

Co-optimization of Fuels and Engines:

Co-Optima Low Greenhouse Gas Fuels Team

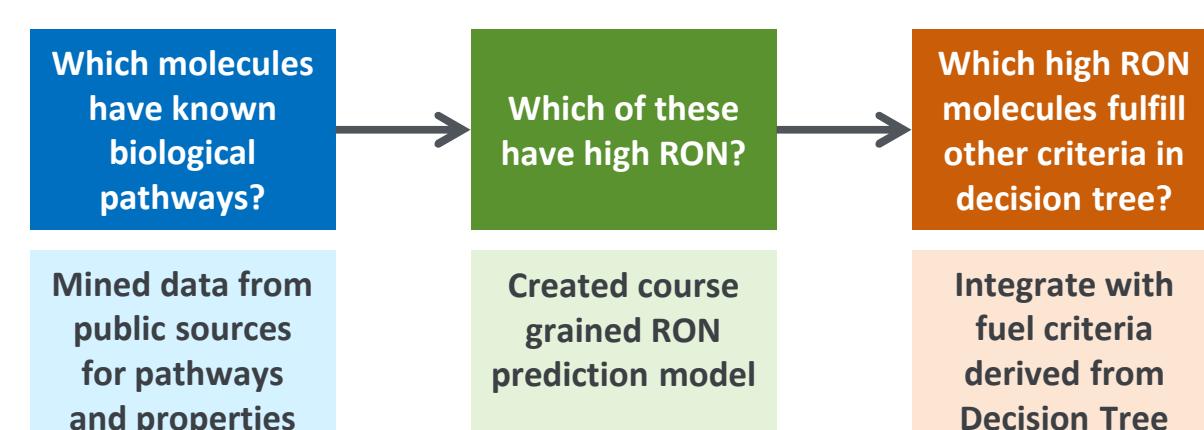
Ryan Davis, Anthe George, John Gladden, Corey Hudson, Oliver Kilian, Leanne Whitmore, Ben Wu, Xun Zuang

Overview

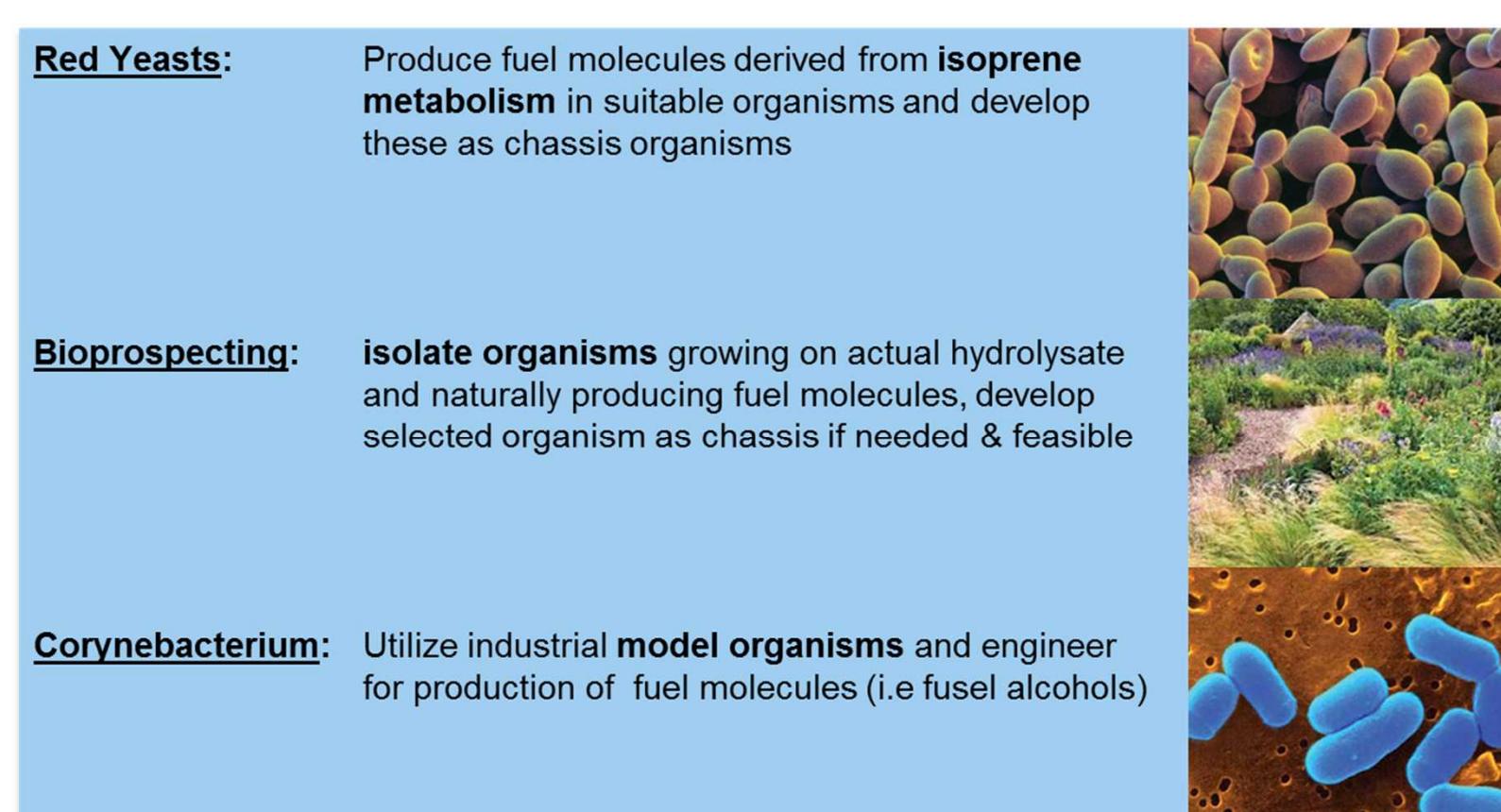
- 30 by 30: The primary objective of Co-Optima is a 30% reduction in per-vehicle petroleum consumption by 2030, beyond the “business as usual” case.
- This will be achieved through the co-optimization of both fuels and engines.
- Six teams and 10 national labs are partnering in this multi-year effort.
- Working with the engine development and other Co-Optima teams, the Sandia fuels team is using computational and biochemical methods to produce fuel molecules with optimal performance for engines optimized in this effort.

Methodologies

Computational methods



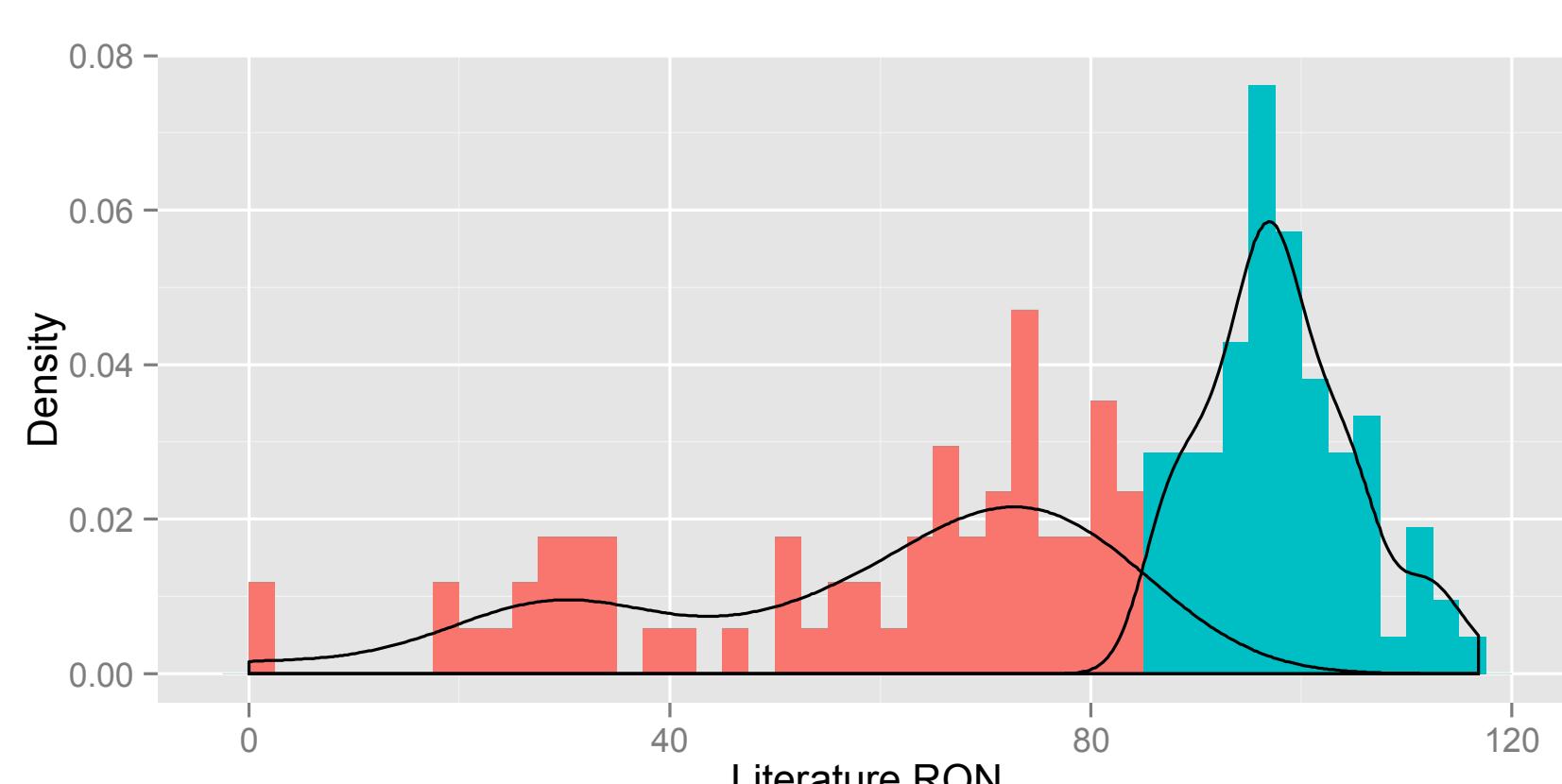
Biochemical production



Discussion

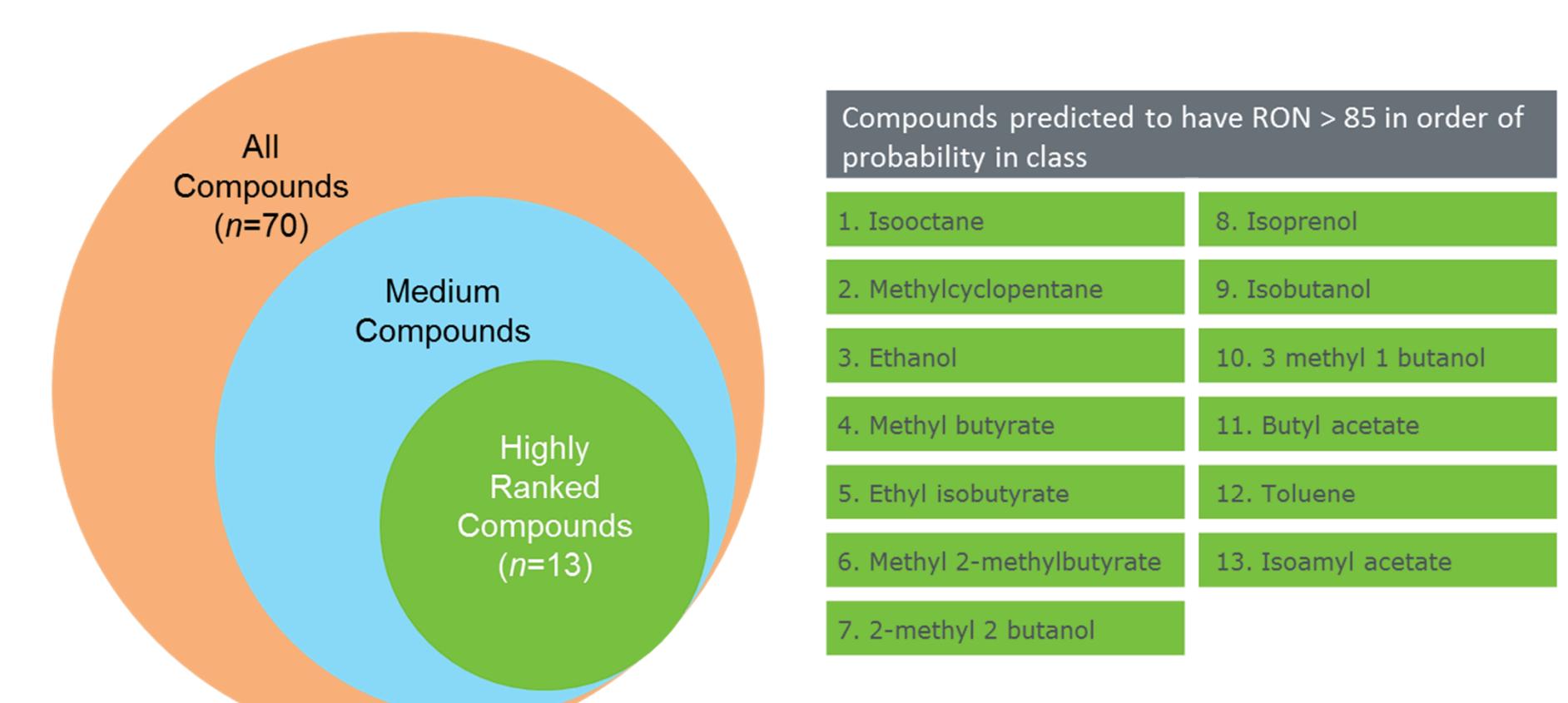
- Thus far engine performance has been limited by the type of fuel available (i.e. petroleum). Biology allows for the production of molecules not heretofore considered as fuels. We asked the question: what fuel properties does an engine need for higher performance and efficiency?
- In Co-Optima criteria were developed for what makes a good fuel. We developed methods to screen for all known biochemical pathways to produce these fuels in chemical databases, including research octane number (RON), where available. These were used to develop a RON prediction model.
- Molecules which were predicted to have high RON were targeted for biological production, and routes to terpenes and mixed alcohols demonstrated.

Computation Results



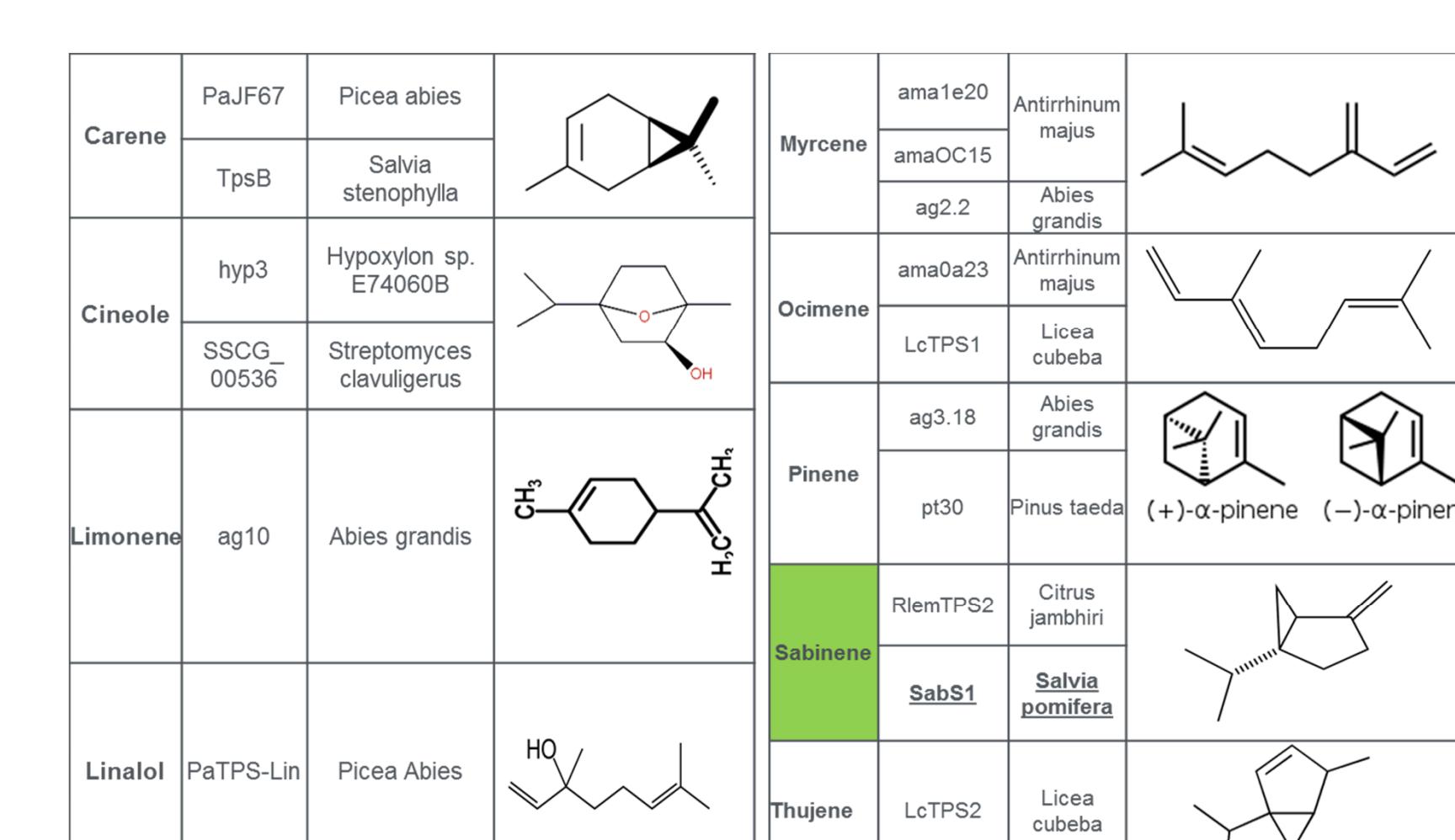
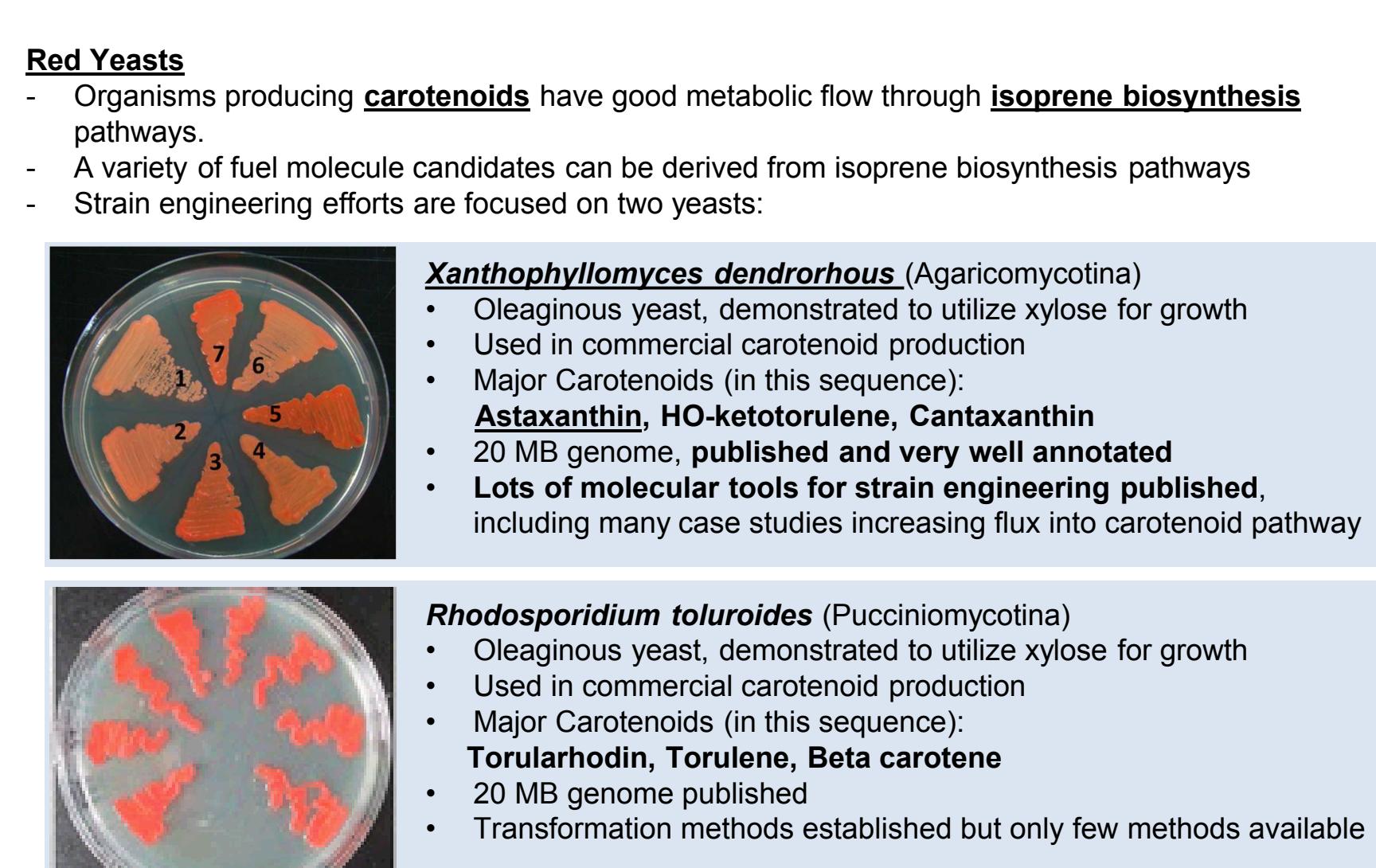
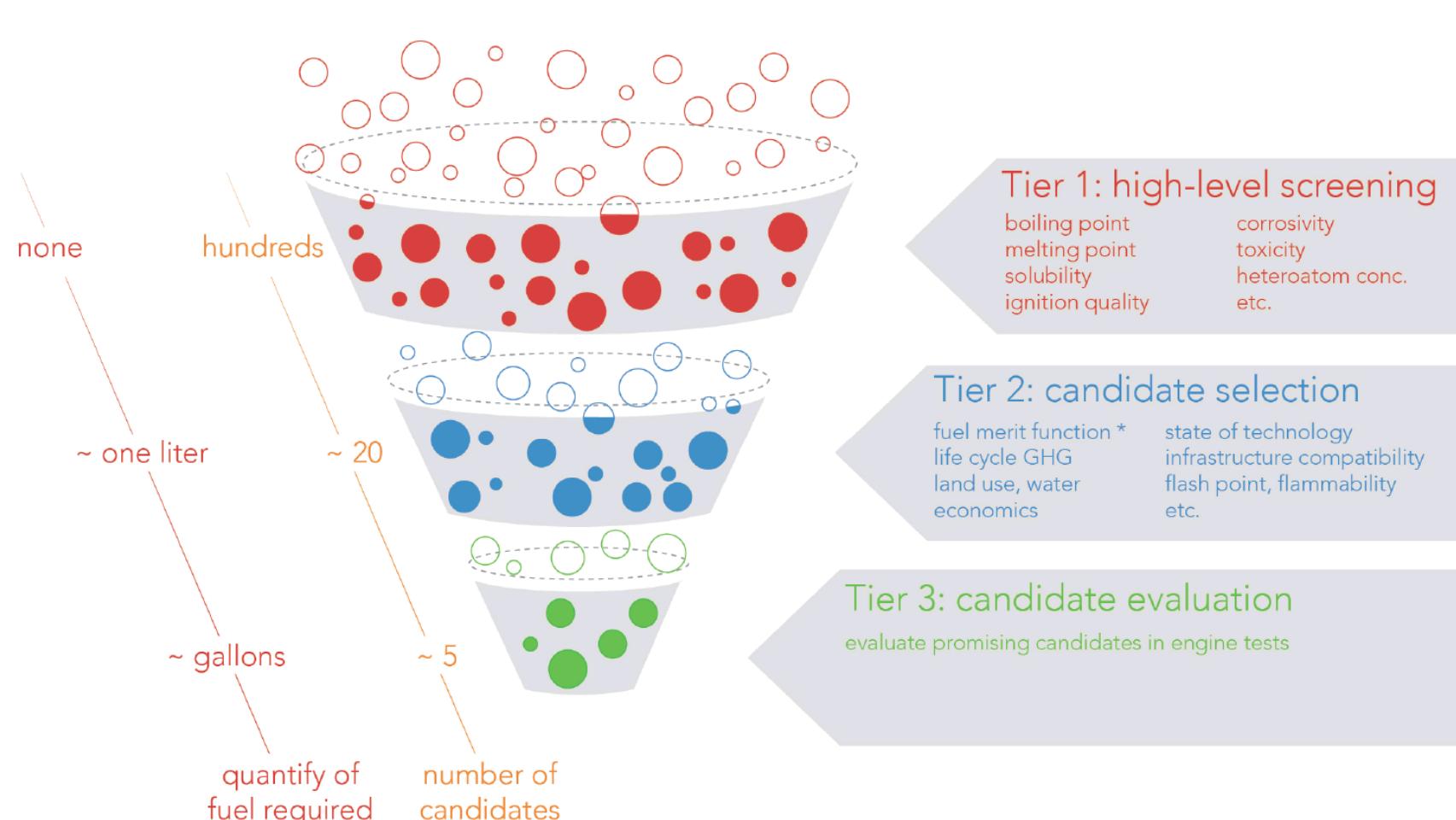
Features	Weight	Type
OH Rate Constant	0.0382	Physical
Surface Tension	0.0368	Physical
SMARTS Pattern: C-C-C-C-C	0.0349	Structural
KOC (pH 5.5)	0.0323	Physical
Vapor Pressure (mmHg at 25°C)	0.0313	Physical
SMARTS Pattern: C-C-C-C	0.0313	Structural
Octanol-Water Partition Coefficient (pH 7.4)	0.0302	Physical

Metric	Mean value	Std. dev
Accuracy	0.80	0.09
Precision	0.82	0.12
Sensitivity	0.80	0.16
Receiver Operator Characteristic (AUC)	0.88	0.07



- >2000 QSAR and structural features were correlated to RON. It was possible to describe which features most heavily contributed to RON. This will enable more detailed investigation into RON chemistry and allow improved fuel selection.
- The model enables down-selection from 1000s of molecules to a number that can feasibly be investigated experimentally.

Screening and production



Exceptional service in the national interest