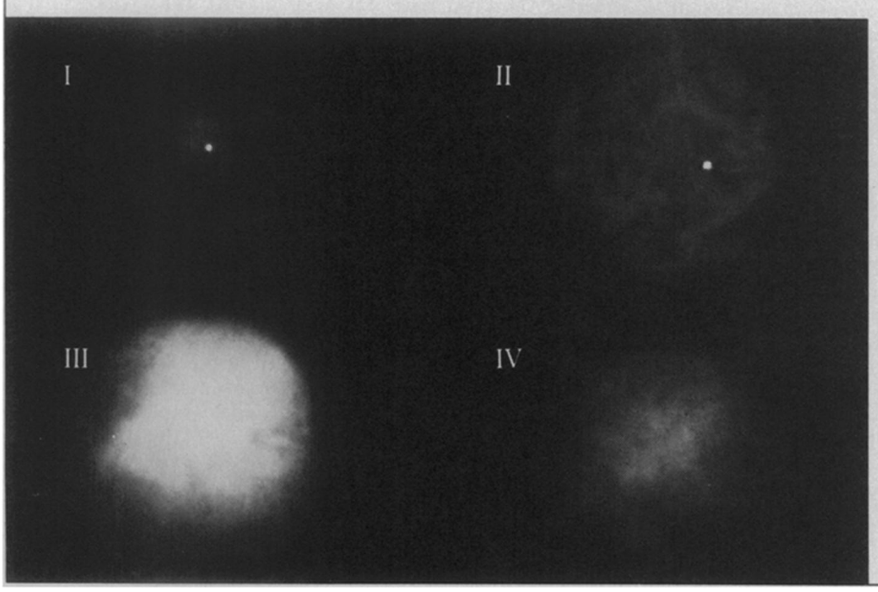
The Turbulence Parameter

Energy-efficient operation of the internal combustion engine requires the highly turbulent movement of fuel and air in the chamber. Recent advances at the General Motors Research Laboratories provide a new basis for determining what degree of turbulence will get the most work from each drop of fuel.



Burning velocity plotted as a function of flame radius. Combustion stages are indicated by roman numerals.

High-speed photographs showing flame evolution (lasting six milliseconds) through four stages: initiation (I); flame growth (II); full development (III); termination (IV).



WITHOUT TURBULENCE, the highly agitated motion of cylinder gases, combustion would take place too slowly for the gasoline engine to function. Predicting combustion behavior in order to design engines with greater fuel efficiency depends upon understanding the relationship between vital, turbulent gas motions and burning rate. The challenge is to quantify this relationship—a complex task made more difficult by the requirements of measuring a transient event occurring in a few milliseconds within a small, confined space.

New knowledge of how turbulence affects flame speed has been revealed in fundamental studies conducted at the General Motors Research Laboratories by Drs. Frederic Matekunas and Edward Groff. Their investigative results have been incorporated into a model that successfully predicts the effect of engine design and operating conditions on power and fuel economy.

The researchers separated their experiments into two phases. In the first phase, they measured turbulence in the engine cylinder; in the second phase, they determined flame speeds over a broad range of operating conditions. Testing took place in a specially designed, single-cylinder engine equipped with a transparent piston to permit high-speed filming of the combustion event.

Hot-wire anemometry was applied to measure the turbulent flows while the engine was operated without combustion. Instantaneous velocities were calculated from the anemometer signals and simultaneous measurements of gas temperature and pressure. More than 400,000 pieces of data were processed for each ten-second measurement period.

The significant measure of turbulence is its "intensity," defined as the fluctuating component of velocity. Because conditions in the cylinder are both transient within cycles and variant between cycles, separating the fluctuating and mean components of velocity is inherently difficult. The researchers overcame this problem by using a probe with two orthogonal wires properly aligned with the direction of the mean flow.

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In the combustion phase, tests were performed at over one hundred operating conditions of varied spark timing, spark plug location, engine speed and intake valve geometry. Detailed thermodynamic analyses were applied to the recorded cylinder pressures to calculate flame speeds throughout combustion. High-speed films were analyzed frame by frame to validate flame speeds and to characterize how gas motions influence the initial flame.

The researchers used these measured flame speeds, turbulence intensities, and the conditions under which they occurred to formulate a burning law for engine flames. They divided the combustion event into four stages. The initiation stage begins with ignition and ends as the flame grows to consume one percent of the fuel mass. In the second stage, the flame accelerates and thickens in response to the turbulent field. The third stage exhibits peak flame speed. In the final stage, the thick flame interacts increasingly with the chamber walls and decelerates.

OVER THE RANGE of turbulent intensities encountered in engines, the researchers were able to describe the turbulent burning velocity, S_T, during the critical third stage of combustion with the expression:

$$S_T = 2.0\, S_L + 1.2\, u'\, P_R^{0.82}\, \beta$$

S_L, the laminar flame speed—a known function of pressure, temperature and mixture composition—is the flame speed that would exist without turbulence. The variable u′ is the turbulence intensity. P_R represents a pressure ratio accounting for combustion-induced compression of the unburned mixture. The dimensionless factor β accounts for the effect of spark timing on geometric distortion of the flame which occurs during the first combustion stage and persists into the later stages.

The researchers also observed that the burning velocity in the second stage increases in proportion to flame radius, and that in predicting the energy release rate from the burning velocity equation, it is necessary to account for the finite flame-front thickness.

"The form of our burning equation," says Dr. Matekunas, "shows a satisfying resemblance to expressions for non-engine flames. This helps link complex engine combustion phenomena to the existing body of knowledge on turbulent flames."

"We see this extension," adds Dr. Groff, "as a significant step toward optimizing fuel economy in automotive engines."

THE MEN BEHIND THE WORK

Drs. Matekunas and Groff are senior engineers in the Engine Research Department at the General Motors Research Laboratories.

Both researchers hold undergraduate and graduate degrees in the field of mechanical engineering.

Dr. Matekunas (right) received his M.S. and Ph. D. from Purdue University, where he completed graduate work in advanced optics applications.

Dr. Groff (left) received an M.S. from California Institute of Technology and a Ph. D. from The Pennsylvania State University. His doctoral thesis explored the combustion of liquid metals.

General Motors welcomed Dr. Matekunas to its staff in 1973, and Dr. Groff in 1977.

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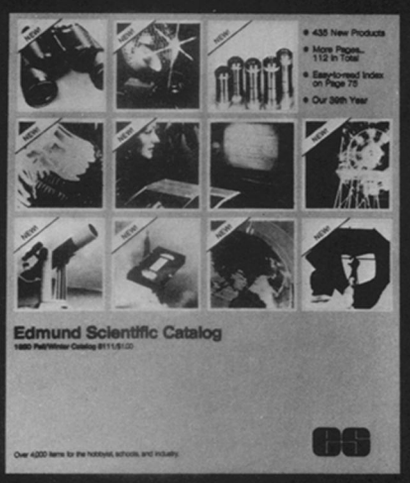

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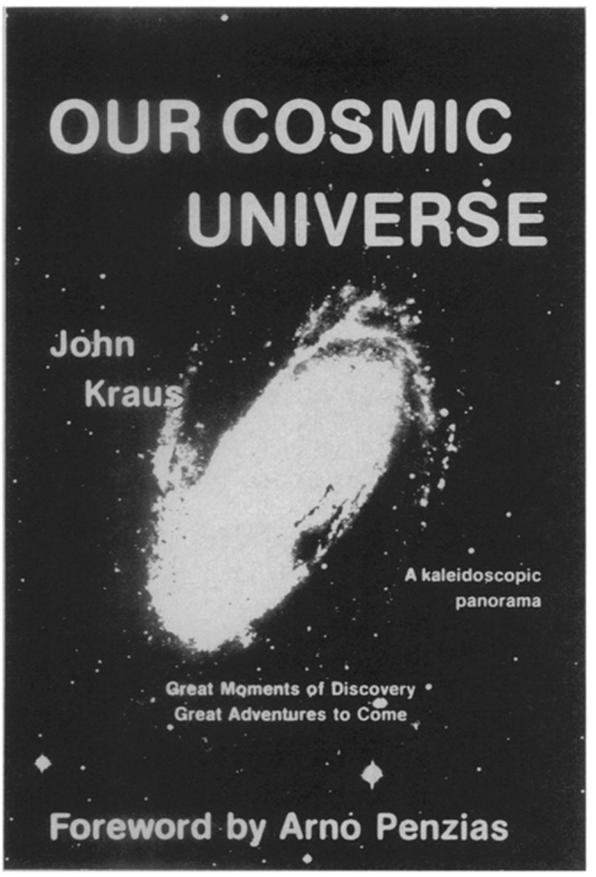

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