

# Calorimetry and Imaging of Plasma Produced by a Pulsed Nanosecond Discharge Igniter in EGR Gases at Engine-Relevant Conditions

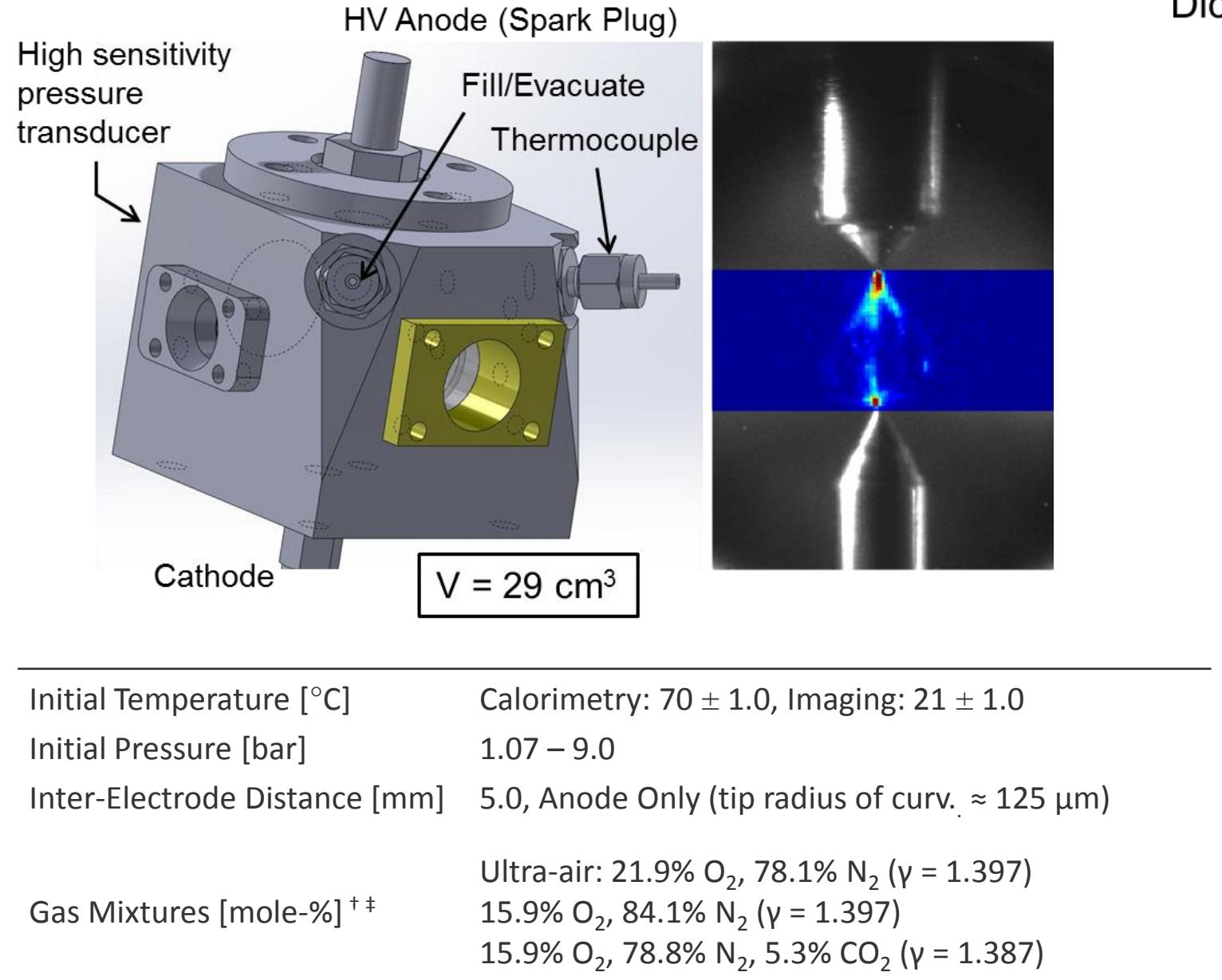
Benjamin Wolk and Isaac Ekoto

Engine Combustion Research (8362)

## Abstract

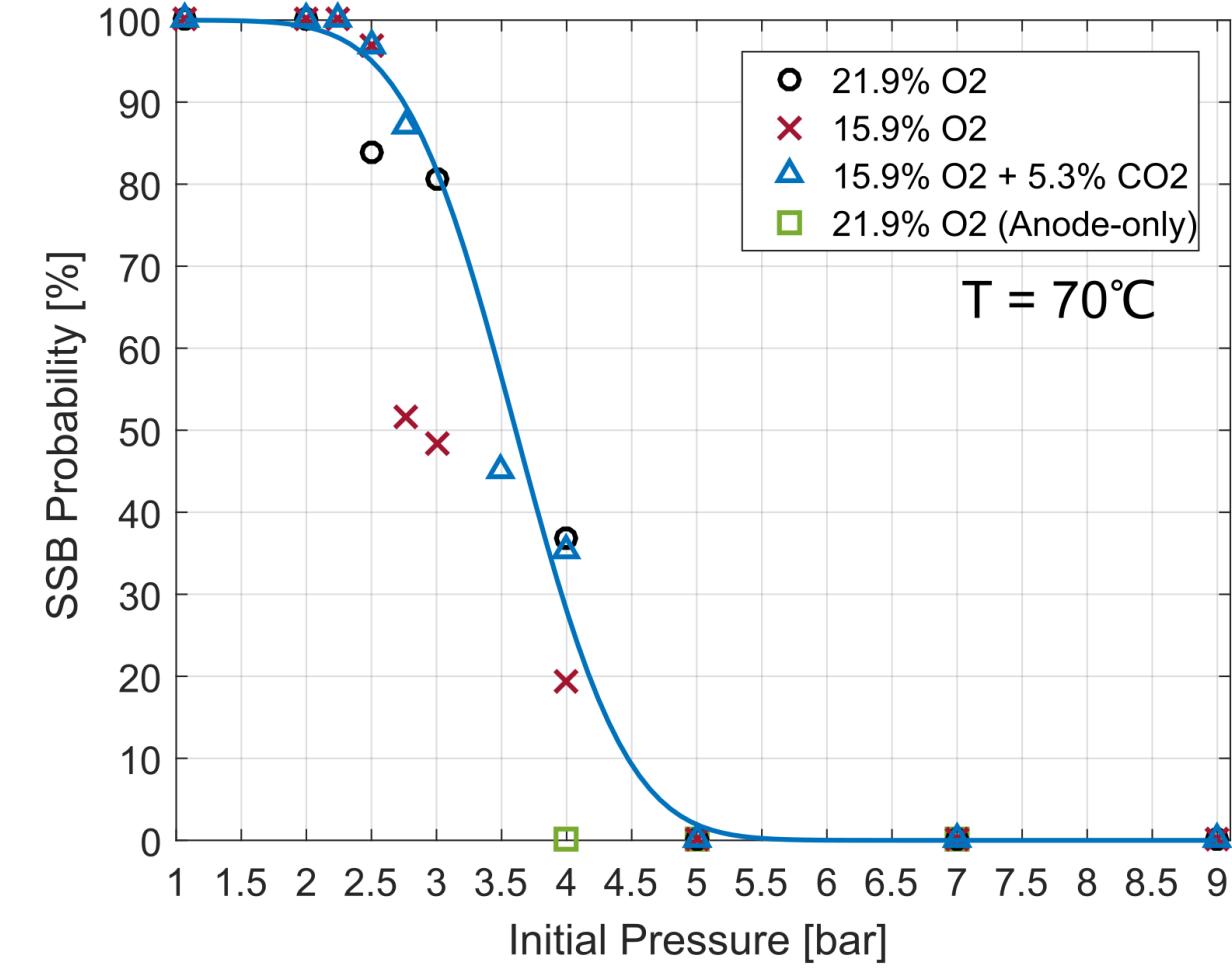
Pulsed nanosecond discharges (PND) can achieve ignition in internal combustion (IC) engines through enhanced reaction kinetics as a result of elevated electron energies without the associated increases in translational gas temperature that cause electrode erosion. PND can improve tolerance to exhaust gas recirculation (EGR), which is used to increase engine efficiency and reduce emissions. Atomic oxygen ( $O$ ), including its electronically excited states, is thought to be a key species in promoting low-temperature ignition. In this work, high-voltage PND are examined in EGR-like mixtures (oxygen/nitrogen/carbon dioxide) at engine-relevant number densities (up to 9 bar at 70°C) through pressure-rise calorimetry and direct imaging of excited state  $O$ -atom ( $O^*$ ) in an optically accessible spark calorimeter.

Fundamental experiments provided insights into LTP and SSB discharges.



SSB occurrence probability decreased as pressure was increased.

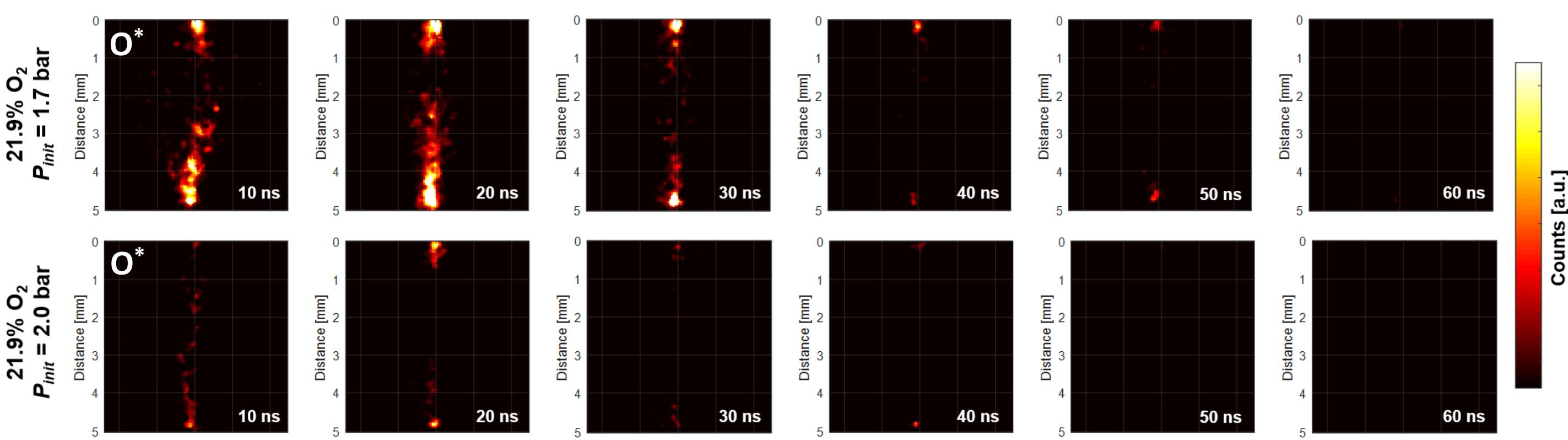
Dependence on gas composition was small.



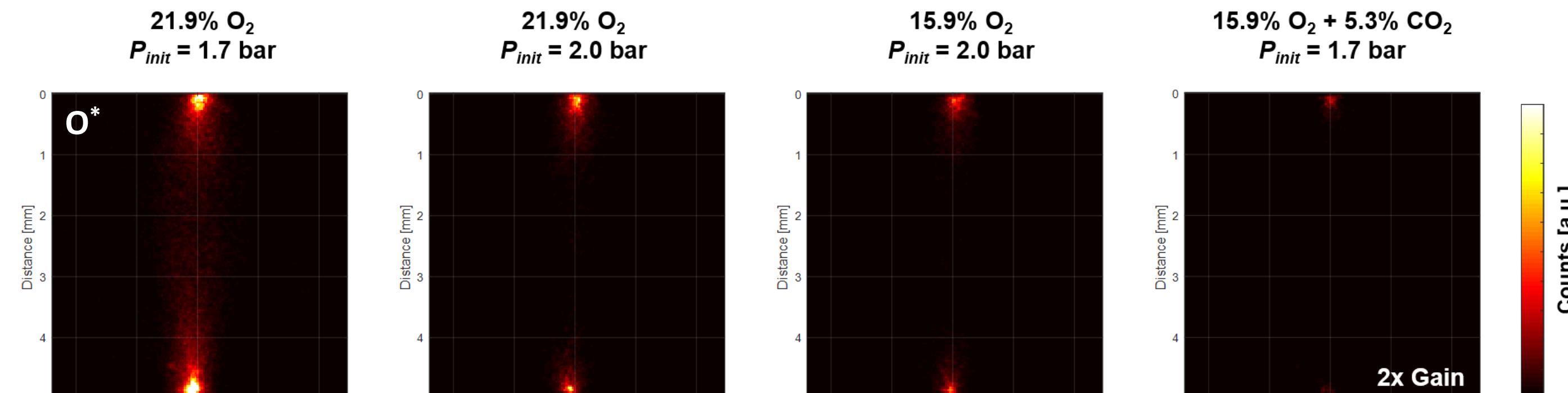
As pressure increased, secondary streamer velocity decreased. The secondary streamer did not reach the cathode rapidly enough for SSB to occur.

Removing the cathode (i.e. "Anode-only") also reduced SSB probability: from ~30% to zero at  $P_{init} = 4$  bar.

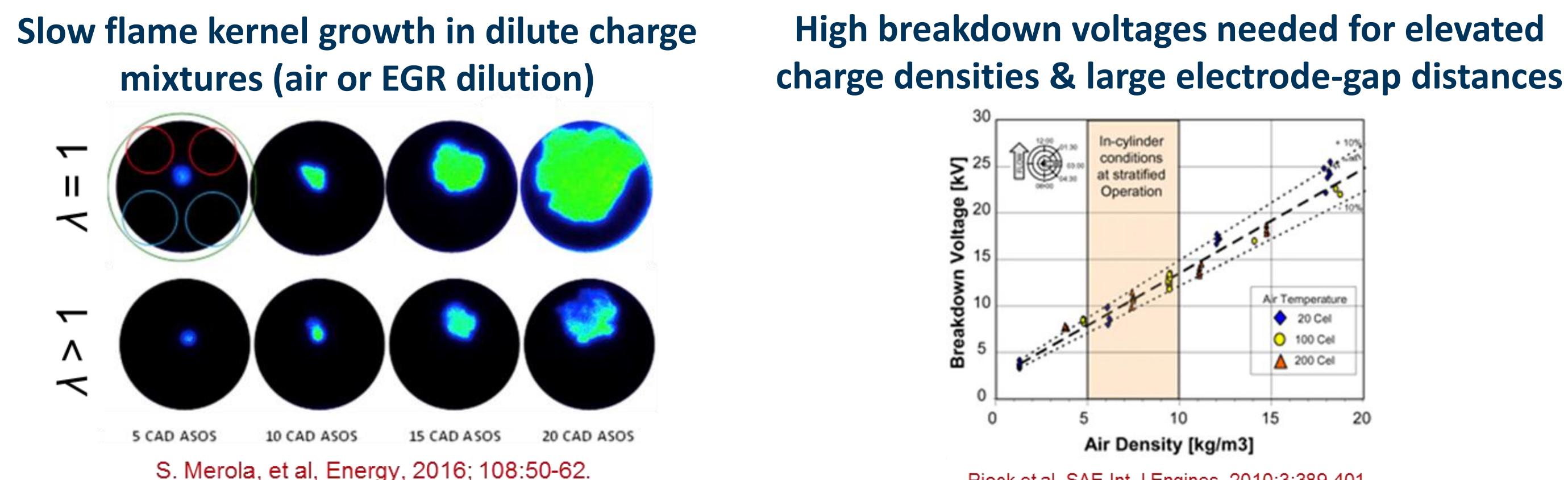
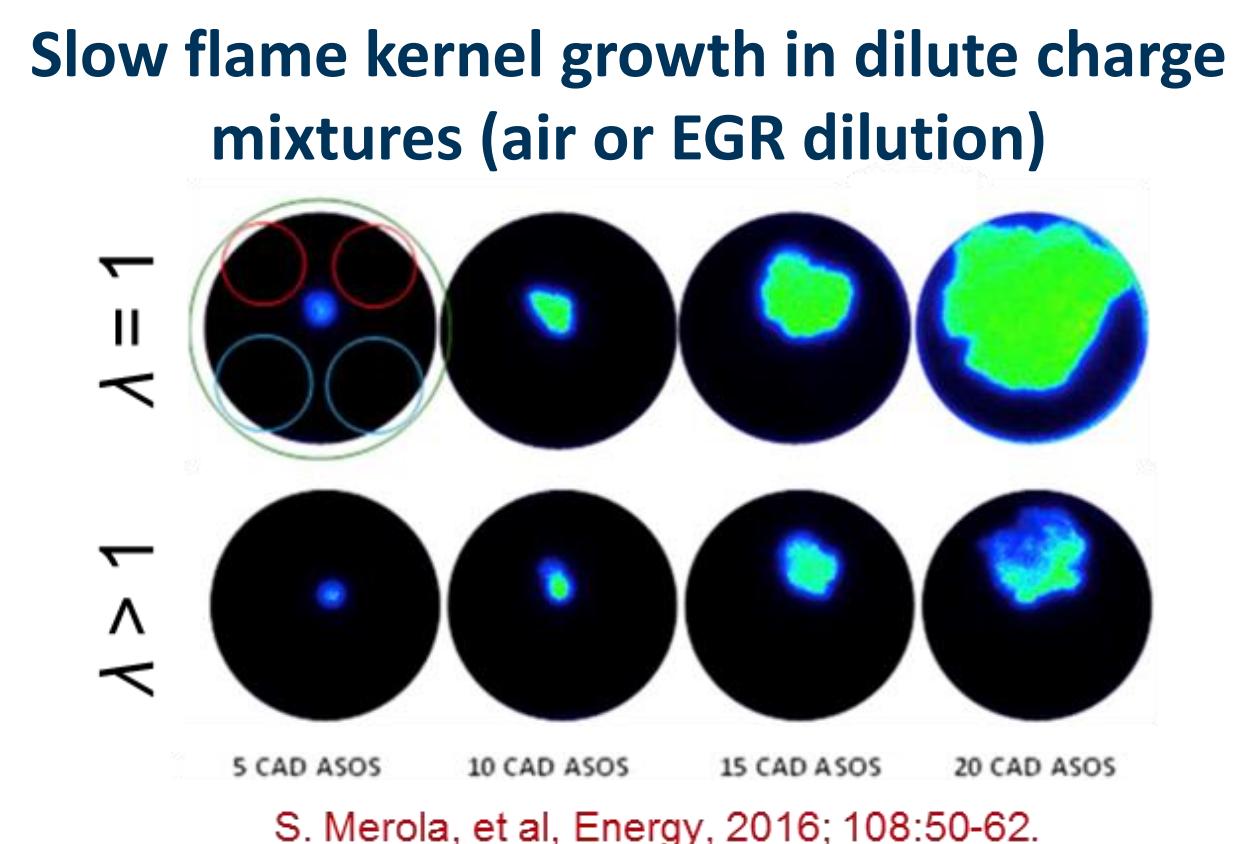
Single-shot images of  $O^*$  emission: signal concentrated near anode/cathode tips. One advantage of cathode is increased radical production.



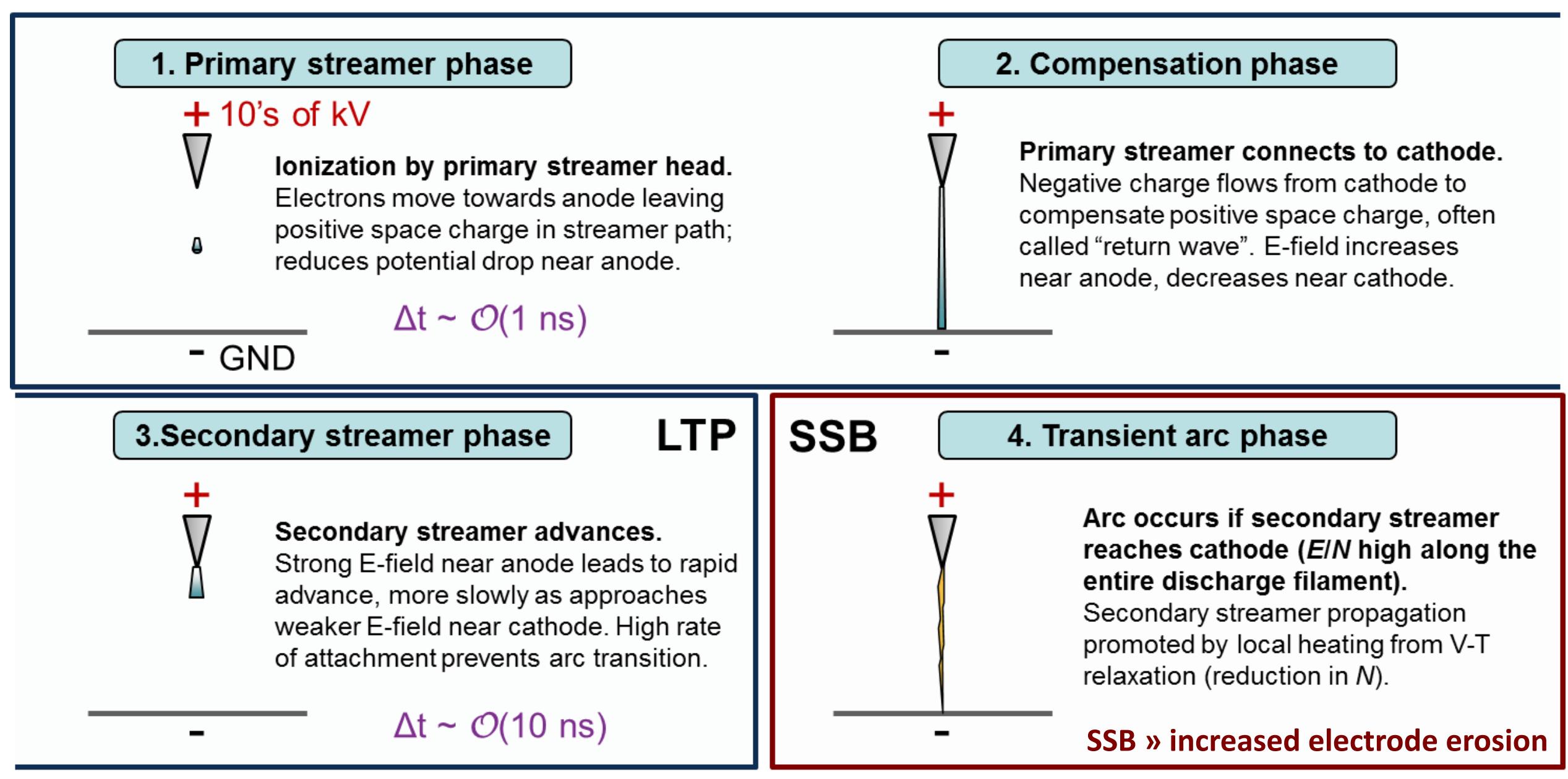
Entire-discharge mean images show mixture dependence of  $O^*$  emission. Impact of CO<sub>2</sub> not explained by changes in quenching or electron energy.



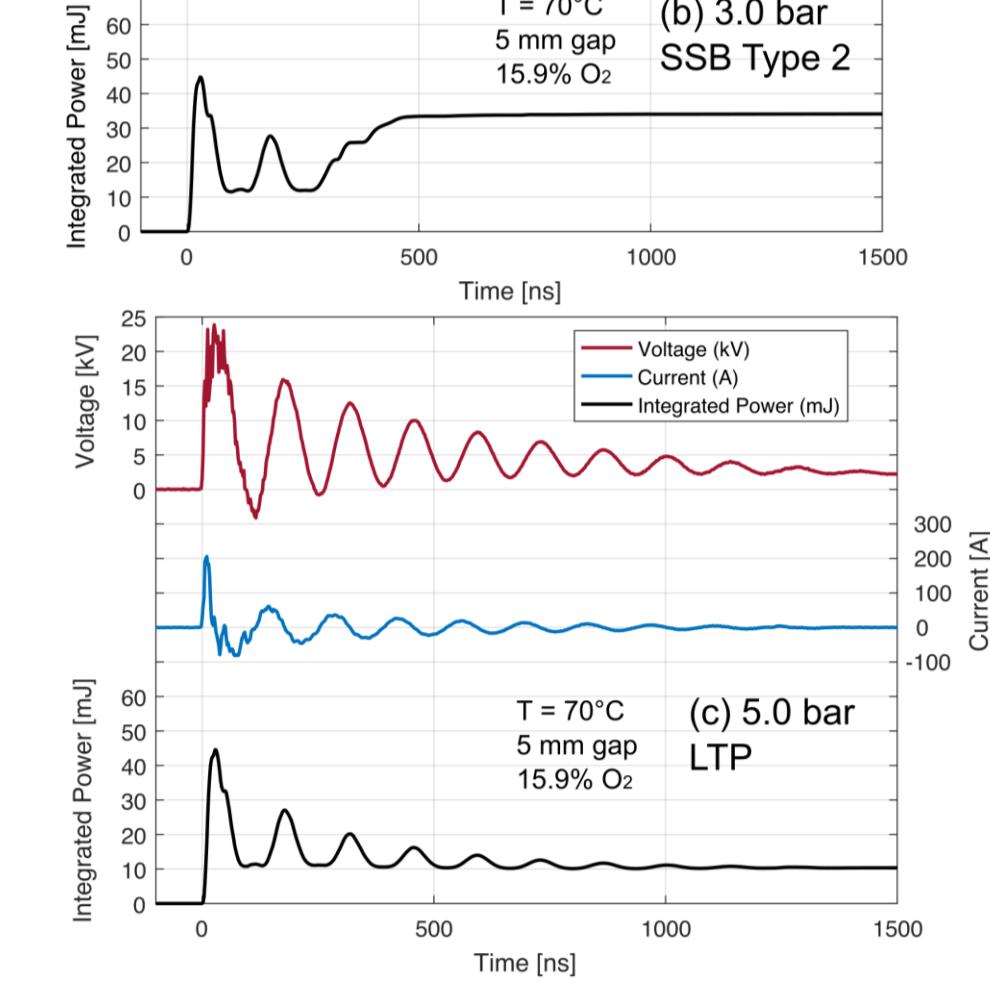
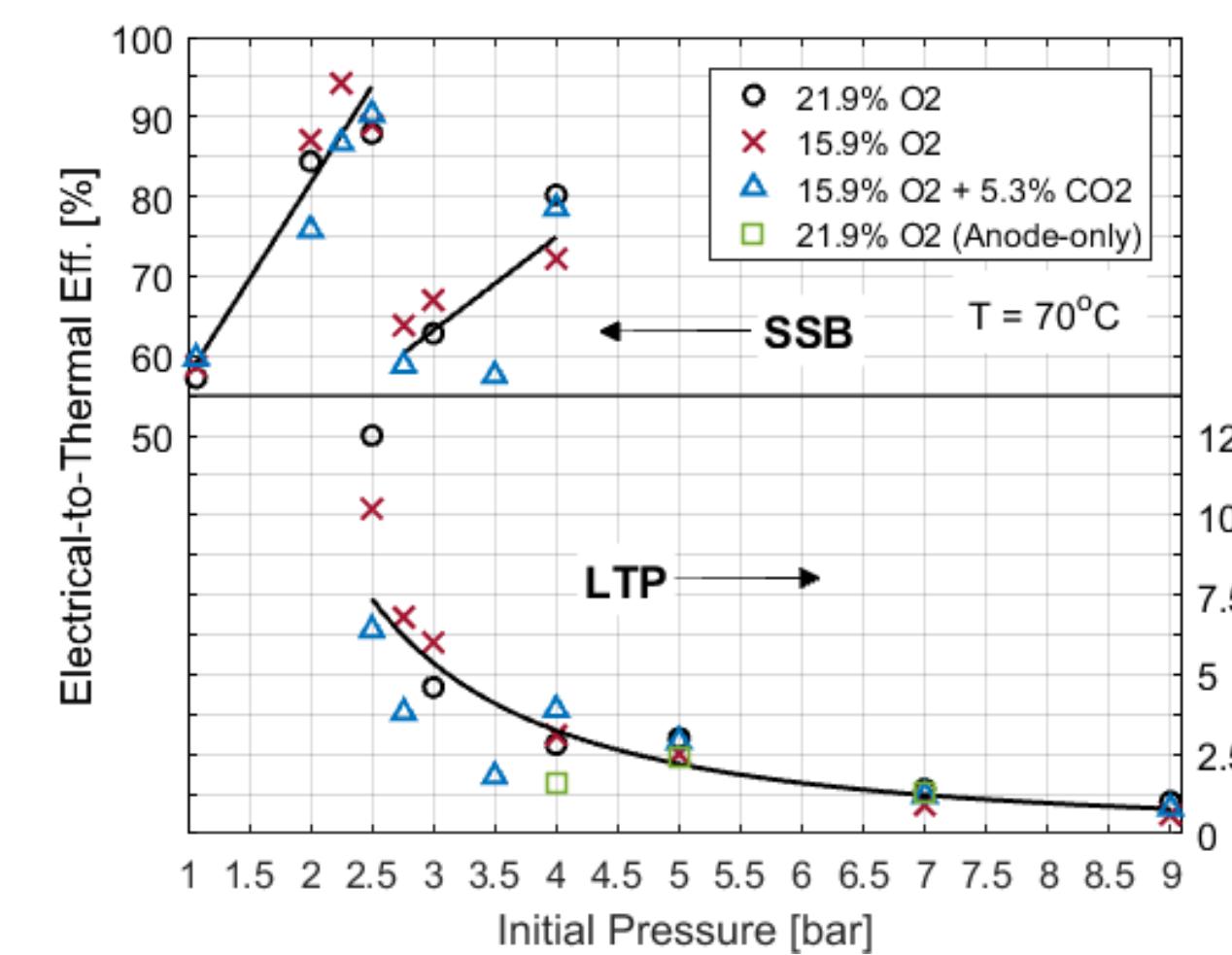
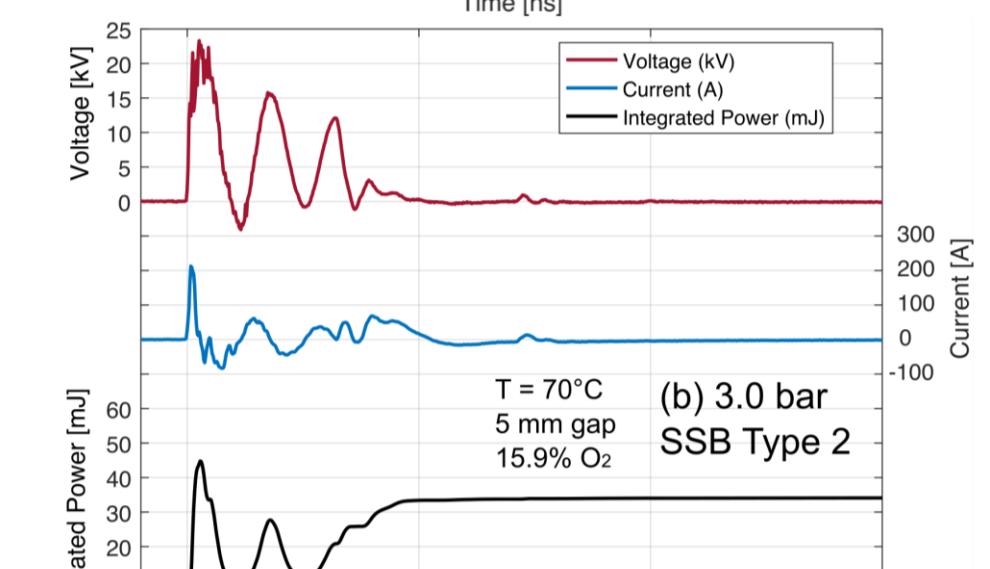
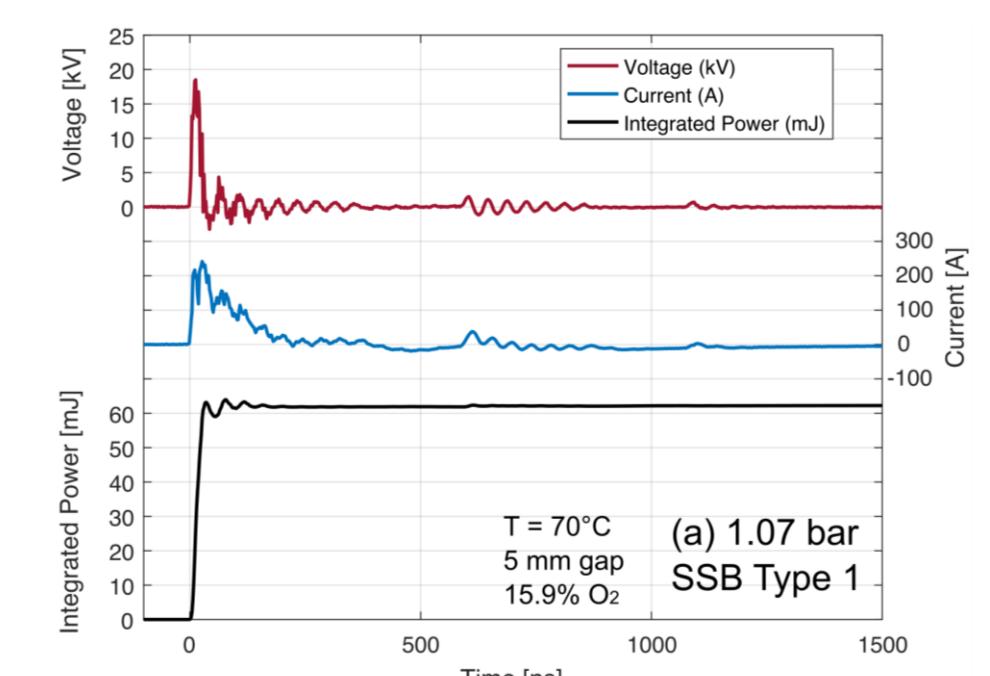
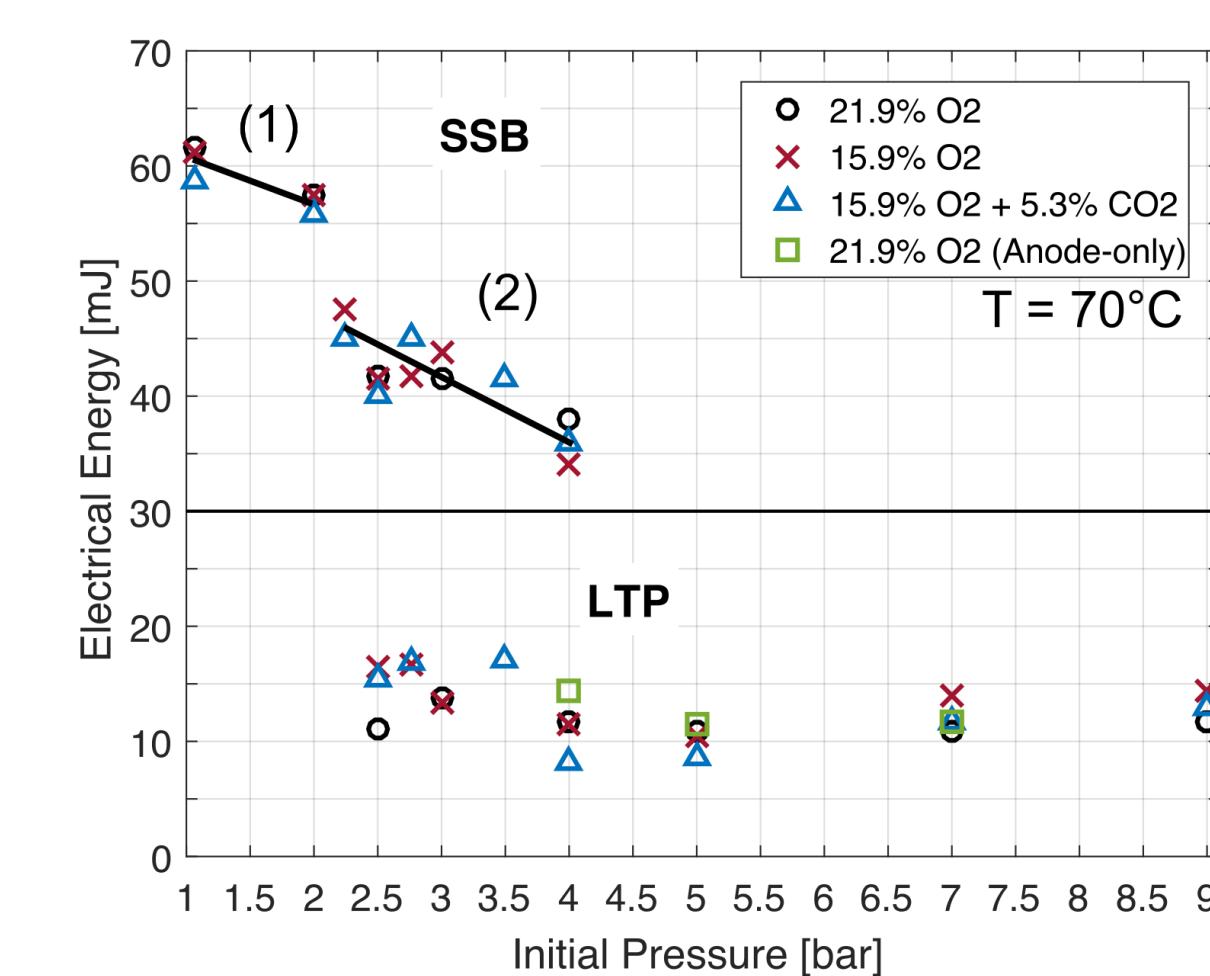
Traditional inductive spark ignition systems have struggled with next-generation gasoline IC engines due to:



Next-gen. IC engine ignition: low-temperature plasma (LTP) is desirable, but secondary streamer breakdown (SSB) is not. What's the difference?



The character of the SSB discharges changed as pressure was increased: breakdown occurred later, including during the reflected pulse. The impact on pulse energy and electrical-to-thermal energy conversion efficiency was apparent.



## Conclusions

Considering EGR effects on PND:

- PND calorimetry did not depend appreciably on CO<sub>2</sub> or O<sub>2</sub> concentration in the range considered.
- Addition of CO<sub>2</sub> reduced  $O^*$  signal, likely through a chemical pathway.
- A cathode was found to be beneficial for  $O^*$  production, at the expense of increased SSB probability at certain conditions.