

# Table of Contents

<b>Chapter 1. Introduction.....</b>	<b>1</b>
1.1. Background and motivation.....	1
1.2. Present Scenario.....	2
1.2.1. Sewage management and gasification .....	2
1.2.2. Producer gas fuelled IC engine .....	7
1.2.3. Sewage sludge PG-fuelled engine .....	7
1.2.4. Modelling of SI engine .....	8
1.3. Identified research gap.....	11
1.4. Research aims and objectives .....	12
1.5. Outline of the thesis .....	13
<b>Chapter 2. Review of PG-fuelled IC Engine Operations.....</b>	<b>19</b>
2.1. Producer Gas generation via Gasification.....	19
2.2. Fuelling IC engines with Producer gas .....	22
2.3. Preference for the SI engine.....	25
2.4. Significant engine response characteristics .....	26
2.4.1. Combustion effectiveness-depicting responses .....	27
2.4.2. Power-depicting responses.....	27
2.4.3. Efficiency-depicting responses .....	28
2.4.4. Fuel and energy conversion parameters.....	28
2.4.5. Modellable emission responses.....	29
2.5. Scope for Waste-to-energy conversion .....	29
2.6. Scope for SSPG and methane fuel blends.....	30
2.7. Scope for Propane and PG fuel blends .....	32
2.8. Performance improvement strategies.....	34
2.8.1. Miller Cycle, Intake boosting techniques .....	34
2.8.2. Strategies for apt SOI.....	36
2.8.3. Blending PG with high-CV agents .....	37
2.8.4. Modelling for simulating engine responses .....	37
<b>Chapter 3. Simulation model development .....</b>	<b>43</b>
3.1. Mathematical modelling of SI engine.....	43
3.1.1. Preference for Quasi-dimensional (QD) modelling.....	43

3.1.2. QDTM: assumptions, modelling.....	44
3.1.2.1. Compression modelling.....	47
3.1.2.2. Two-zone combustion and sub-models.....	49
3.1.2.3. Combustion Kinetics and Species Formation.....	54
3.1.2.4. Single-zone expansion.....	59
3.1.2.5. Formulations for performance parameters .....	59
3.2. Statistical Prediction model .....	60
<b>Chapter 4. Results and Discussion .....</b>	<b>67</b>
4.1. Analysis with SSPG-Methane blends .....	67
4.1.1. Engine performance Validation.....	69
4.1.2. Significant Decision parameters .....	71
4.1.2.1. Pareto chart .....	71
4.1.2.2. RSM regression analysis .....	73
4.1.2.3. ANOVA analysis.....	74
4.1.3. 3D-Surface and Contour plots .....	76
4.1.3.1. Indicated thermal efficiency.....	77
4.1.3.2. Indicated mean-effective pressure.....	78
4.1.3.3. Brake Thermal Efficiency .....	79
4.1.3.4. Brake Power.....	80
4.1.3.5. Brake-mean effective pressure .....	81
4.1.3.6. Brake-specific energy consumption .....	82
4.1.3.7. Carbon mono-oxide emission .....	84
4.1.3.8. Nitrogen mono-oxide emission.....	85
4.1.4. Optimization and significant verdicts .....	86
4.2. Analysis with Miller Cycle strategy.....	90
4.2.1. Validation for BTE and CO, NO emission models .....	91
4.2.2. Quadratic and quartic Regression .....	93
4.2.3. ANOVA of the regression for trade-off sensitivity .....	96
4.2.4. Parametric response impacts study .....	98
4.2.4.1. Indicated thermal efficiency (ITE) .....	98
4.2.4.2. Indicated Power.....	99
4.2.4.3. Brake thermal efficiency .....	100
4.2.4.4. Brake power.....	101
4.2.4.5. Brake-specific energy consumption .....	103

4.2.4.6. <i>Carbon mono-oxide emission</i> .....	104
4.2.4.7. <i>Nitrogen mono-oxide emission</i> .....	105
4.2.5. Optimization results and findings .....	107
4.3. Analysis with Intake-boosting.....	111
4.3.1. Model validation (performance, emissions) .....	112
4.3.1.1. <i>Flame speed calibration coefficients</i> .....	112
4.3.1.2. <i>Model Validation</i> .....	112
4.3.1.3. <i>Simulation Results</i> .....	115
4.3.2. Response Interactions .....	118
4.3.2.1. <i>Interaction of Combustion Parameters</i> .....	118
4.3.2.2. <i>Interaction of performance parameters</i> .....	120
4.3.2.3. <i>Interaction of BSEC and emission</i> .....	122
4.3.3. Optimization and Overall-desirability .....	125
4.3.3.1. <i>Optimal Results</i> .....	125
4.3.3.2. <i>The desirability of the optimal solution</i> .....	126
4.3.4. Significant analysis findings .....	129
4.4. Analysis with variable equivalence ratio .....	130
4.4.1. Impacts of equivalence ratio variations .....	131
4.4.2. Simulation validation and novel outcomes .....	134
4.4.3. Formulations for Desirability.....	137
4.4.4. Impacts analysis .....	138
4.4.4.1. <i>Indicated mean-effective pressure</i> .....	139
4.4.4.2. <i>Brake Power</i> .....	140
4.4.4.3. <i>Brake Thermal Efficiency</i> .....	141
4.4.4.4. <i>Brake-specific energy consumption</i> .....	142
4.4.4.5. <i>CO emission</i> .....	144
4.4.4.6. <i>NO emission</i> .....	144
4.4.5. Optimization and confirmation, findings .....	147
4.5. Analysis of Lean-burn performance.....	151
4.5.1. Validation (performance and emissions).....	152
4.5.1.1. <i>Simulation Model Validation</i> .....	152
4.5.2. Numerical vs. Prediction of regressions .....	153
4.5.2.1. <i>RSM regression analysis</i> .....	154
4.5.2.2. <i>ANOVA for the quadratic regression model</i> .....	155
4.5.3. Optimum Prediction, confirmation .....	157

4.5.4. Intake boosting and findings .....	159
4.6. Extending QDTM to PG-Propane blends .....	162
4.6.1. QDTM yields with Propane-blending.....	164
<i>4.6.1.1. Simulation methods overview .....</i>	<i>164</i>
4.6.2. Validation (performance, emissions) .....	165
4.6.3. Effective propane-blending extent .....	168
4.6.4. Response interactions.....	172
<i>4.6.4.1. Impacts on Performance parameters.....</i>	<i>172</i>
<i>4.6.4.2. Impacts on Emission parameters .....</i>	<i>175</i>
4.6.5. Response optimizer and blending extent .....	178
4.6.6. Significant findings.....	182
<b>Chapter 5. Conclusions and Future Work.....</b>	<b>185</b>
5.1. Corresponding to analysis with blends .....	185
5.2. Corresponding to Miller-cycle operation.....	186
5.3. Corresponding to boosted intake .....	188
5.4. Corresponding to variable equivalence ratio .....	189
5.5. Lean-burn performance improvement analysis .....	190
5.6. Grape wood-PG and Propane blends' QDTM analysis .....	191
5.7. Scope for future work .....	194
<b>Publications: .....</b>	<b>197</b>
<b>Appendix.....</b>	<b>199</b>
<b>References:.....</b>	<b>207</b>