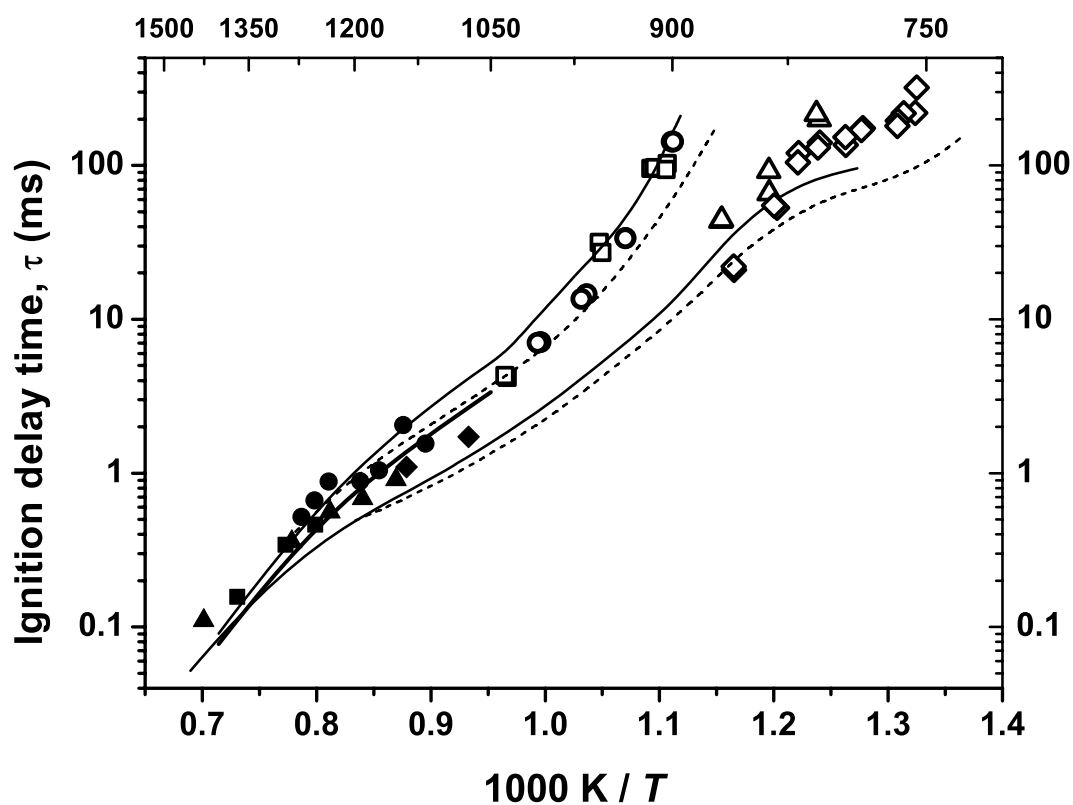
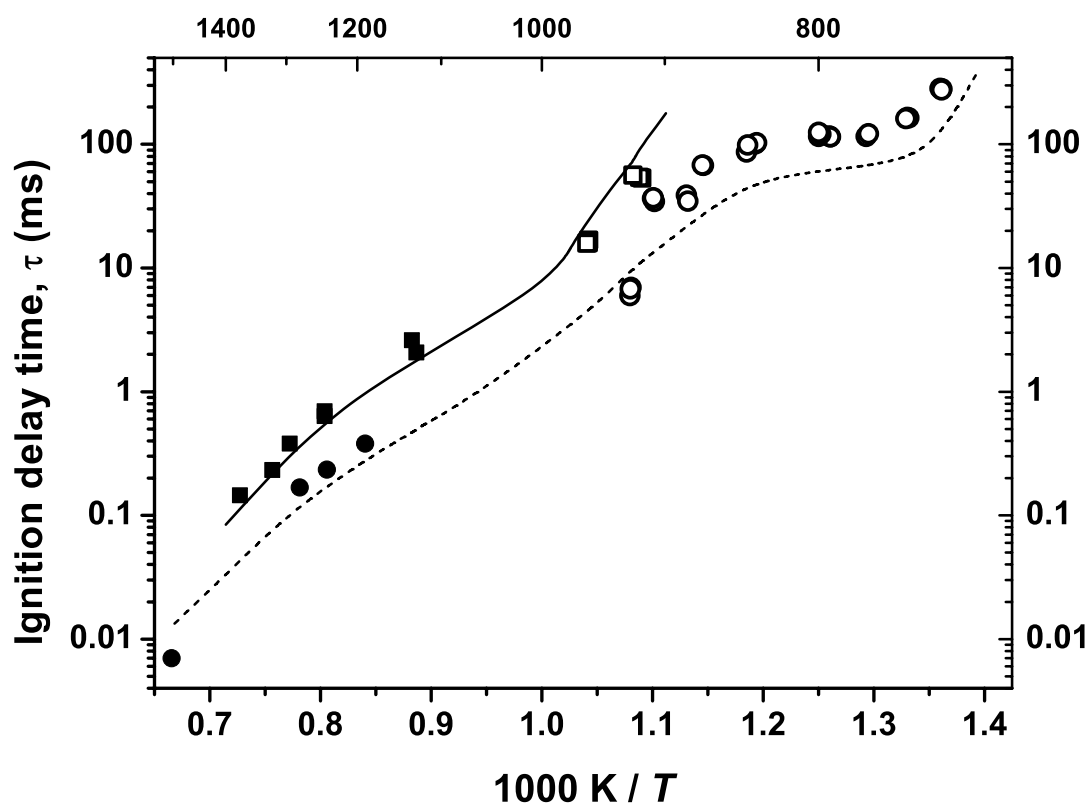


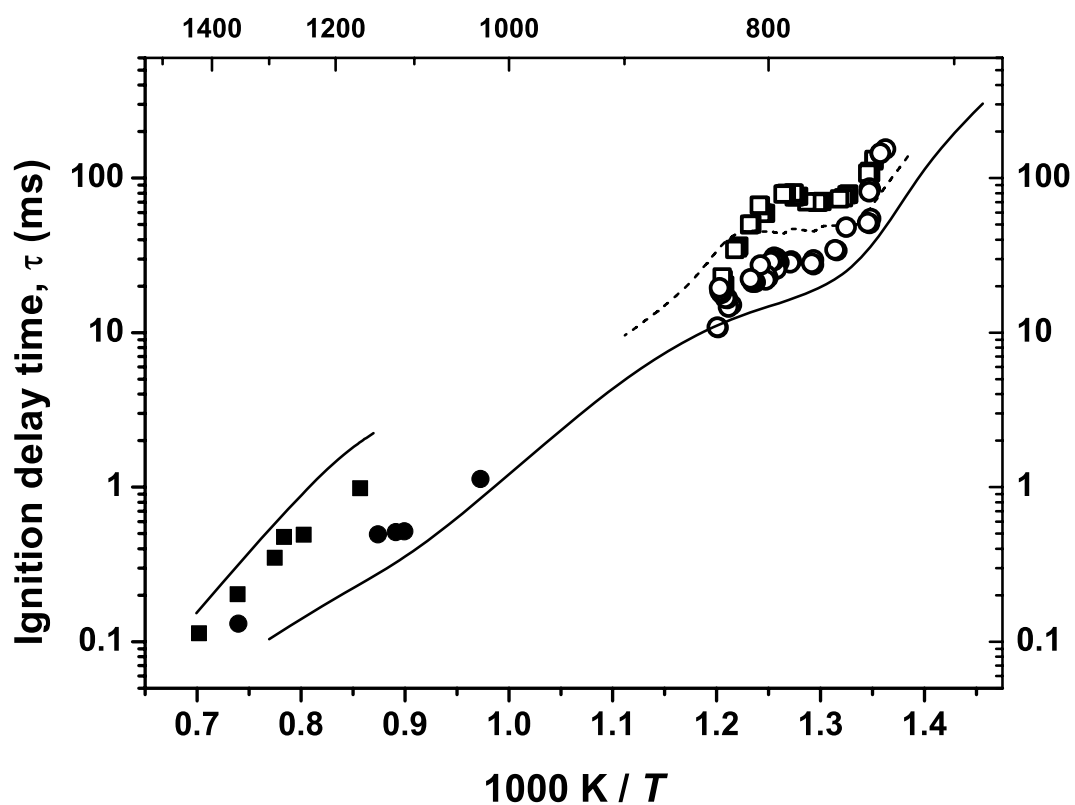
Effect of pressure on ignition delay times for 90% CH₄ / 10% C₃H₈ oxidation, $\phi = 1.0$ in “air”. \square – RCM 10 atm, \blacksquare – shock tube 10 atm, \circ – RCM 20 atm, \bullet – shock tube 20 atm. Solid line is simulation, C4_49.



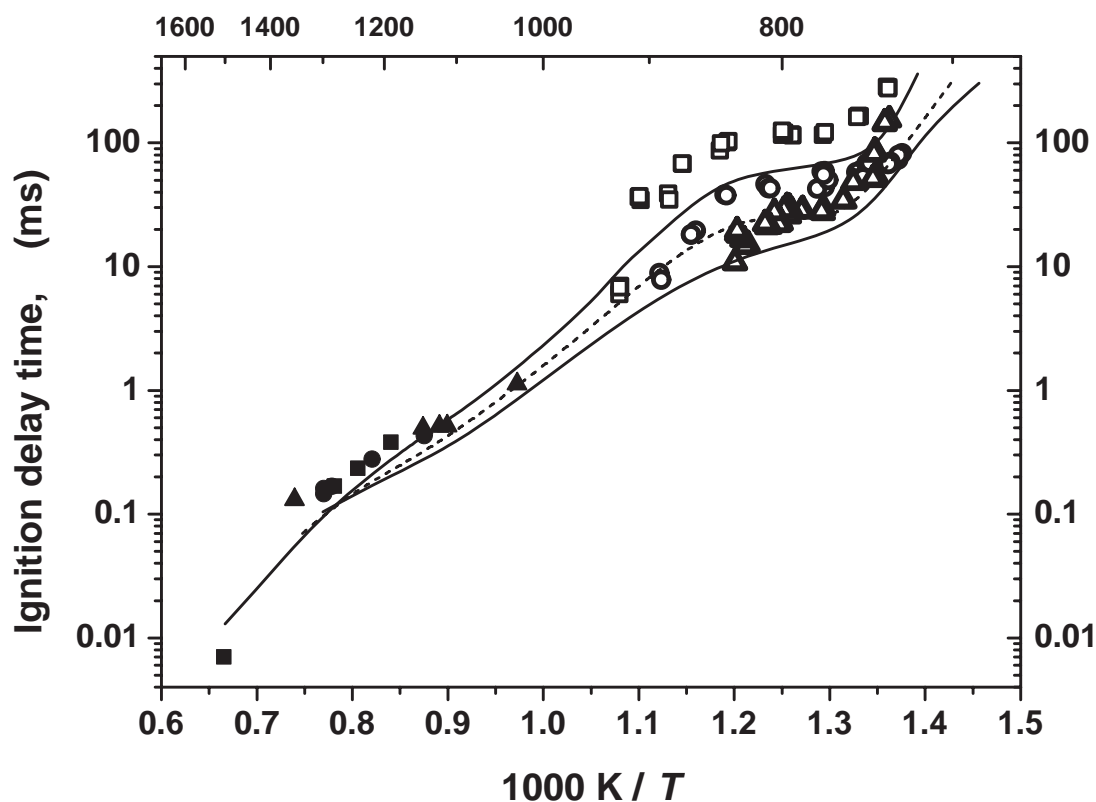
Effect of equivalence ratio on ignition delay times for 90% CH₄ / 10% C₃H₈ oxidation in “air”, $p = 20$ and 30 atm. \square – RCM $\phi = 0.5$ (20 atm), \blacksquare – shock tube $\phi = 0.5$ (30 atm), \circ – RCM $\phi = 1.0$ (20 atm), \bullet – shock tube $\phi = 1.0$ (20 atm), Δ – RCM $\phi = 2.0$ (30 atm), \blacktriangle – shock tube $\phi = 2.0$ (30 atm), \diamond – RCM $\phi = 3.0$ (30 atm), \blacklozenge – shock tube $\phi = 3.0$ (30 atm). Lines are simulation, C4_49.



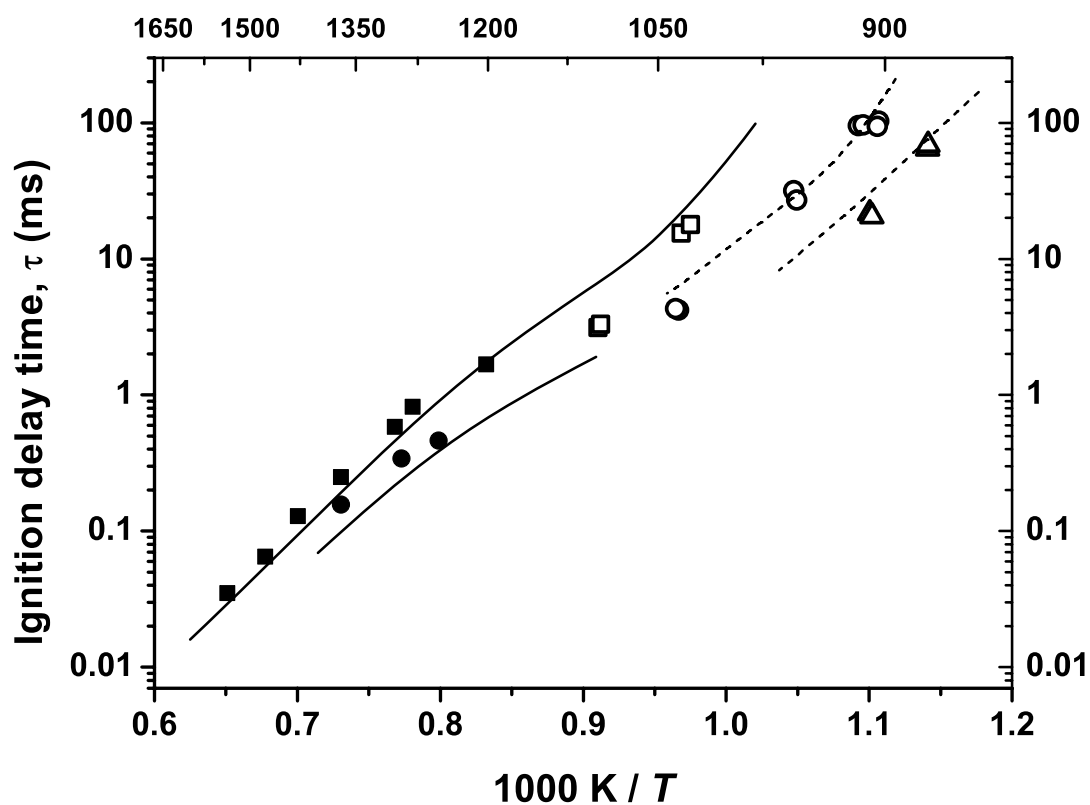
Effect of pressure on ignition delay times for 70% CH_4 / 30% C_3H_8 oxidation, $\phi = 1.0$ in “air”. \square – RCM 10 atm, \blacksquare – shock tube 10 atm, \circ – RCM 30 atm, \bullet – shock tube 30 atm. Lines are simulation, C4_49.



Effect of pressure on ignition delay times for 70% CH₄ / 30% C₃H₈ oxidation, $\phi = 3.0$ in “air”. ■ – shock tube 7 atm, □ – RCM 20 atm, ○ – RCM 30 atm, ● – shock tube 30 atm. Lines are simulation, C4_49.



Effect of equivalence ratio on ignition delay times for 70% CH₄ / 30% C₃H₈ oxidation in “air”, $p = 30$ atm. \square – RCM $\phi = 1.0$, \blacksquare – shock tube $\phi = 1.0$, \circ – RCM $\phi = 2.0$, \bullet – shock tube $\phi = 2.0$, Δ – RCM $\phi = 3.0$, \blacktriangle – shock tube $\phi = 3.0$. Lines are simulation, C4_49.



Effect of pressure on ignition delay times for 90% CH_4 / 10% C_3H_8 oxidation, $\phi = 0.5$ in “air”. \square – RCM 10 atm, \blacksquare – shock tube 10 atm, \circ – RCM 20 atm, Δ – RCM 40 atm, \bullet – shock tube 30 atm. Lines are simulation, C4_49.