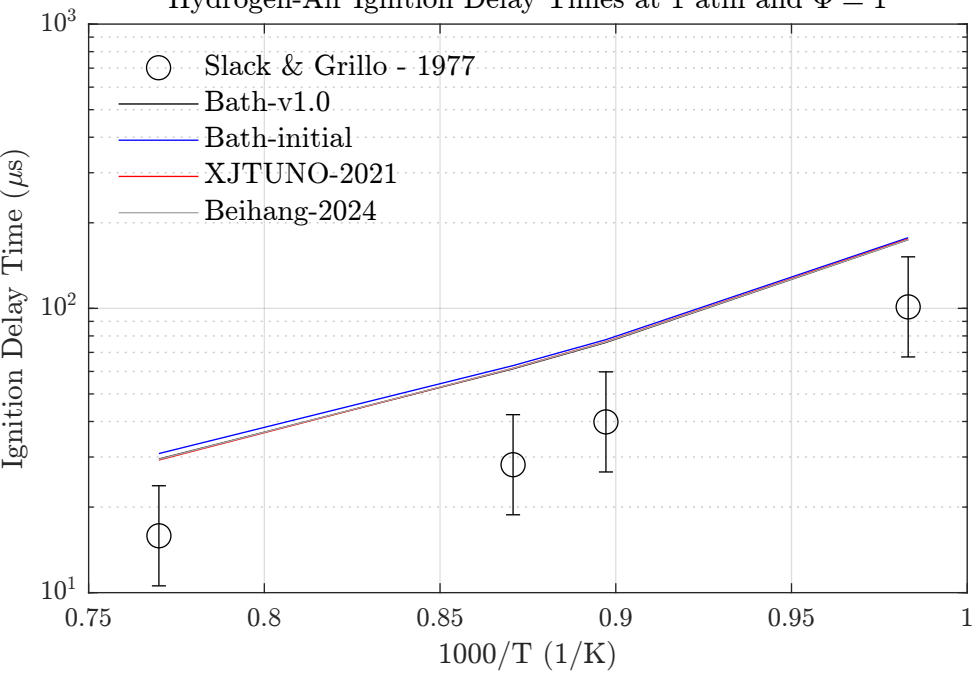
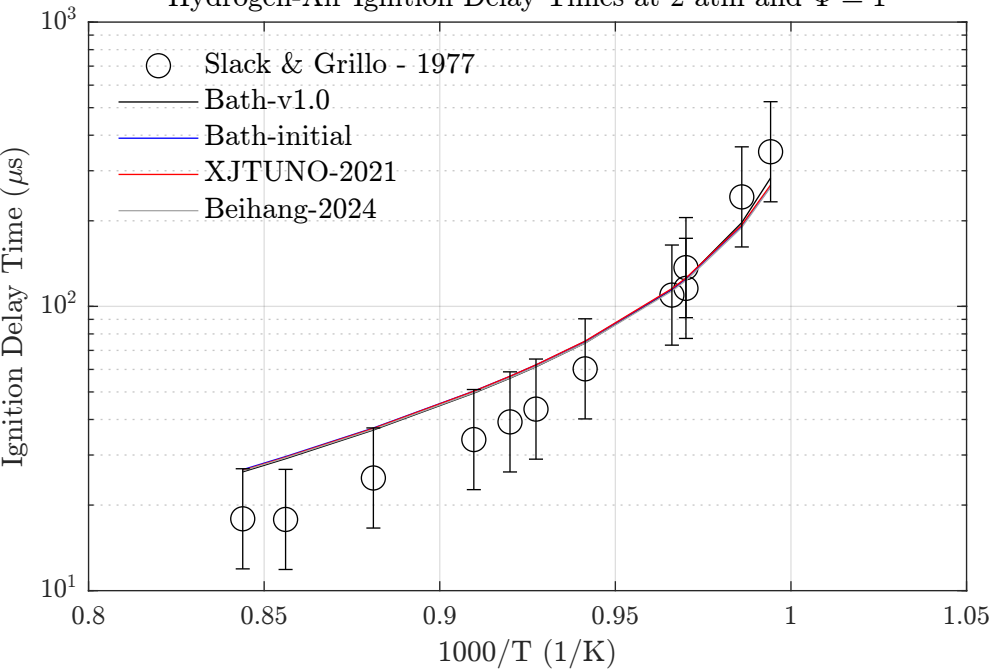
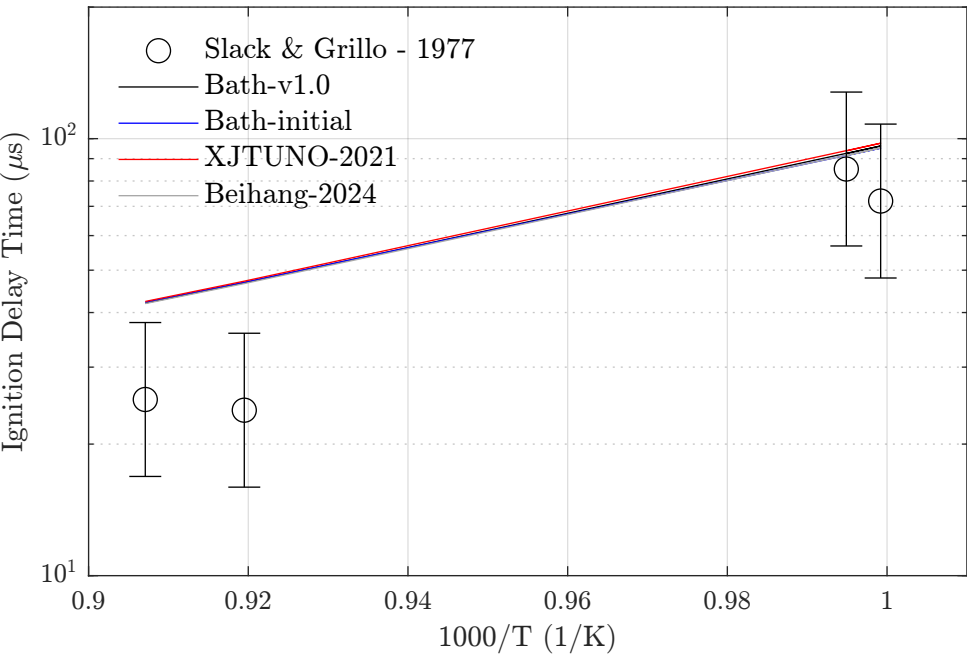


Hydrogen-Air Ignition Delay Times at 1 atm and  $\Phi = 1$ 

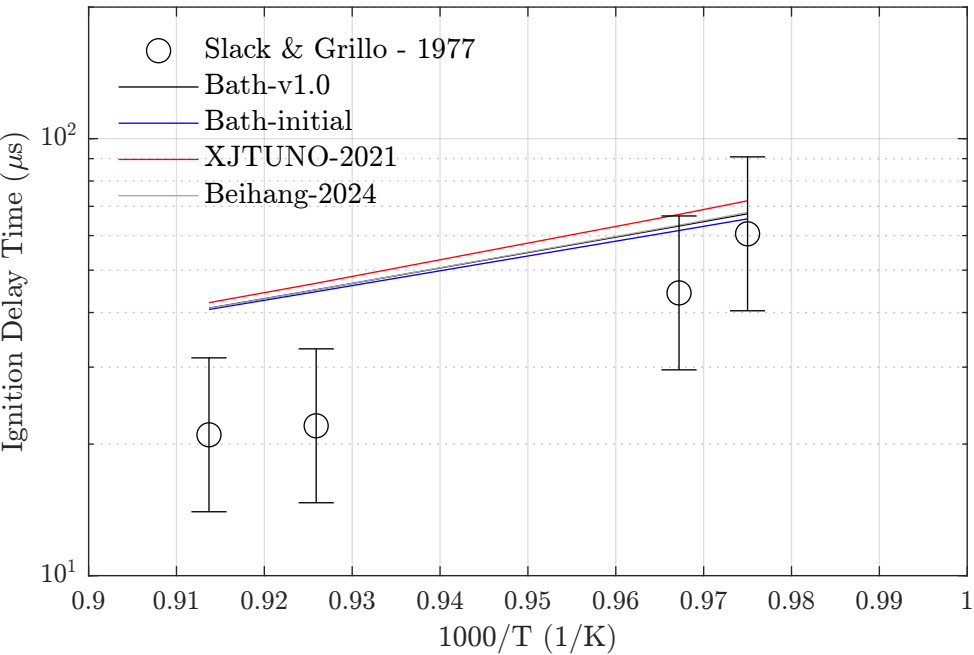
# Hydrogen-Air Ignition Delay Times at 2 atm and $\Phi = 1$

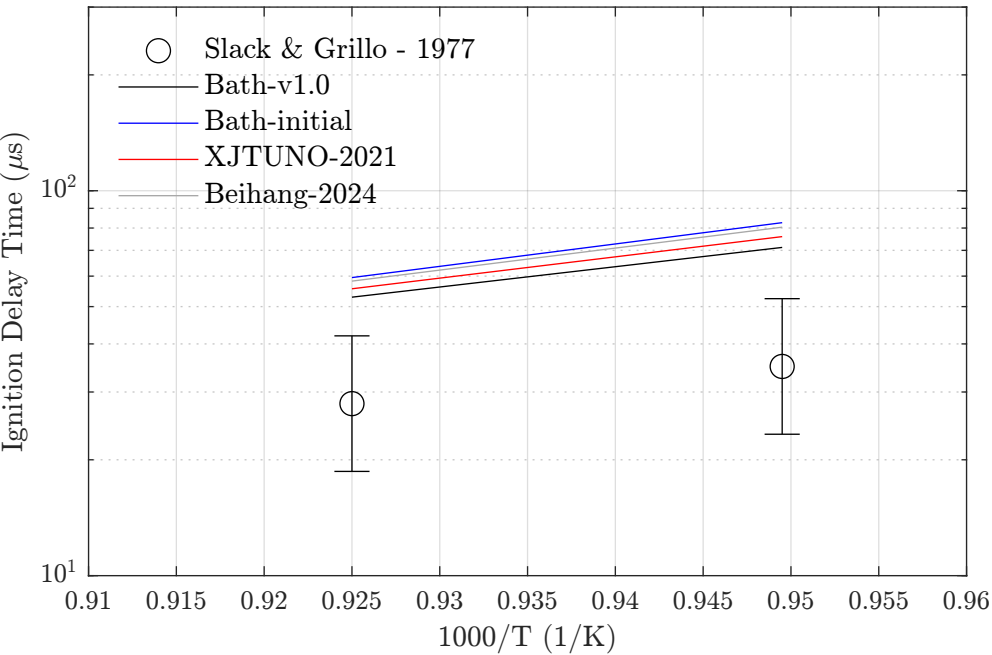


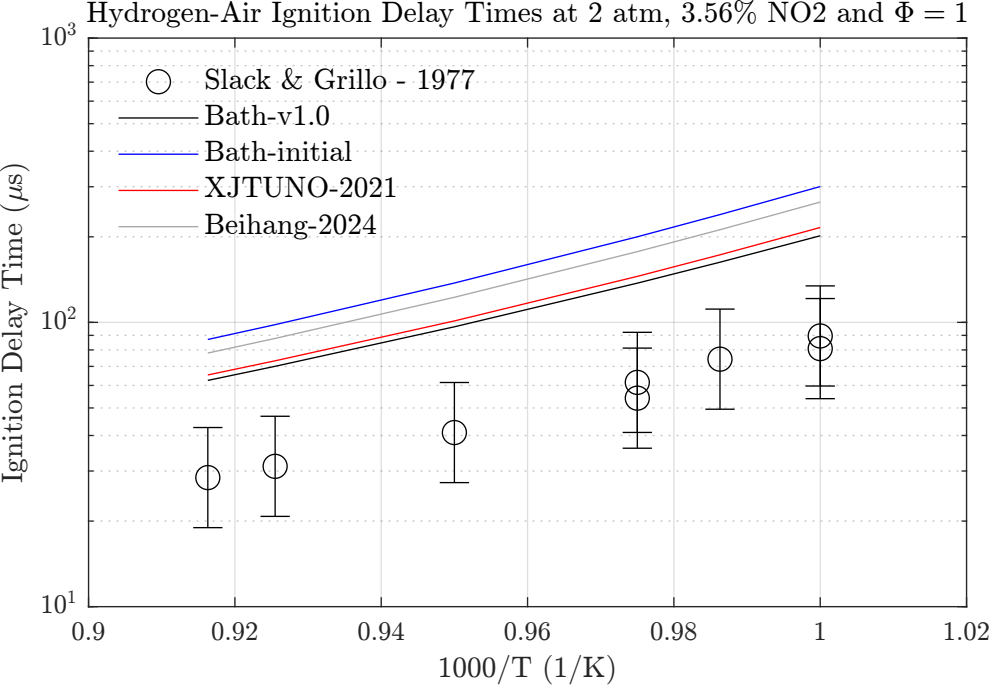
Hydrogen-Air Ignition Delay Times at 2 atm, 0.5% NO and  $\Phi = 1$



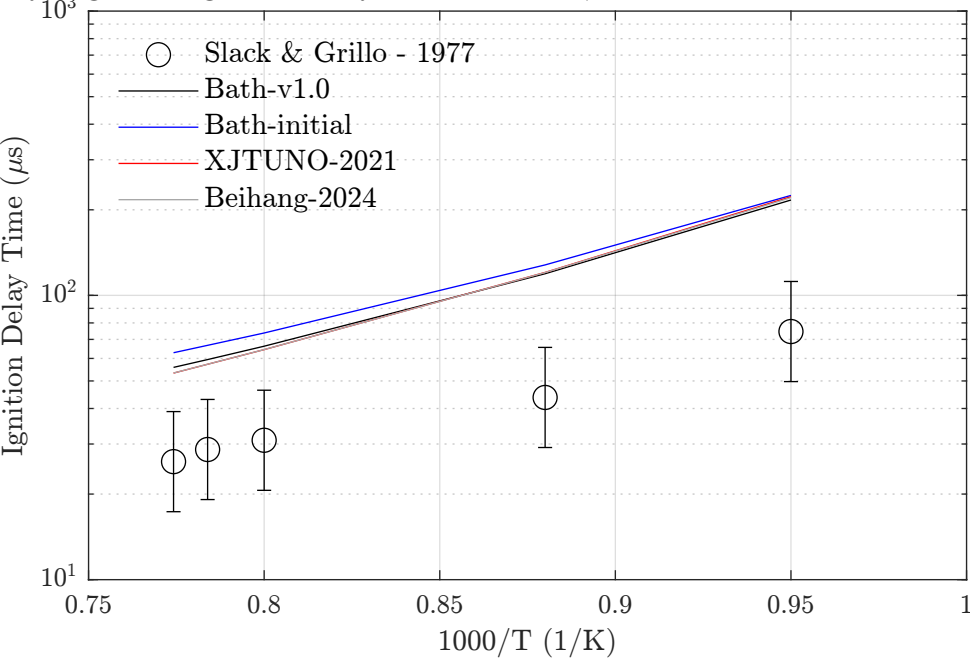
Hydrogen-Air Ignition Delay Times at 2 atm, 2.25% NO and  $\Phi = 1$



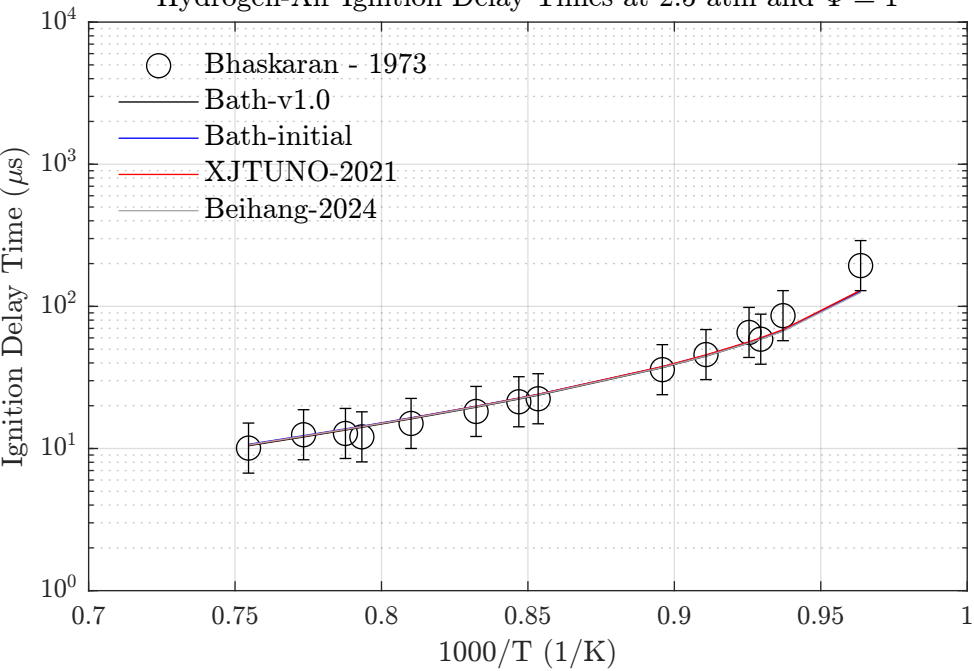
Hydrogen-Air Ignition Delay Times at 2 atm, 0.75% NO<sub>2</sub> and  $\Phi = 1$ 



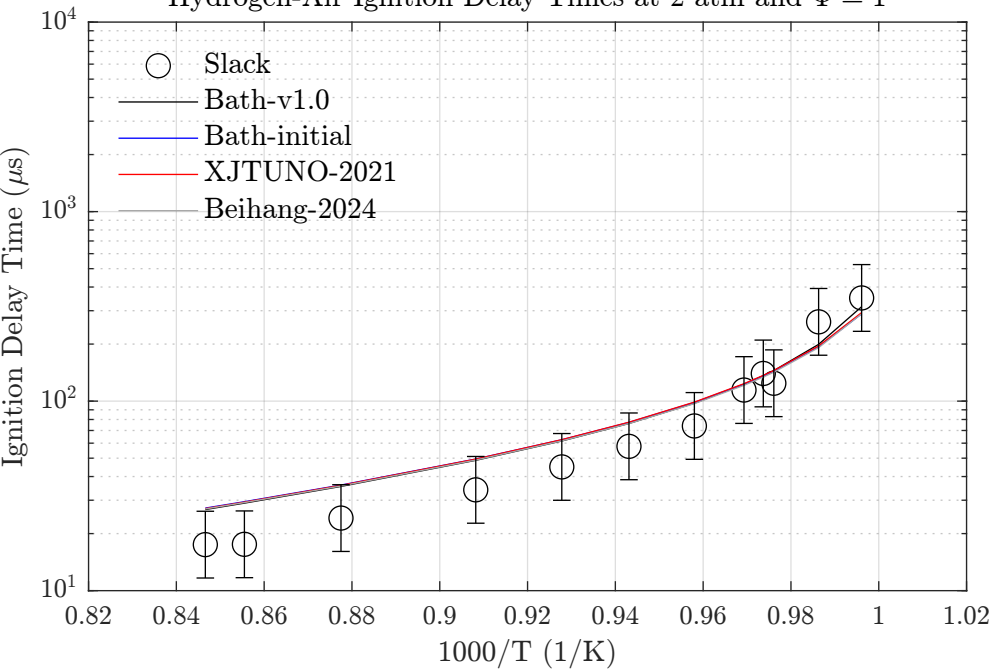
Hydrogen-Air Ignition Delay Times at 2 atm, 1.1% NO + 0.85% NO<sub>2</sub> and  $\Phi = 1$

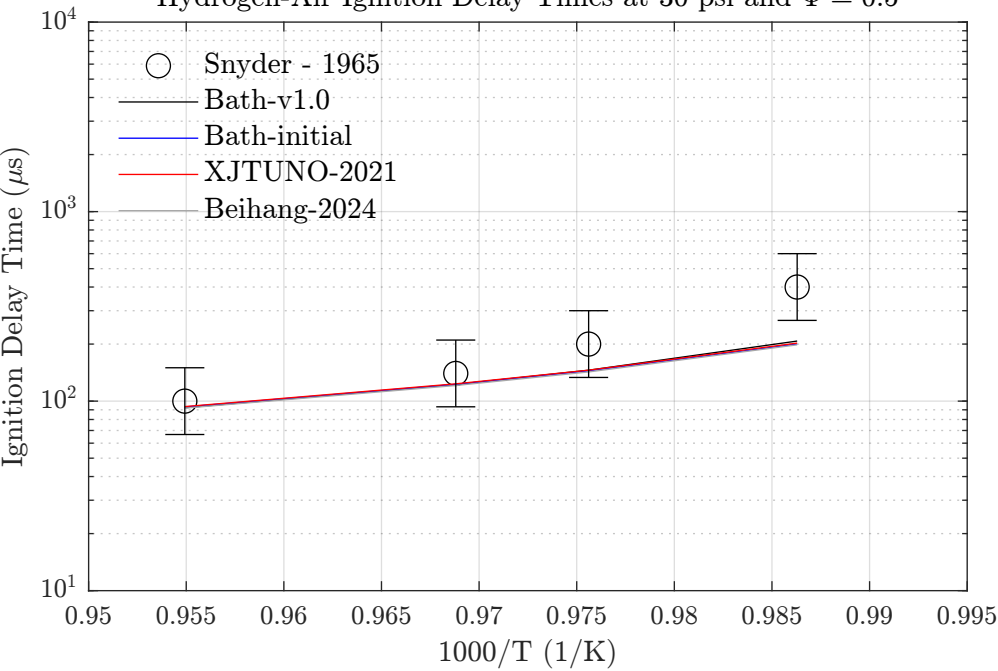


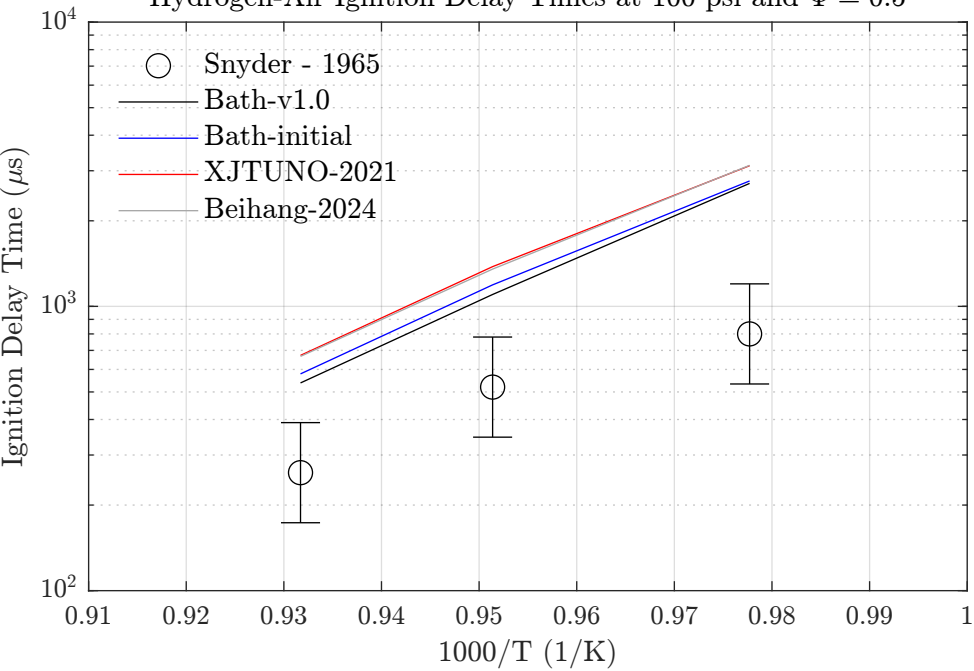
Hydrogen-Air Ignition Delay Times at 2.5 atm and  $\Phi = 1$

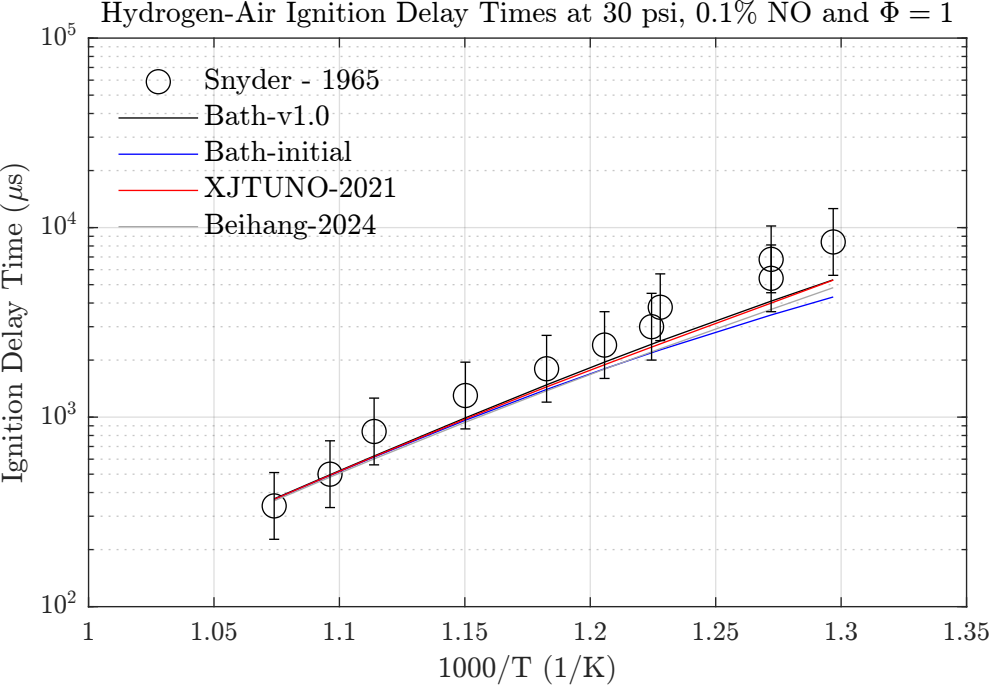


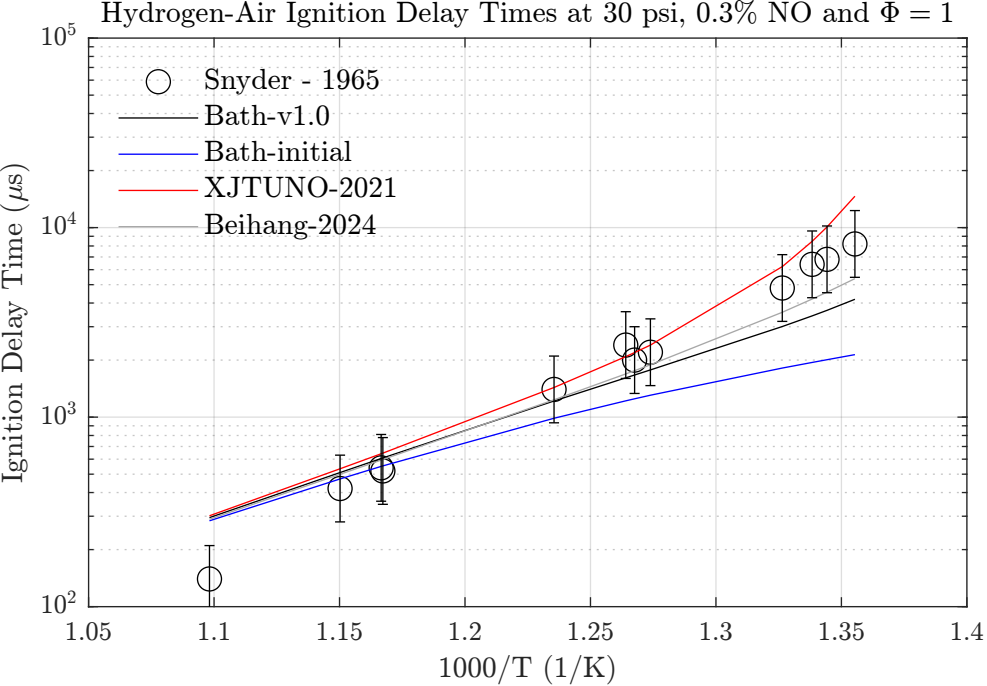


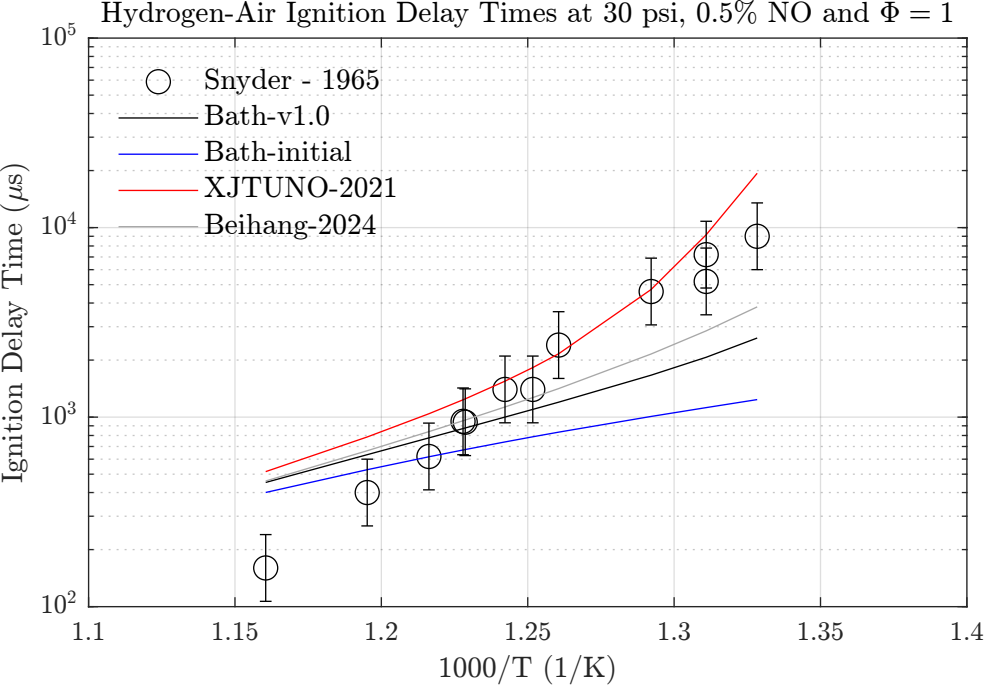
Hydrogen-Air Ignition Delay Times at 2 atm and  $\Phi = 1$ 

Hydrogen-Air Ignition Delay Times at 30 psi and  $\Phi = 0.5$ 

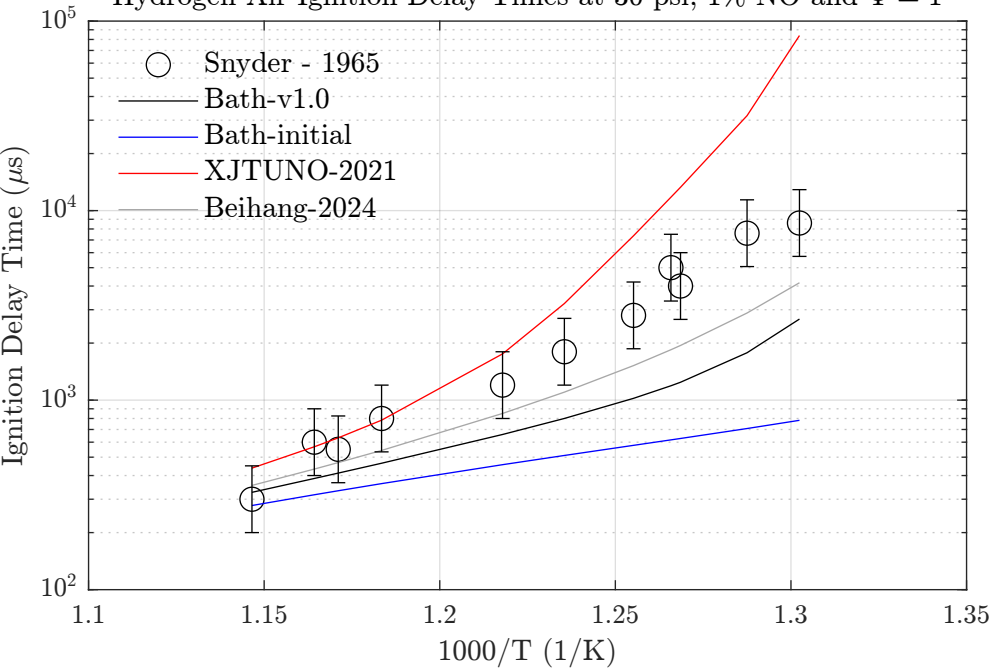
Hydrogen-Air Ignition Delay Times at 100 psi and  $\Phi = 0.5$ 



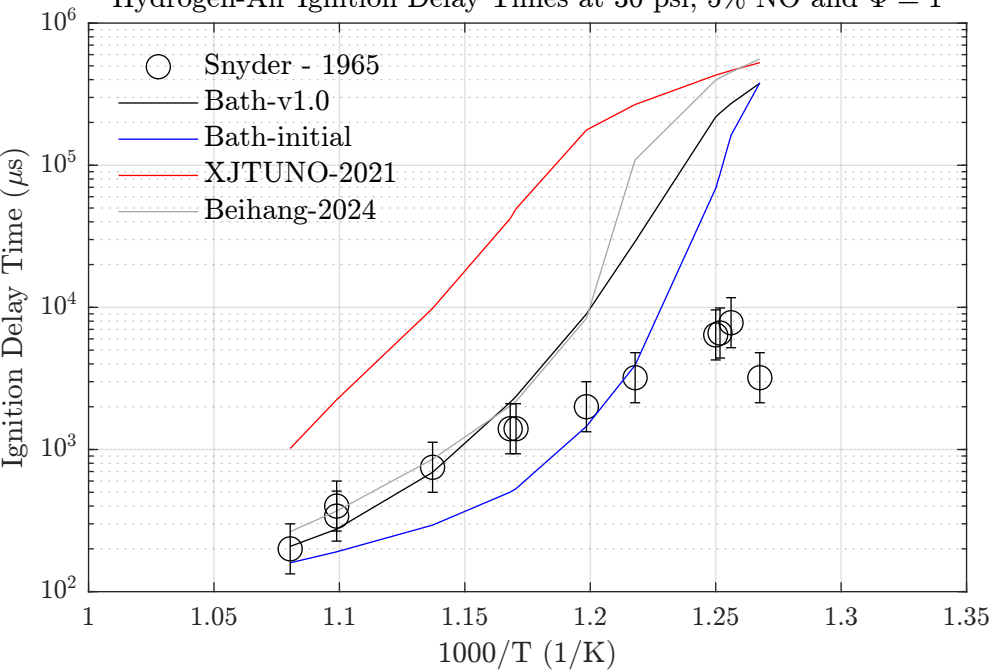




Hydrogen-Air Ignition Delay Times at 30 psi, 1% NO and  $\Phi = 1$

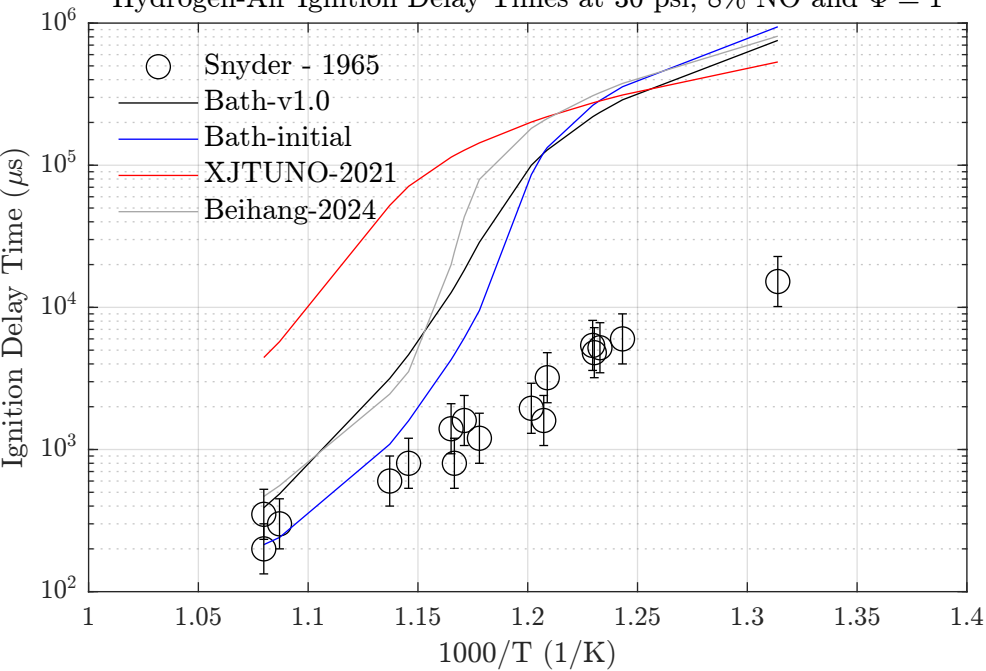


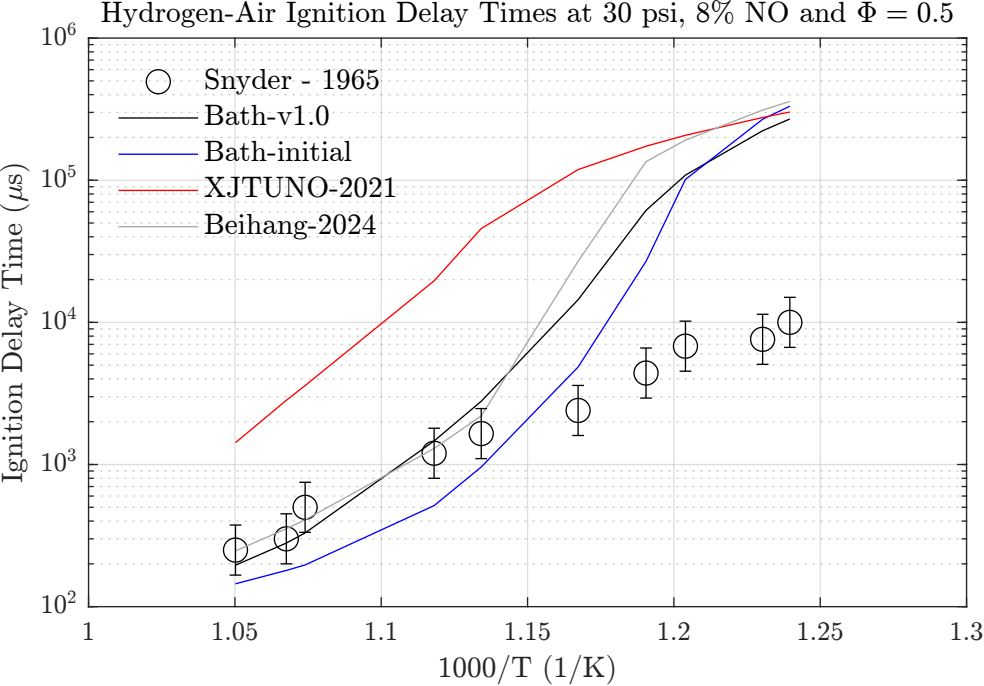
Hydrogen-Air Ignition Delay Times at 30 psi, 5% NO and  $\Phi = 1$

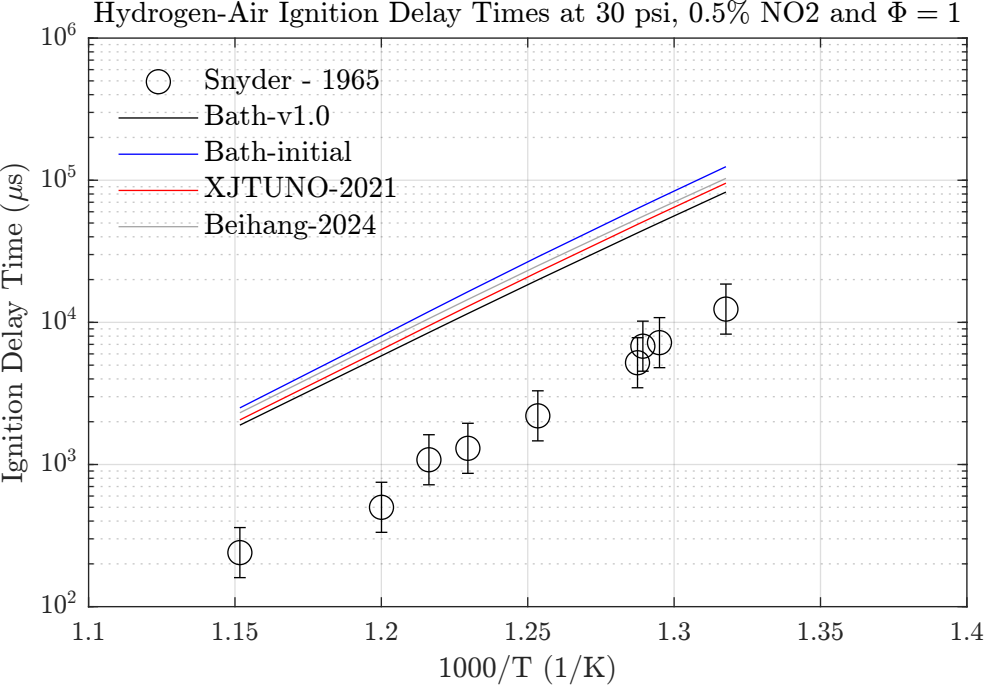


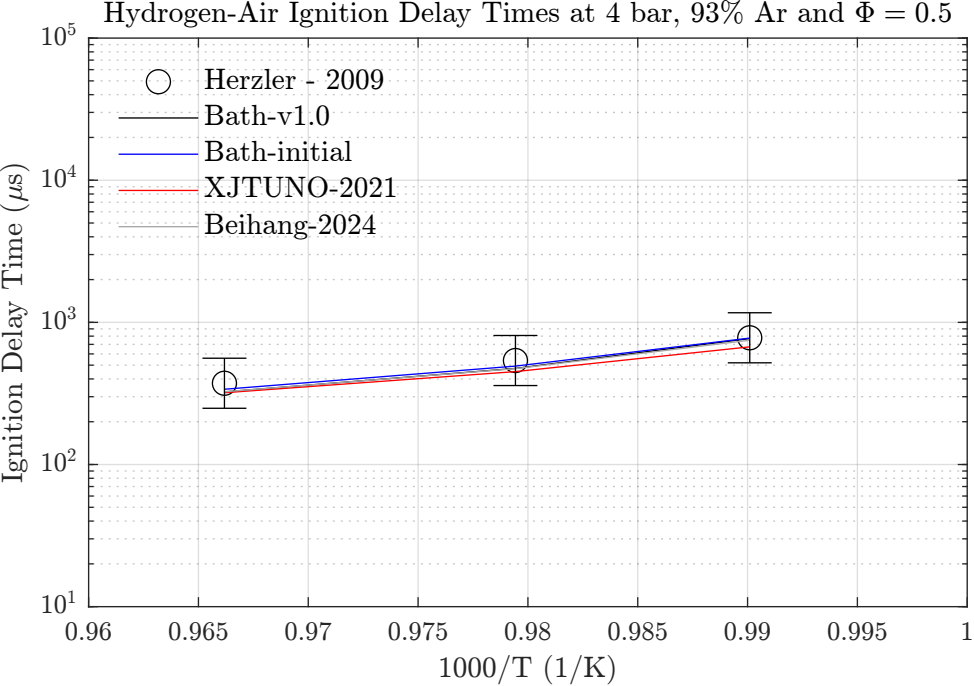


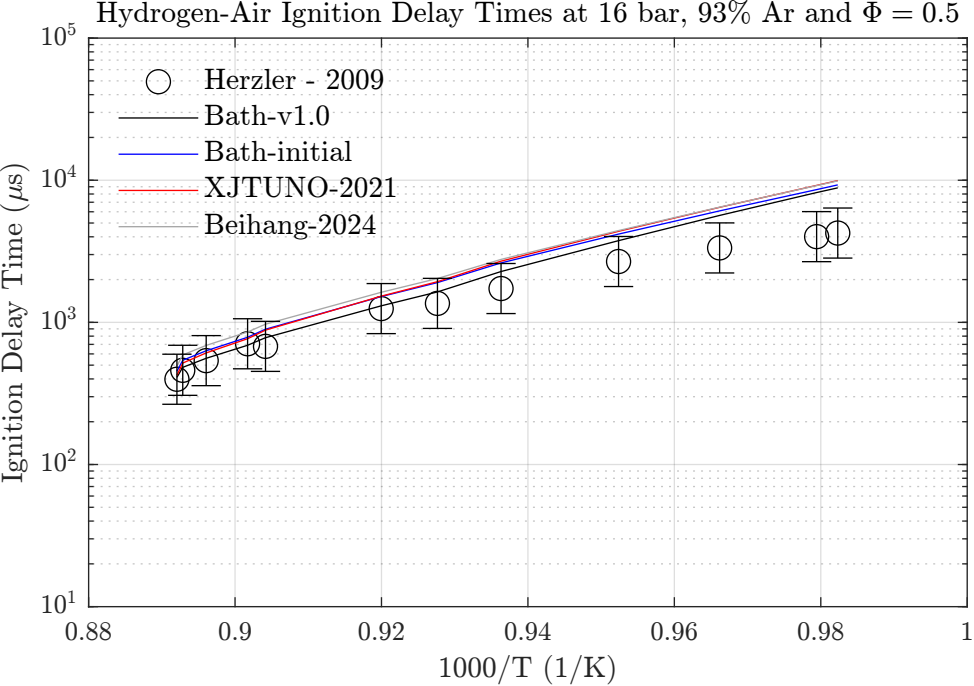
Hydrogen-Air Ignition Delay Times at 30 psi, 8% NO and  $\Phi = 1$



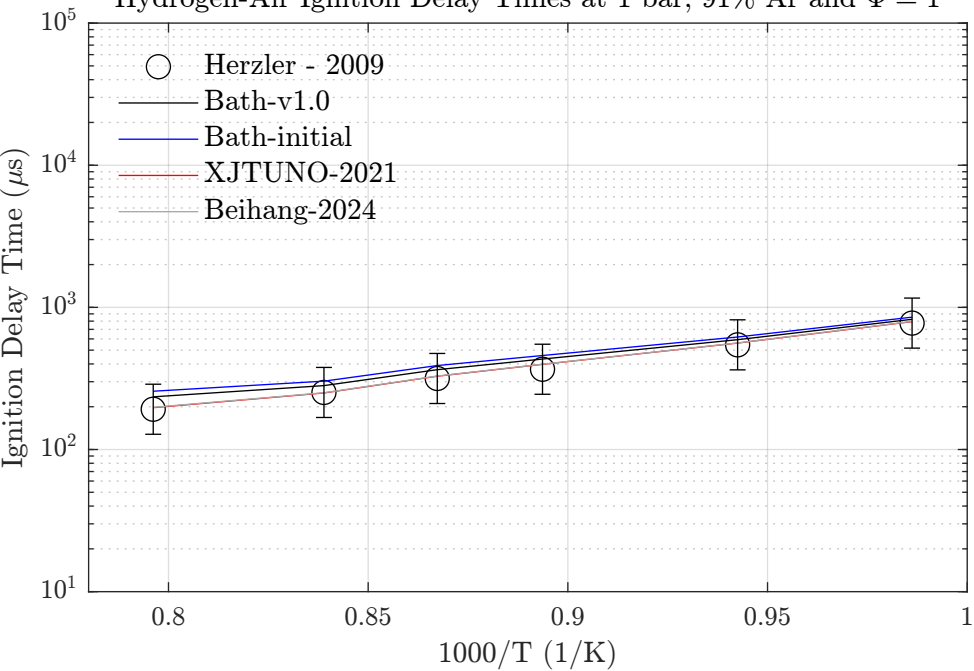




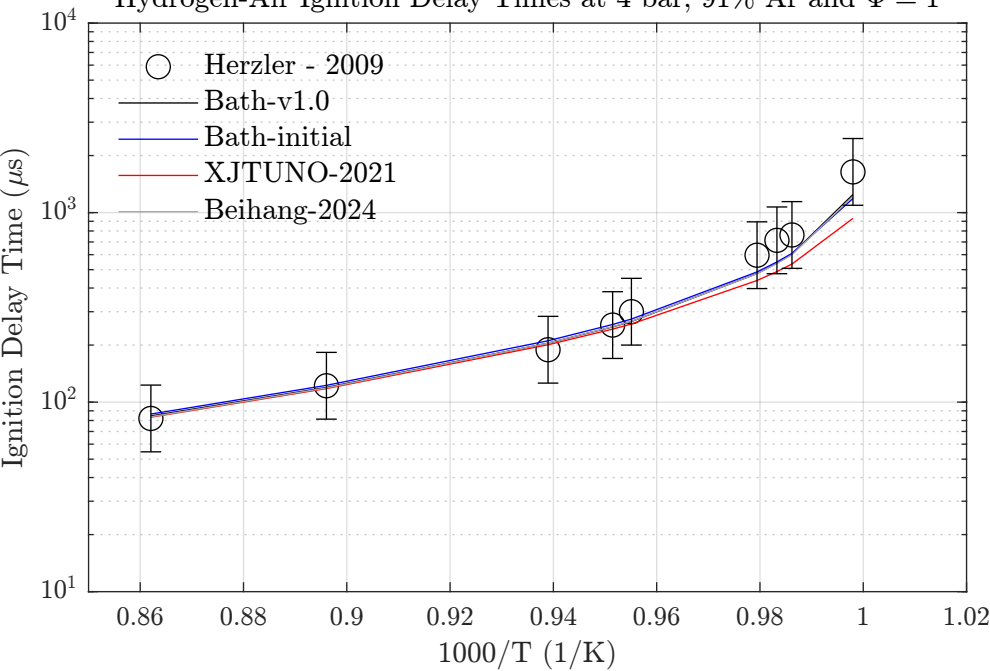


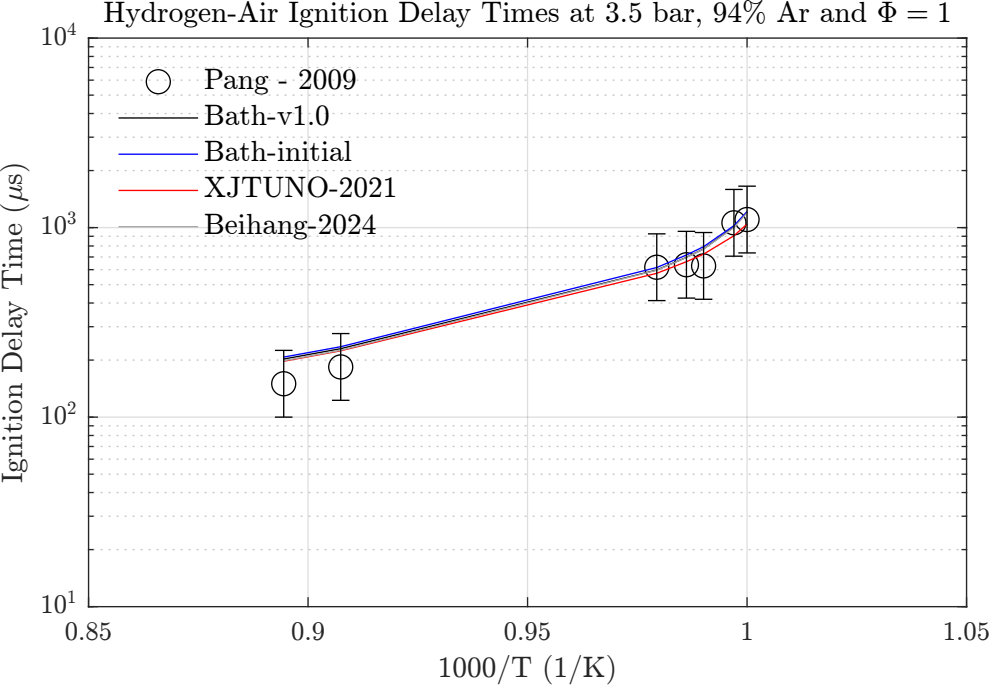


Hydrogen-Air Ignition Delay Times at 1 bar, 91% Ar and  $\Phi = 1$



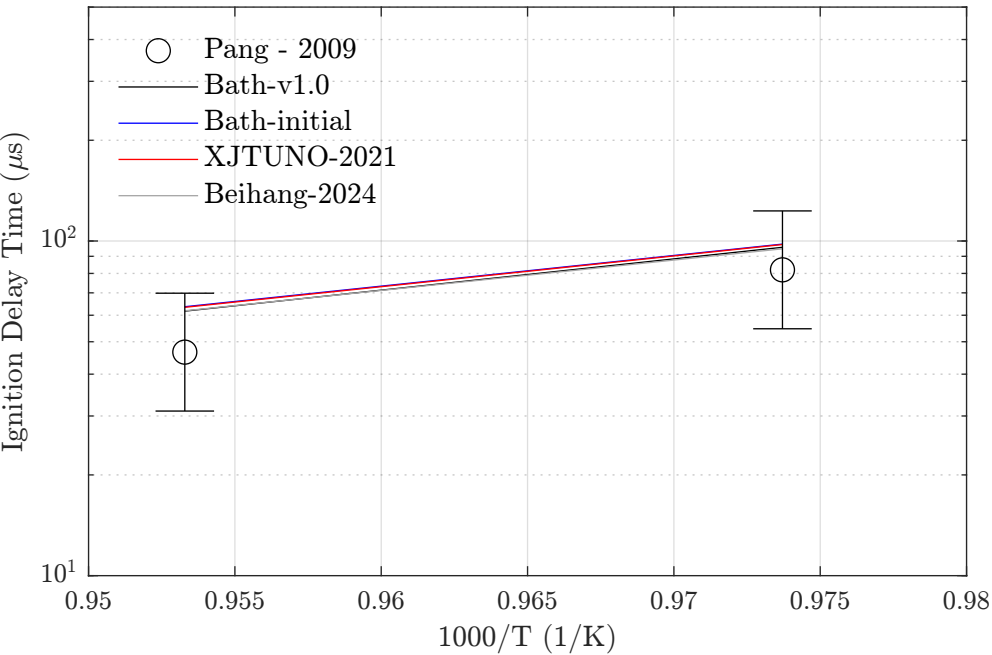
Hydrogen-Air Ignition Delay Times at 4 bar, 91% Ar and  $\Phi = 1$

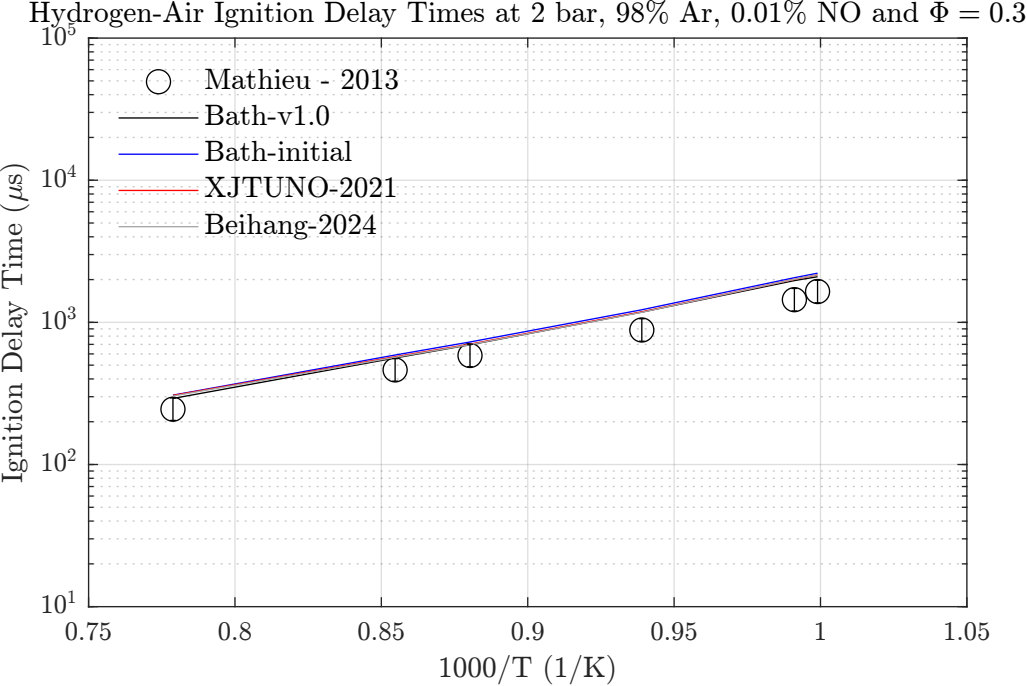


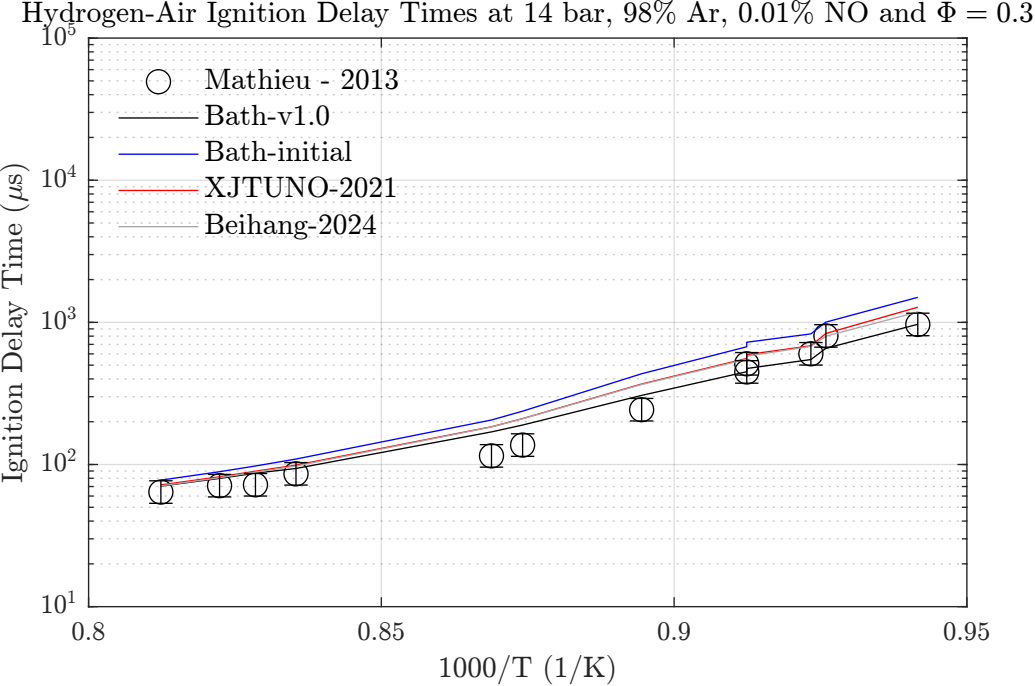


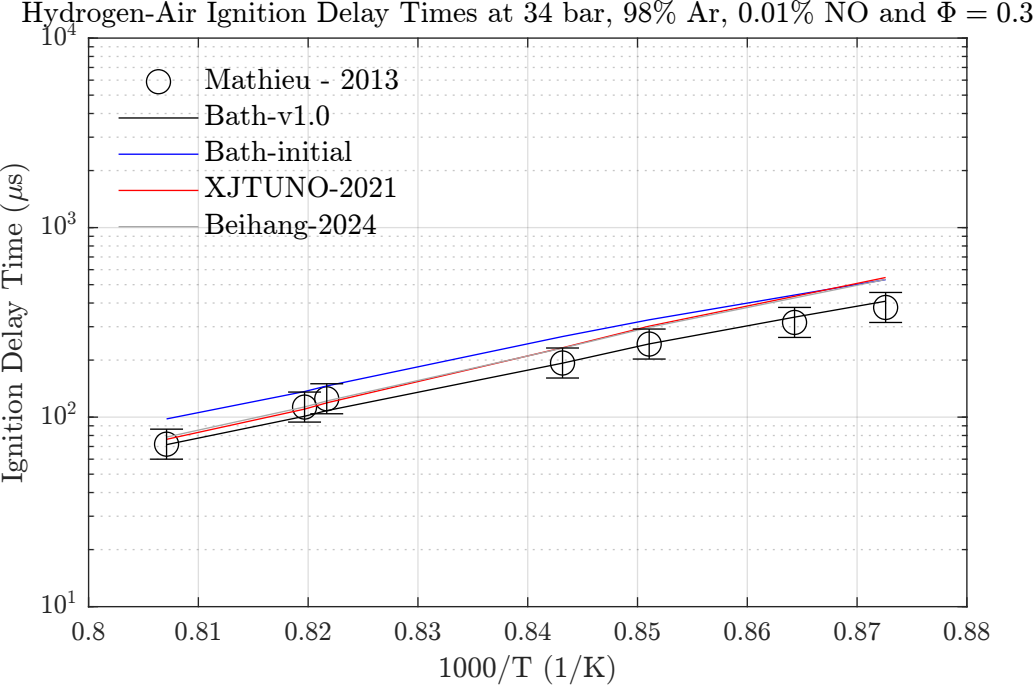


Hydrogen-Air Ignition Delay Times at 3 bar, 67% Ar and  $\Phi = 0.42$



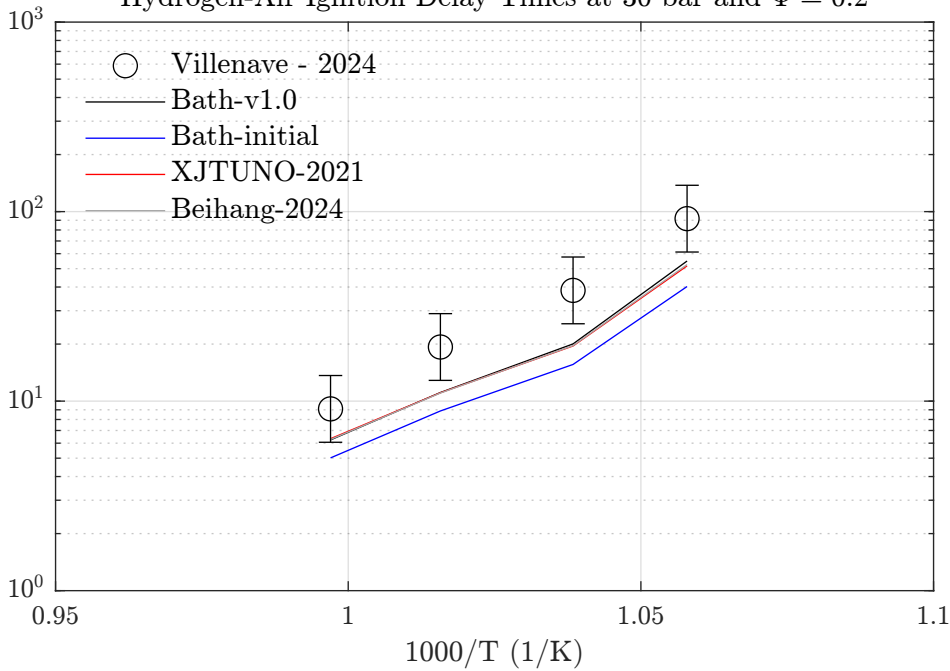






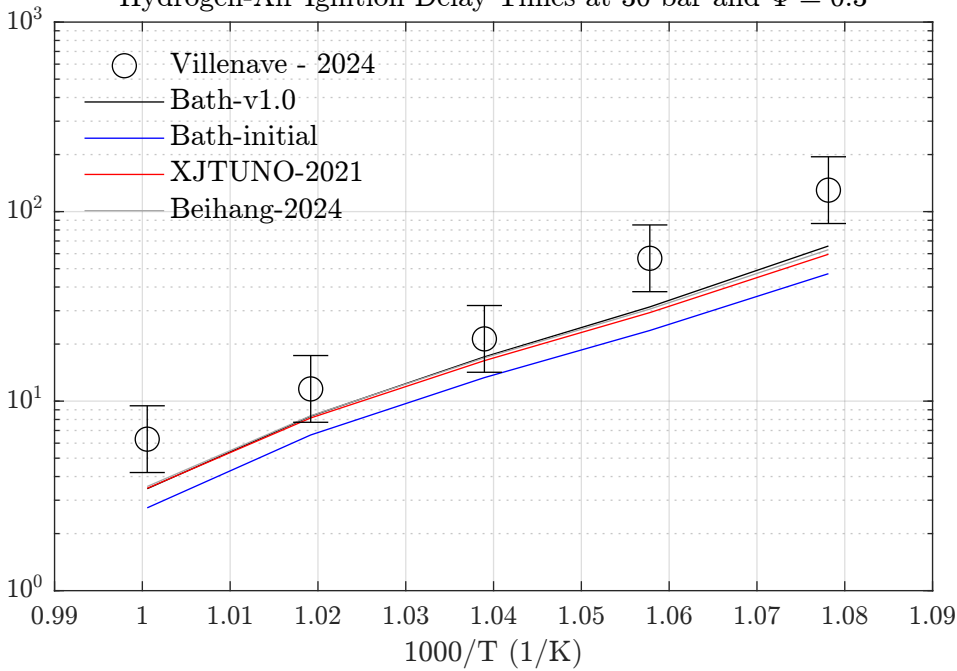
Hydrogen-Air Ignition Delay Times at 30 bar and  $\Phi = 0.2$

Ignition Delay Time (ms)

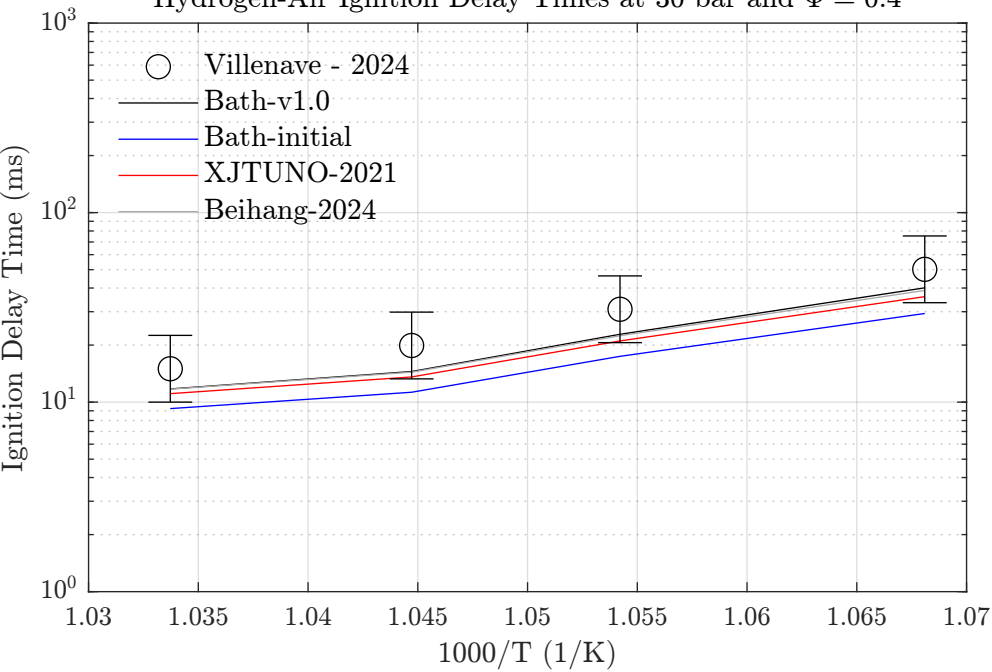


Hydrogen-Air Ignition Delay Times at 30 bar and  $\Phi = 0.3$

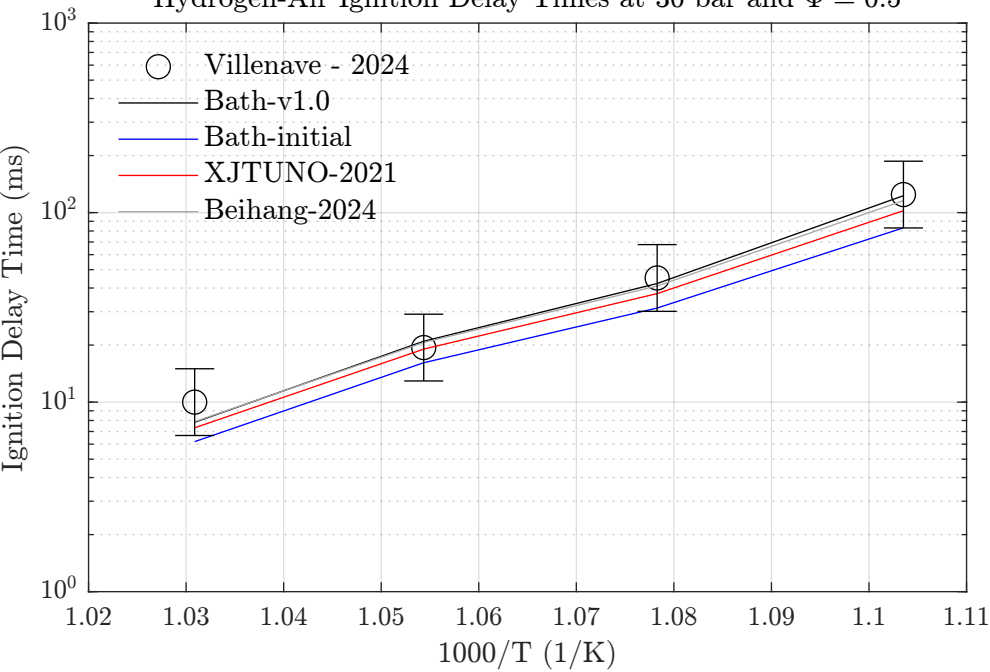
Ignition Delay Time (ms)



Hydrogen-Air Ignition Delay Times at 30 bar and  $\Phi = 0.4$



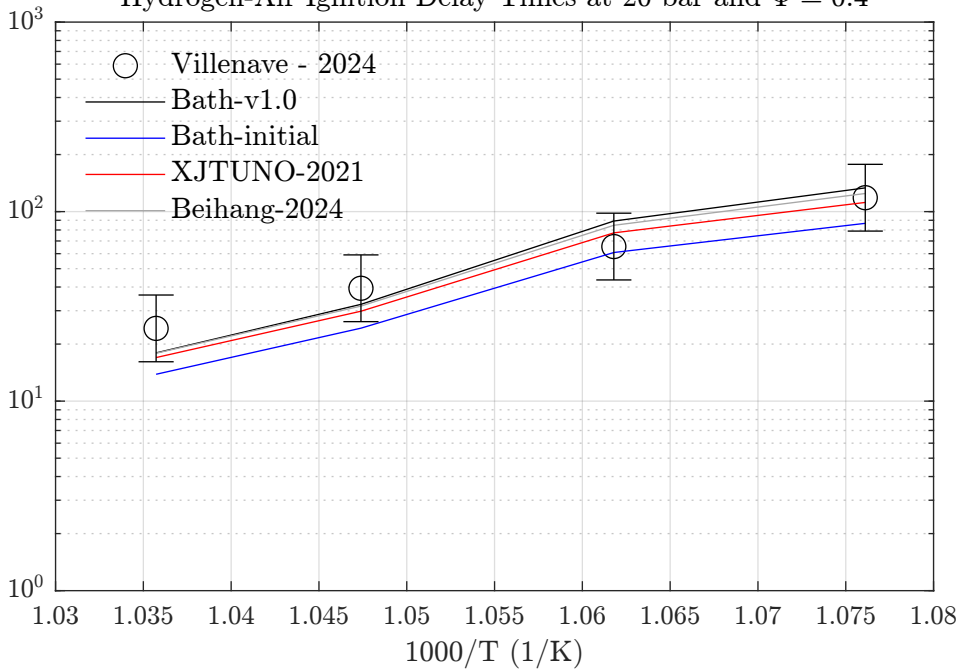
Hydrogen-Air Ignition Delay Times at 30 bar and  $\Phi = 0.5$



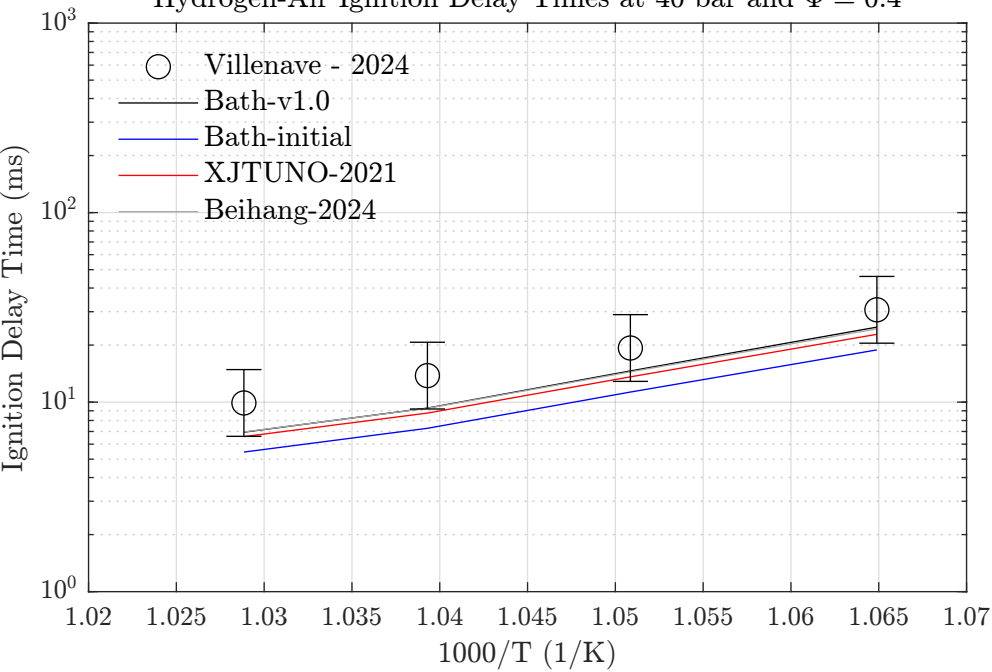


Hydrogen-Air Ignition Delay Times at 20 bar and  $\Phi = 0.4$

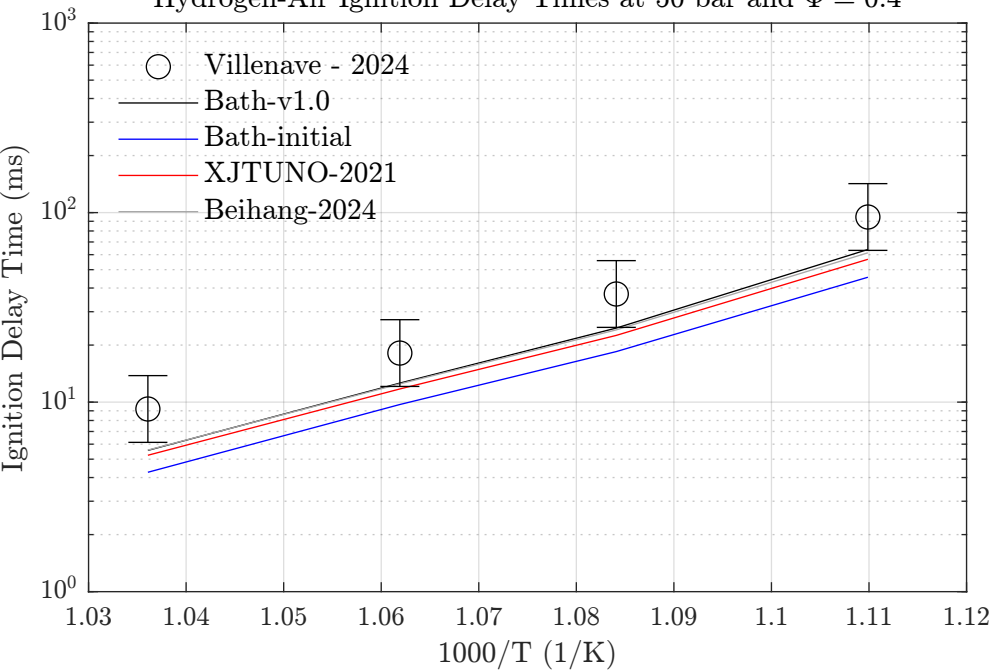
Ignition Delay Time (ms)



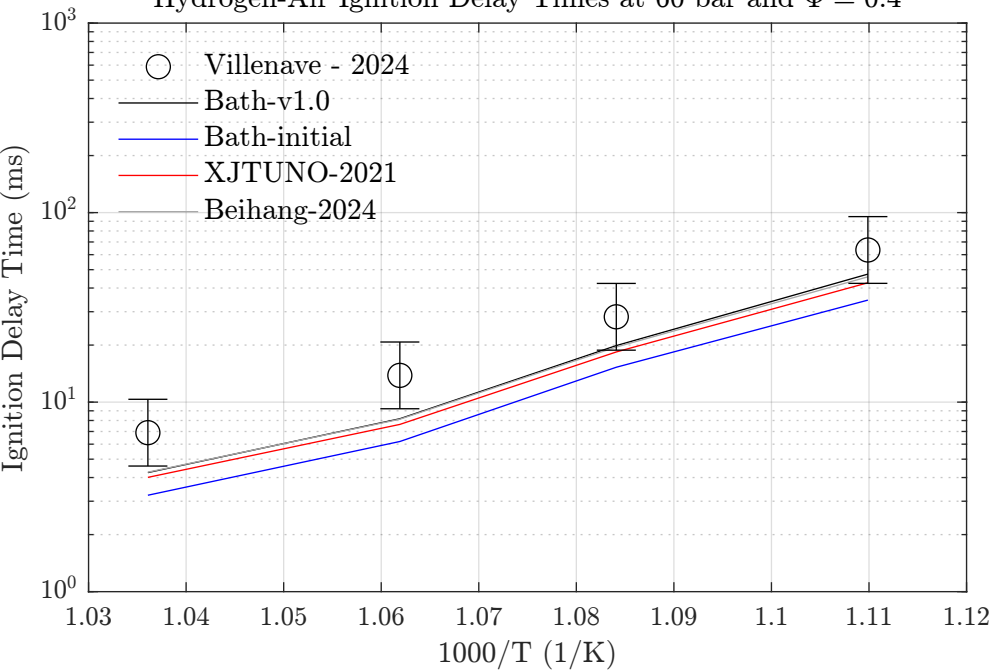
Hydrogen-Air Ignition Delay Times at 40 bar and  $\Phi = 0.4$



Hydrogen-Air Ignition Delay Times at 50 bar and  $\Phi = 0.4$

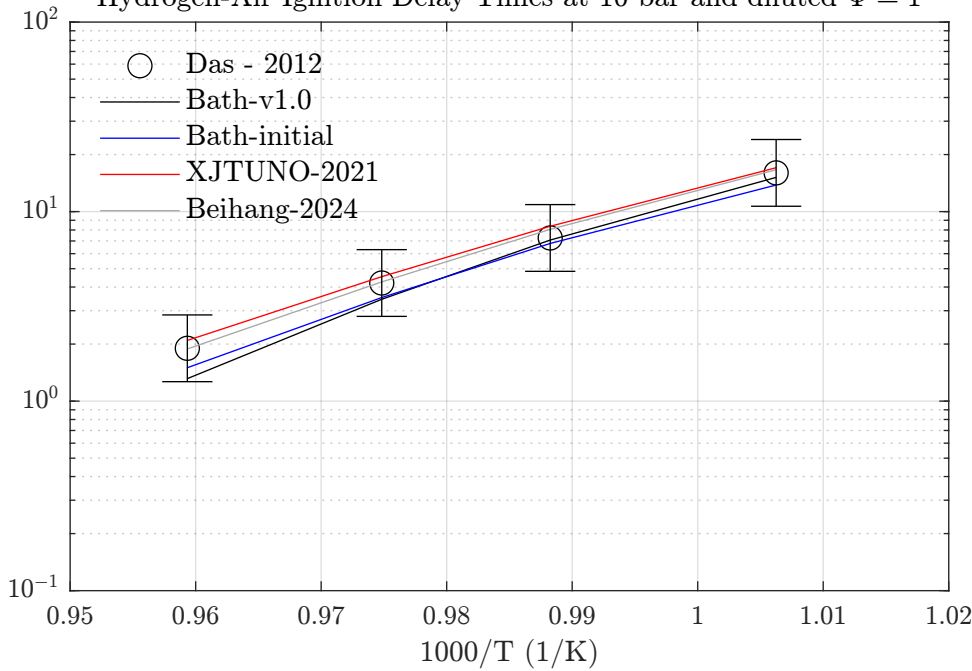


Hydrogen-Air Ignition Delay Times at 60 bar and  $\Phi = 0.4$

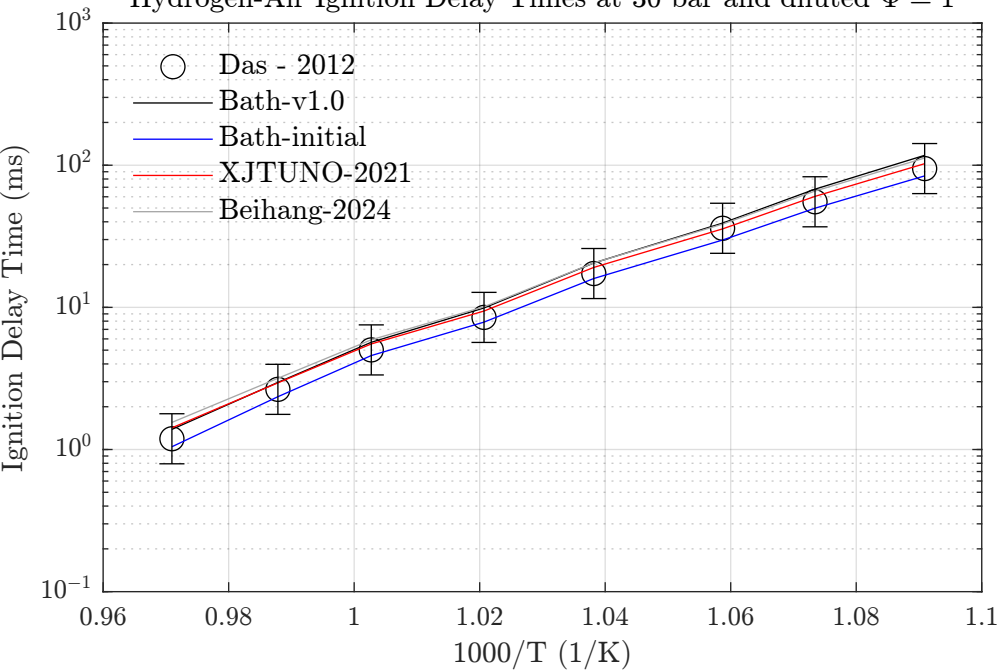


Hydrogen-Air Ignition Delay Times at 10 bar and diluted  $\Phi = 1$

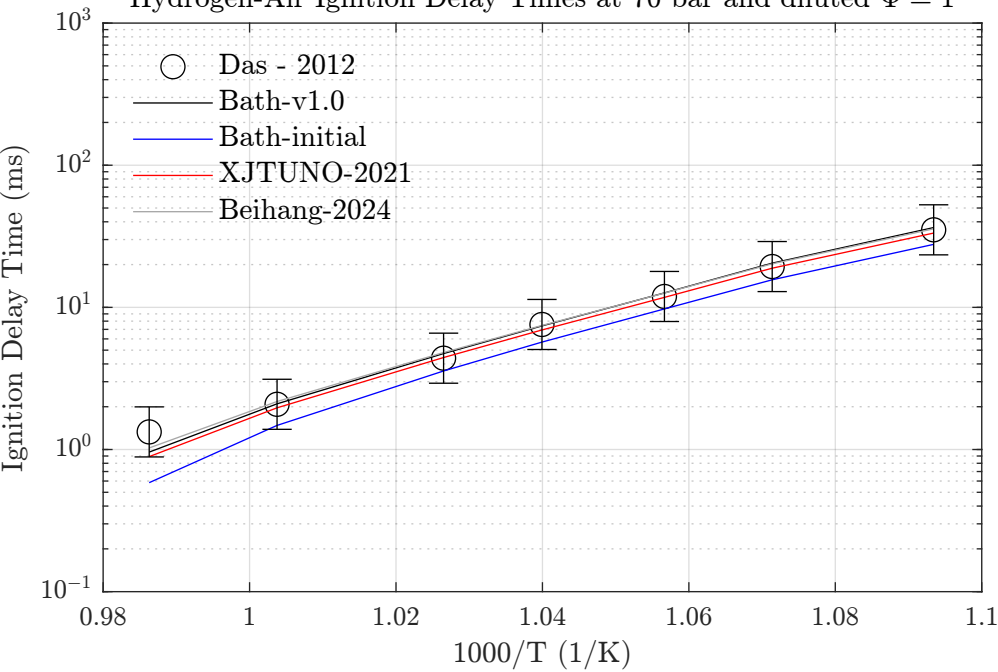
Ignition Delay Time (ms)

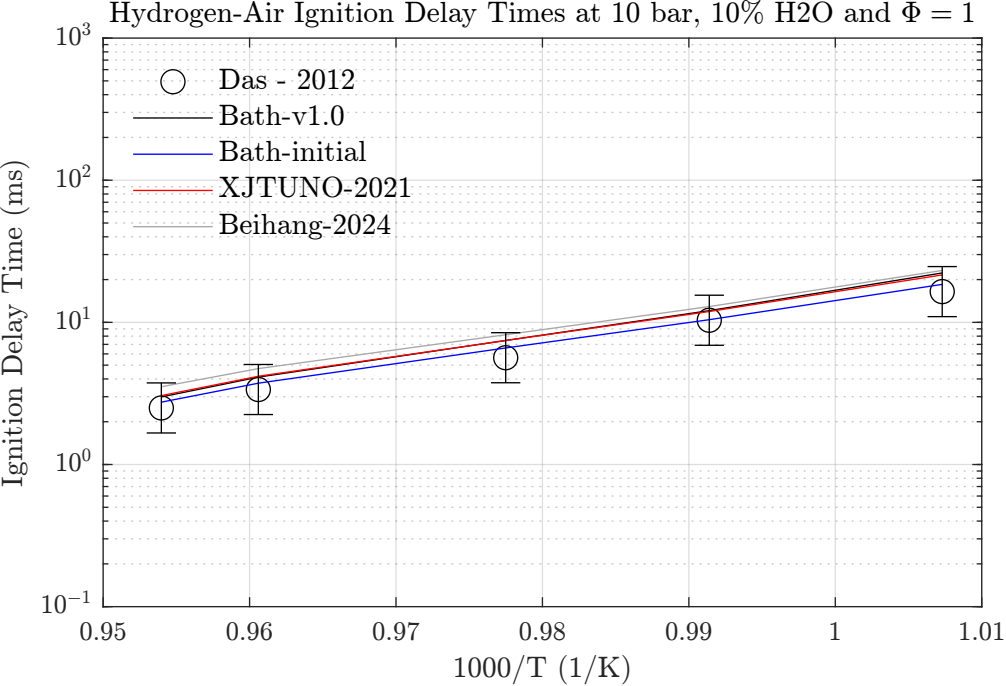


Hydrogen-Air Ignition Delay Times at 30 bar and diluted  $\Phi = 1$

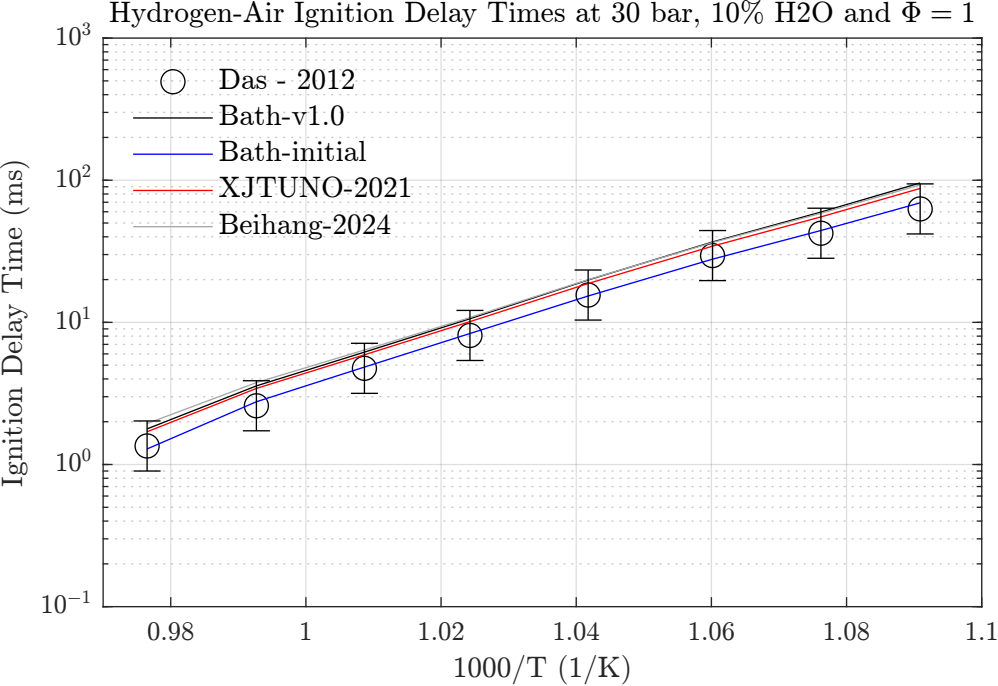


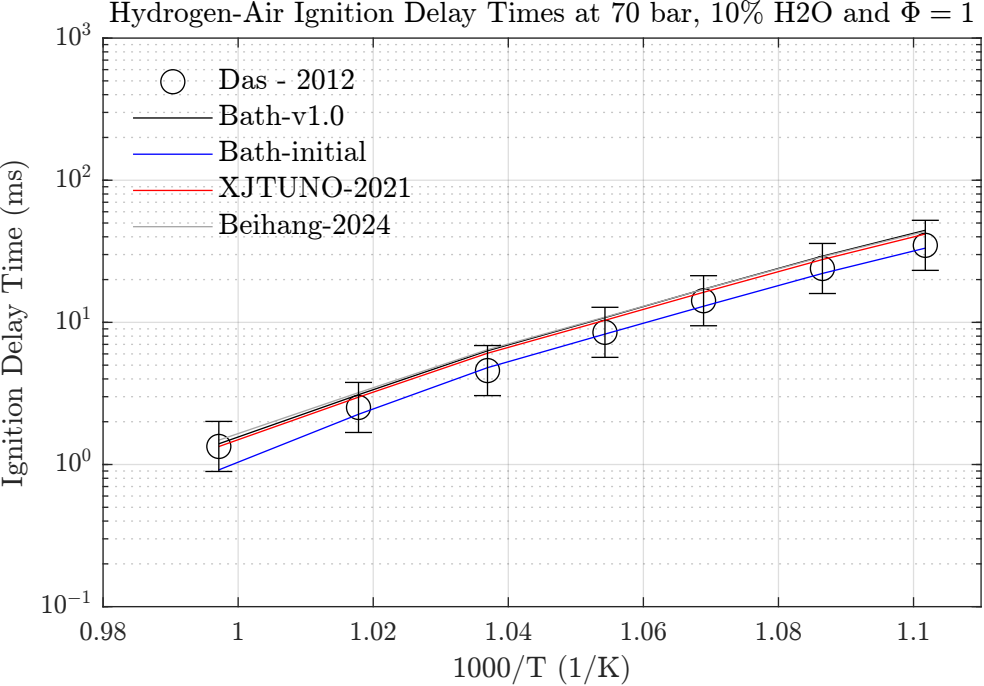
Hydrogen-Air Ignition Delay Times at 70 bar and diluted  $\Phi = 1$

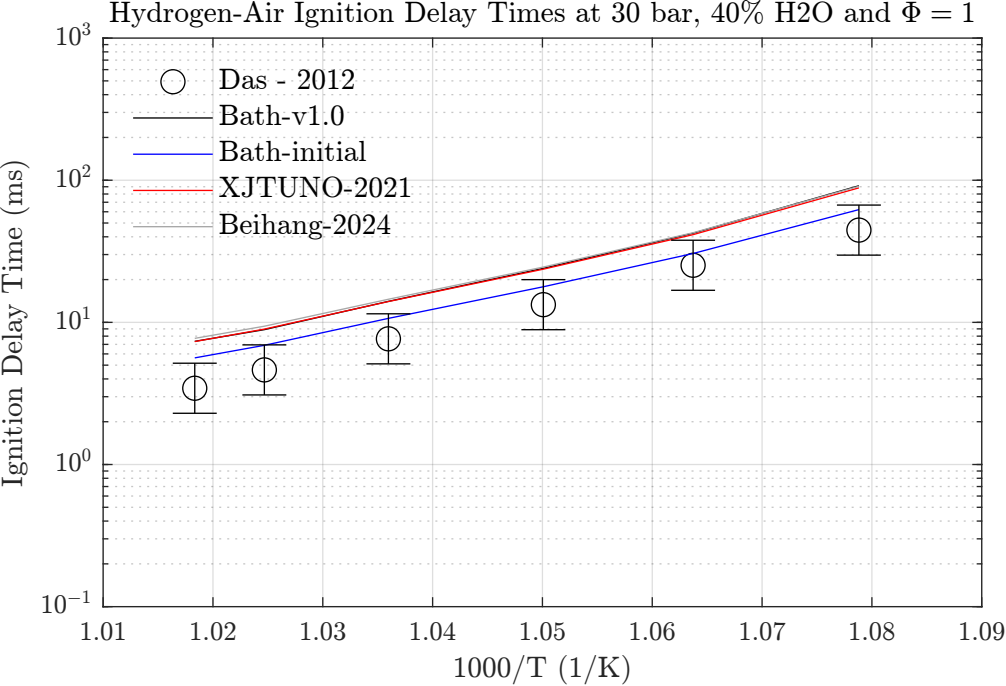


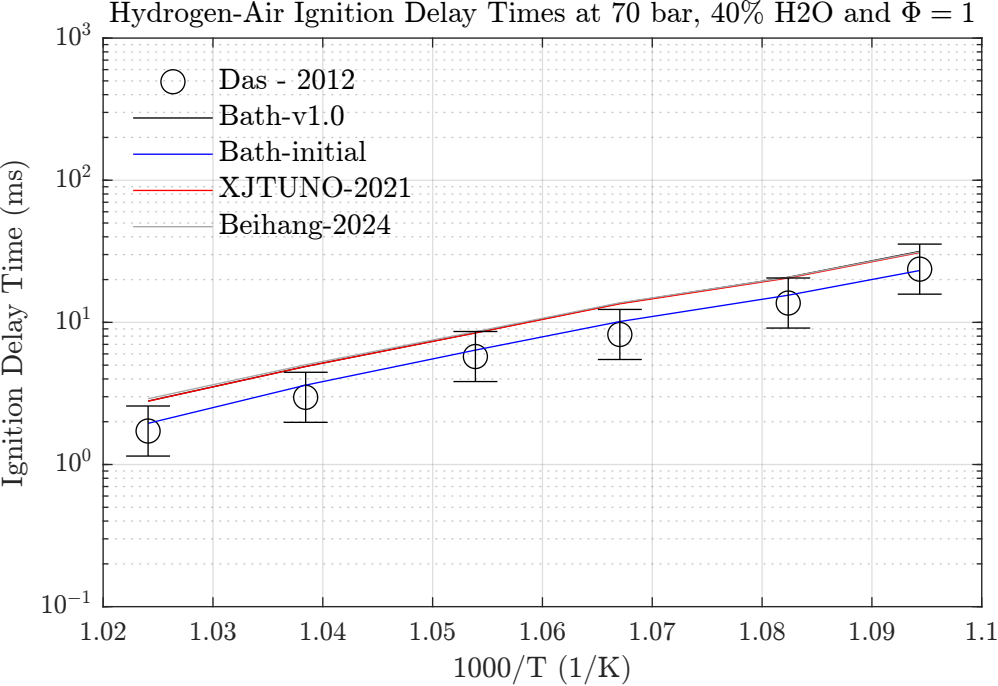






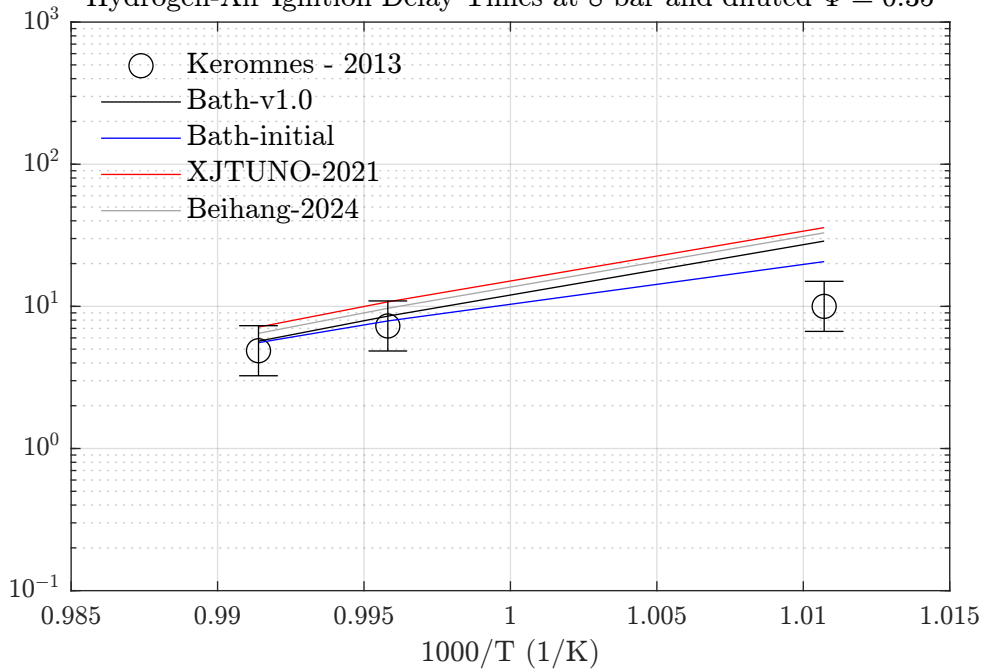






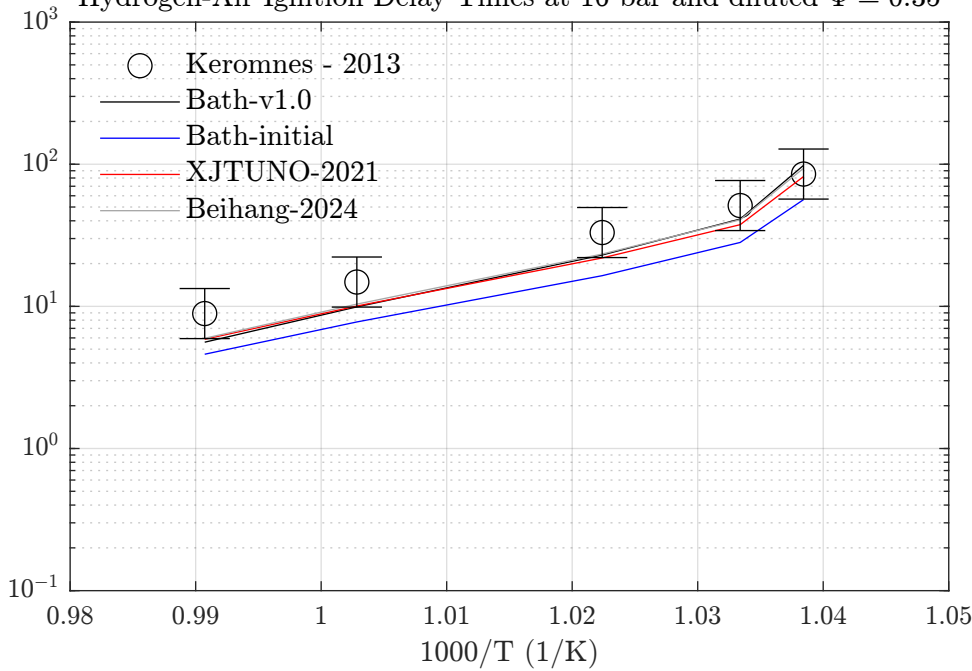
Hydrogen-Air Ignition Delay Times at 8 bar and diluted  $\Phi = 0.35$

Ignition Delay Time (ms)



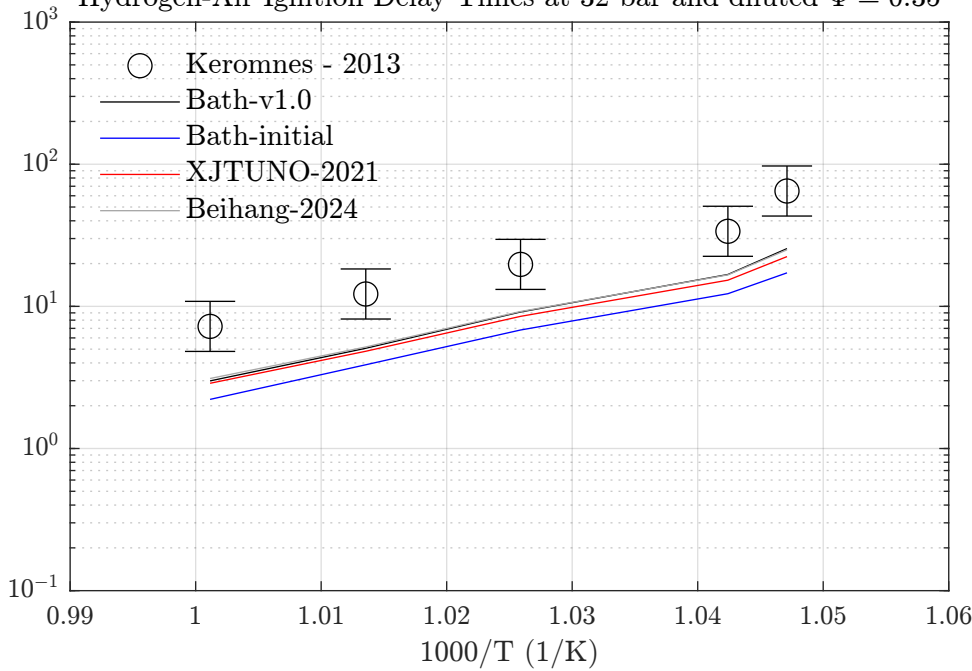
Hydrogen-Air Ignition Delay Times at 16 bar and diluted  $\Phi = 0.35$

Ignition Delay Time (ms)

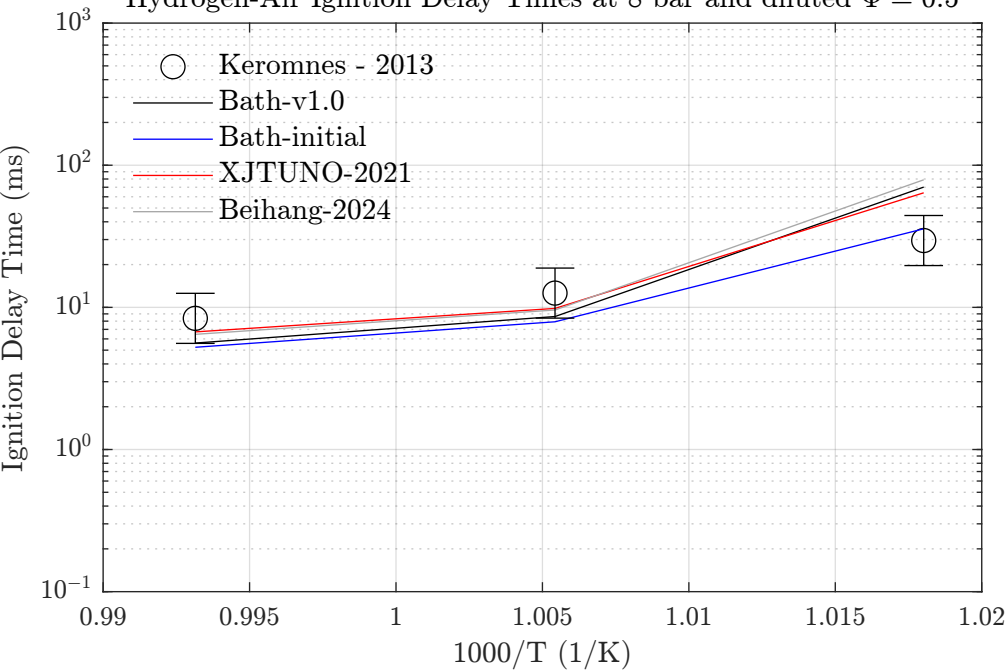


Hydrogen-Air Ignition Delay Times at 32 bar and diluted  $\Phi = 0.35$ 

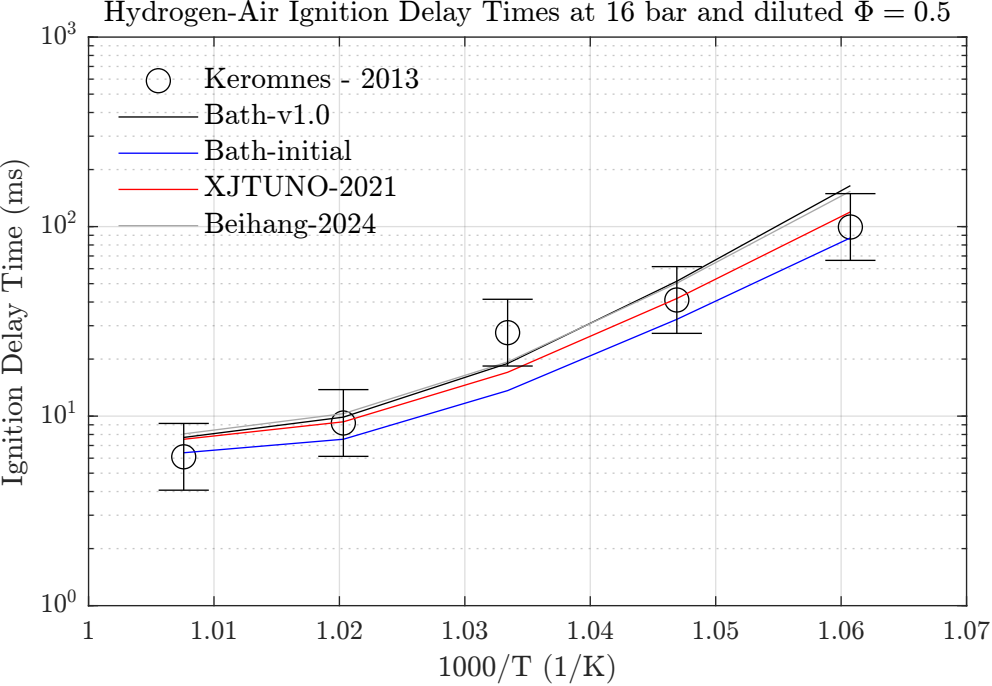
Ignition Delay Time (ms)

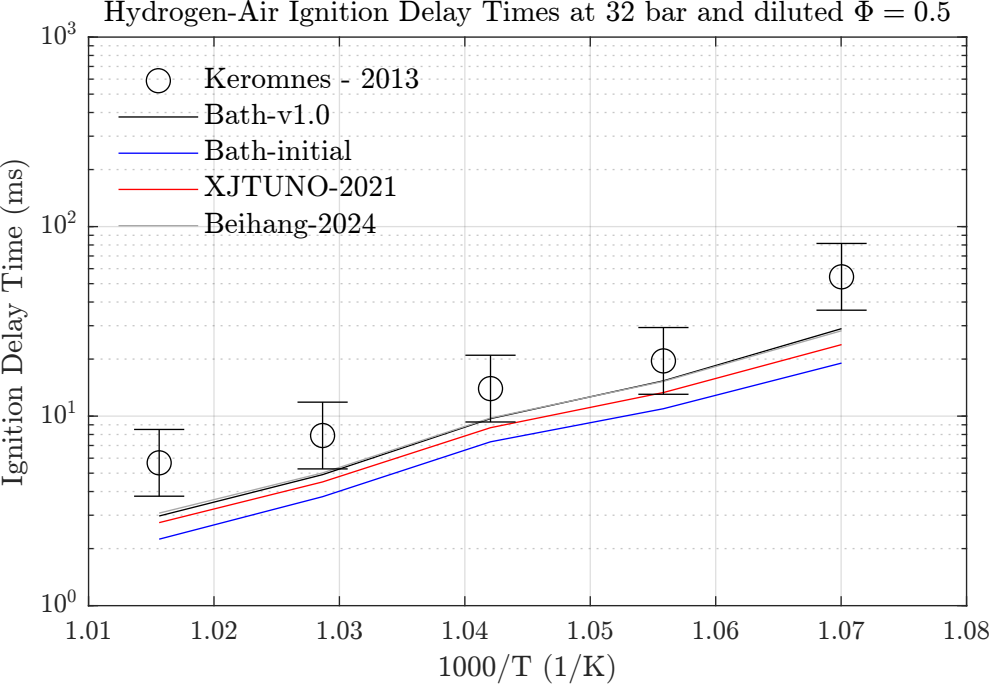


Hydrogen-Air Ignition Delay Times at 8 bar and diluted  $\Phi = 0.5$

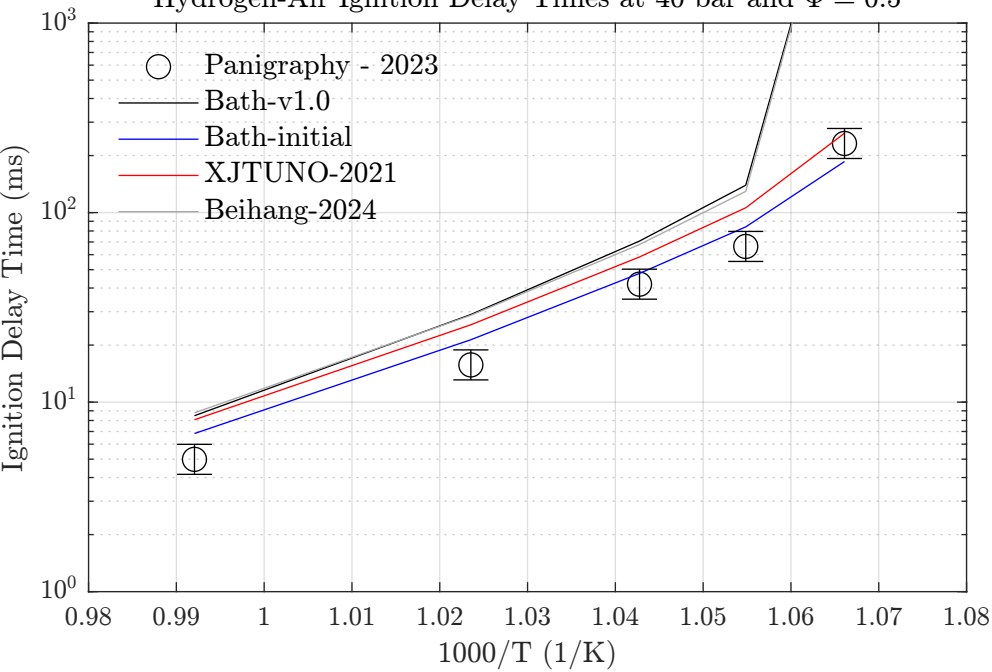




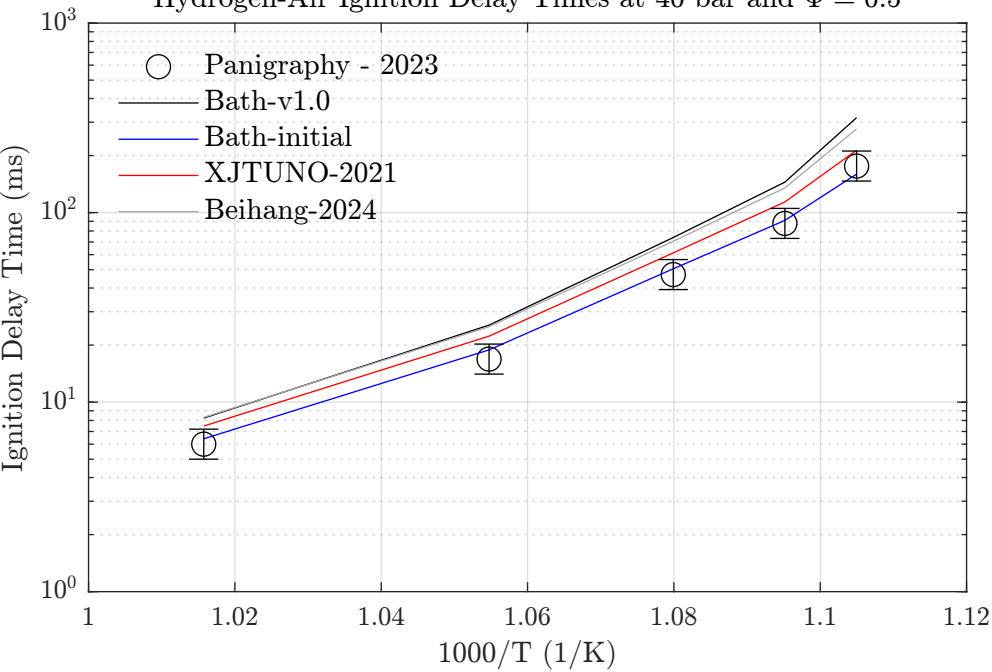




Hydrogen-Air Ignition Delay Times at 40 bar and  $\Phi = 0.5$

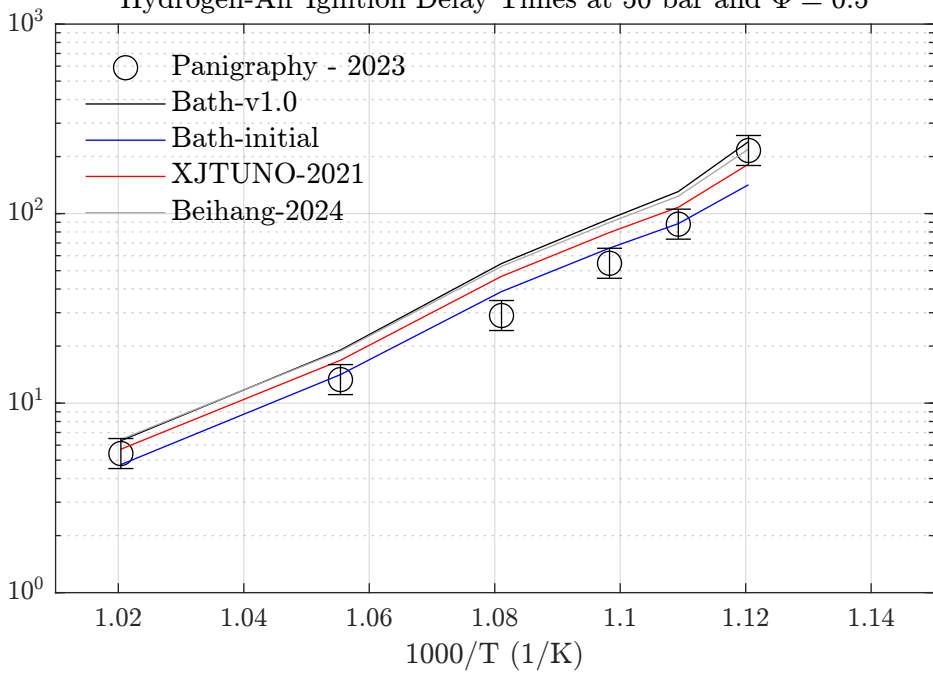


Hydrogen-Air Ignition Delay Times at 40 bar and  $\Phi = 0.5$

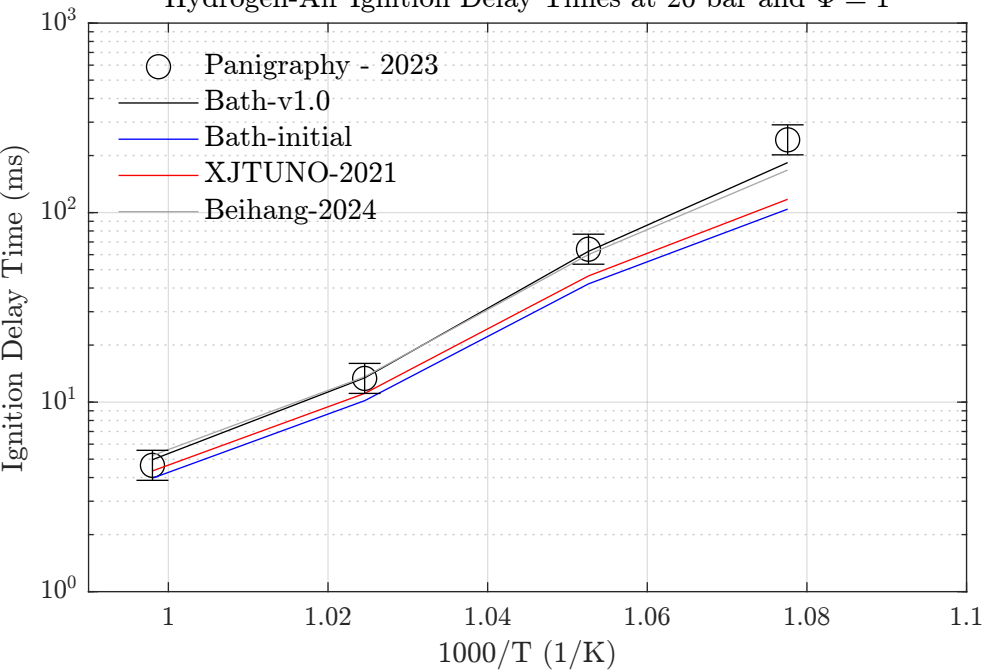


Hydrogen-Air Ignition Delay Times at 50 bar and  $\Phi = 0.5$

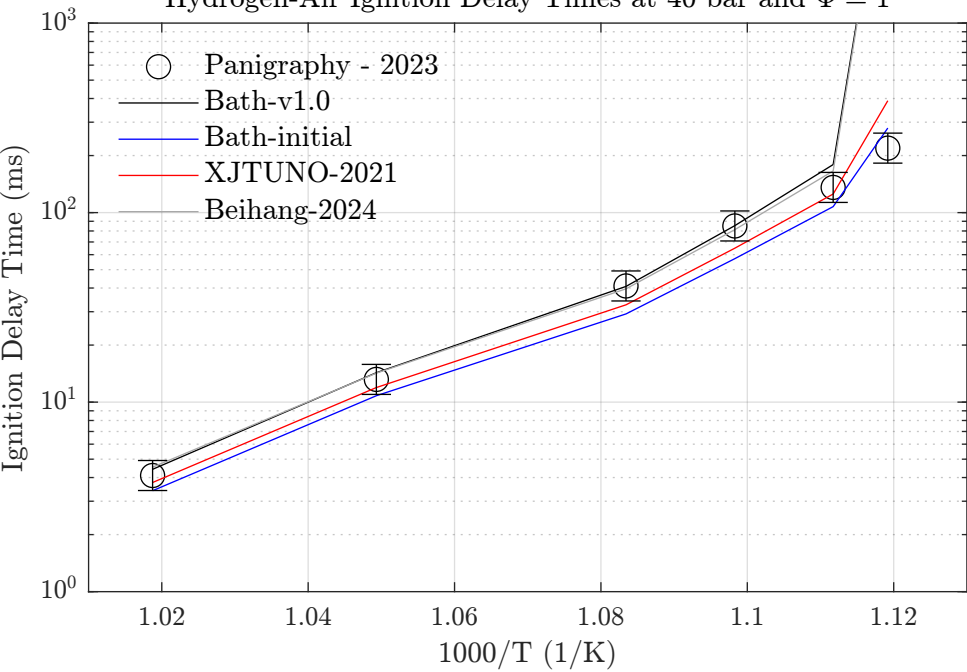
Ignition Delay Time (ms)



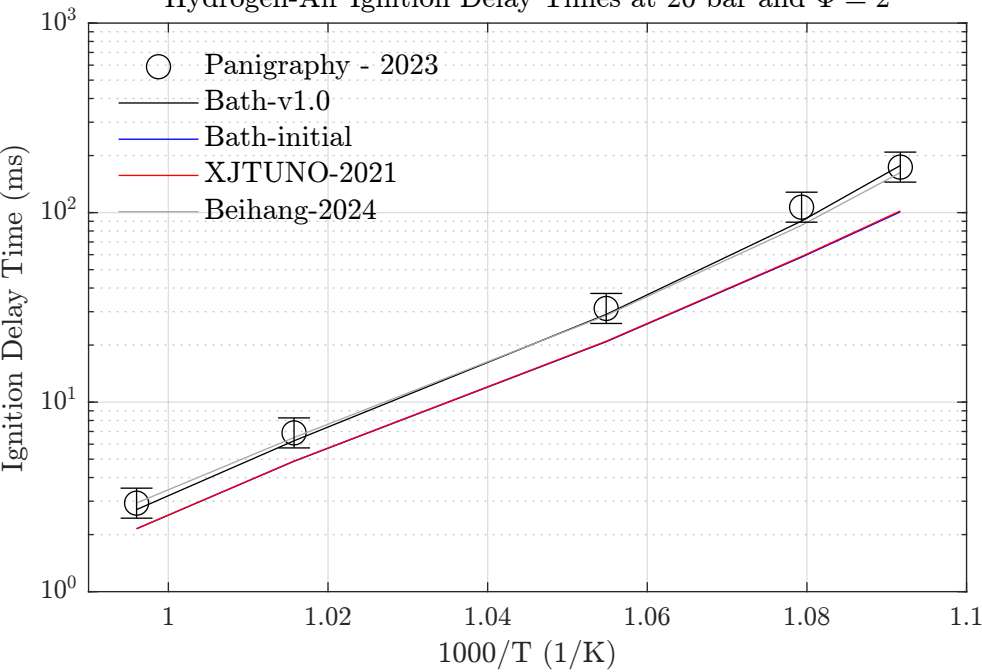
Hydrogen-Air Ignition Delay Times at 20 bar and  $\Phi = 1$



Hydrogen-Air Ignition Delay Times at 40 bar and  $\Phi = 1$

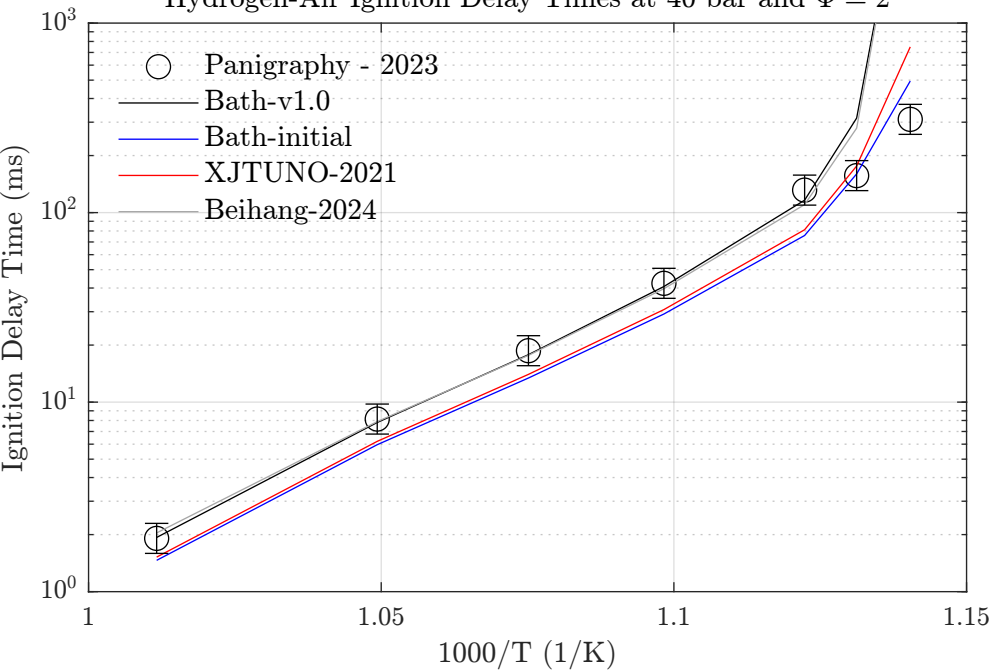


Hydrogen-Air Ignition Delay Times at 20 bar and  $\Phi = 2$

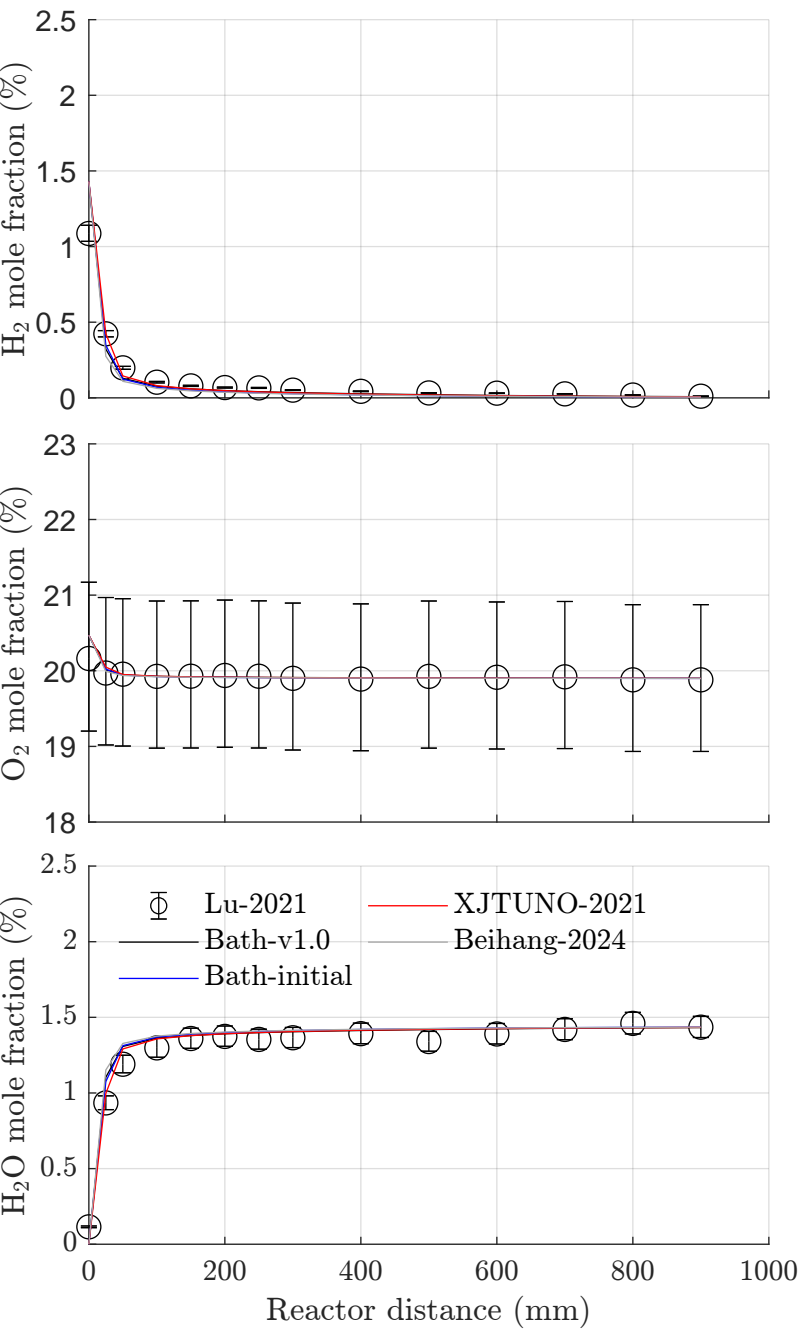




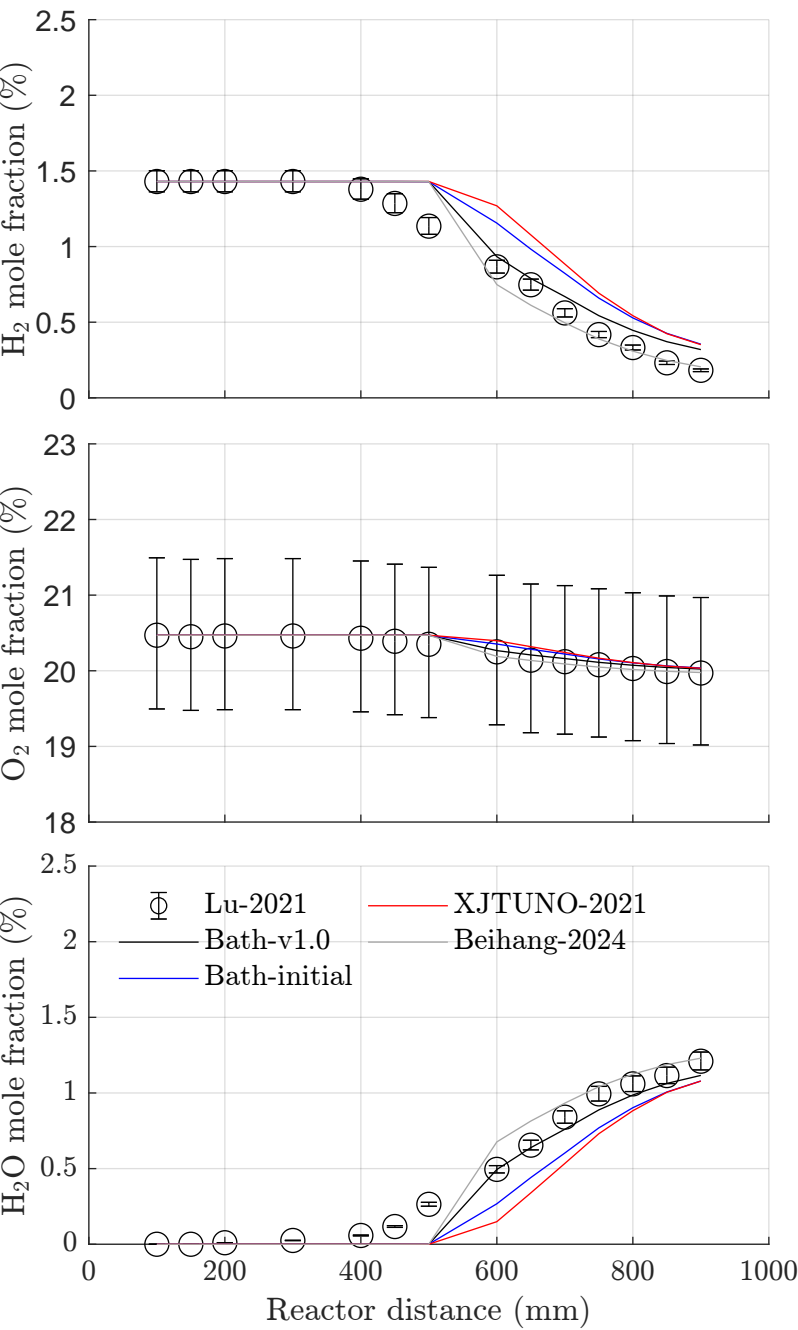
Hydrogen-Air Ignition Delay Times at 40 bar and  $\Phi = 2$



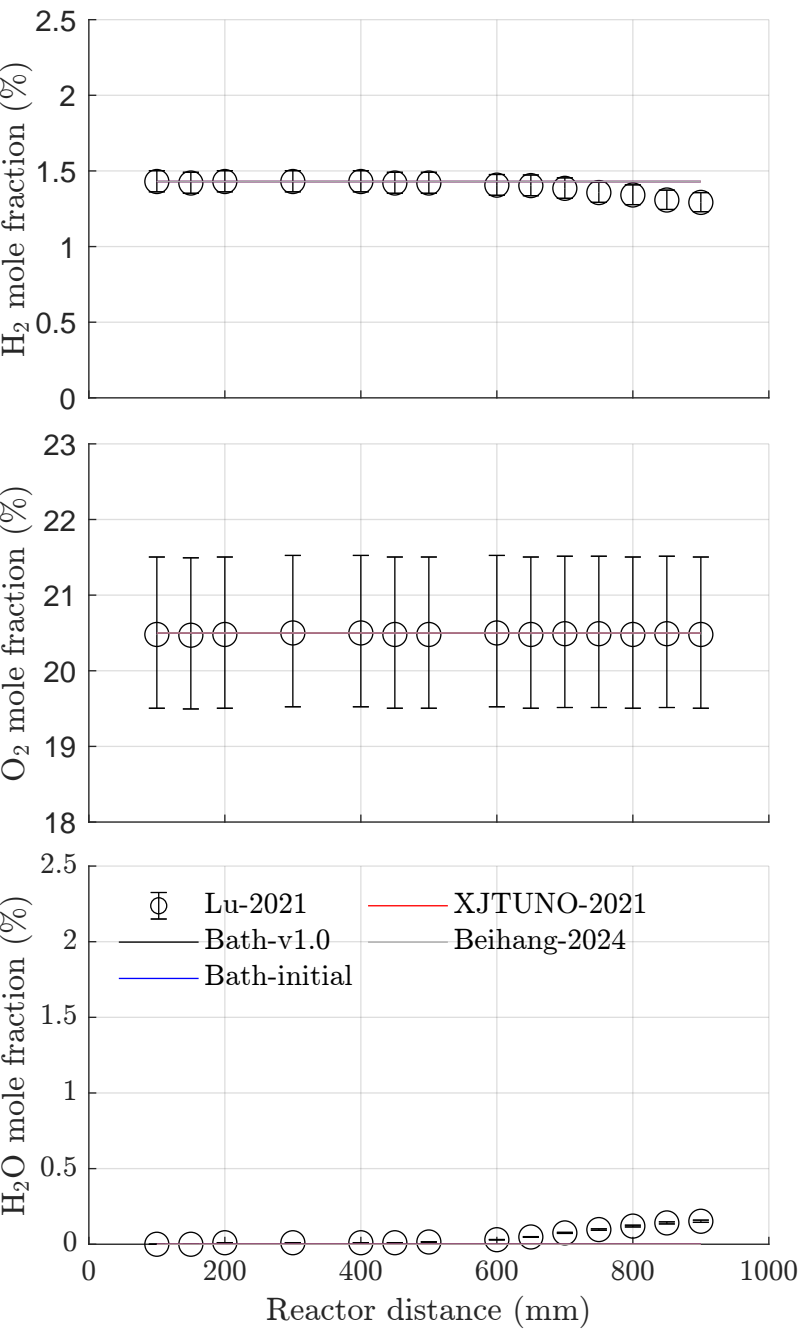
# PFR Results at 1 atm and 950 K



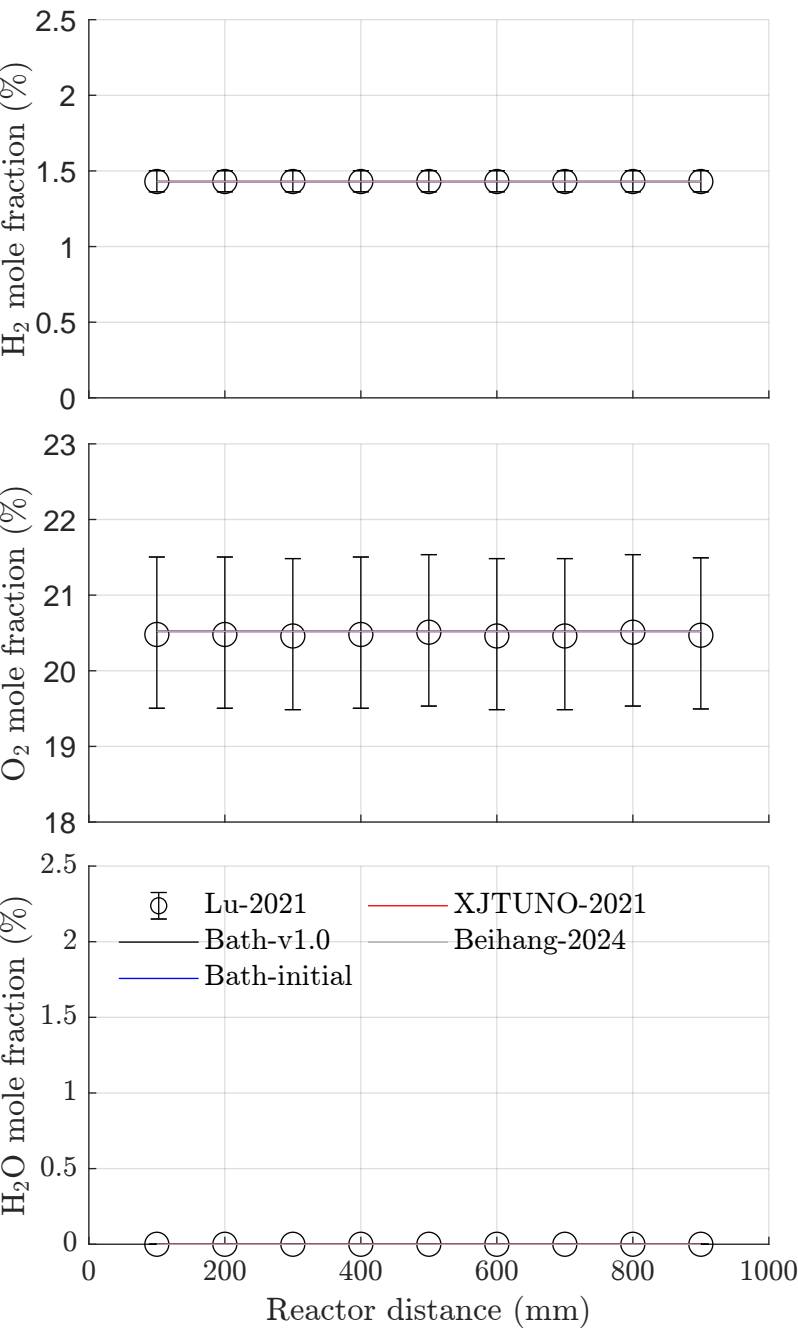
# PFR Results at 1.5 bar and 950 K



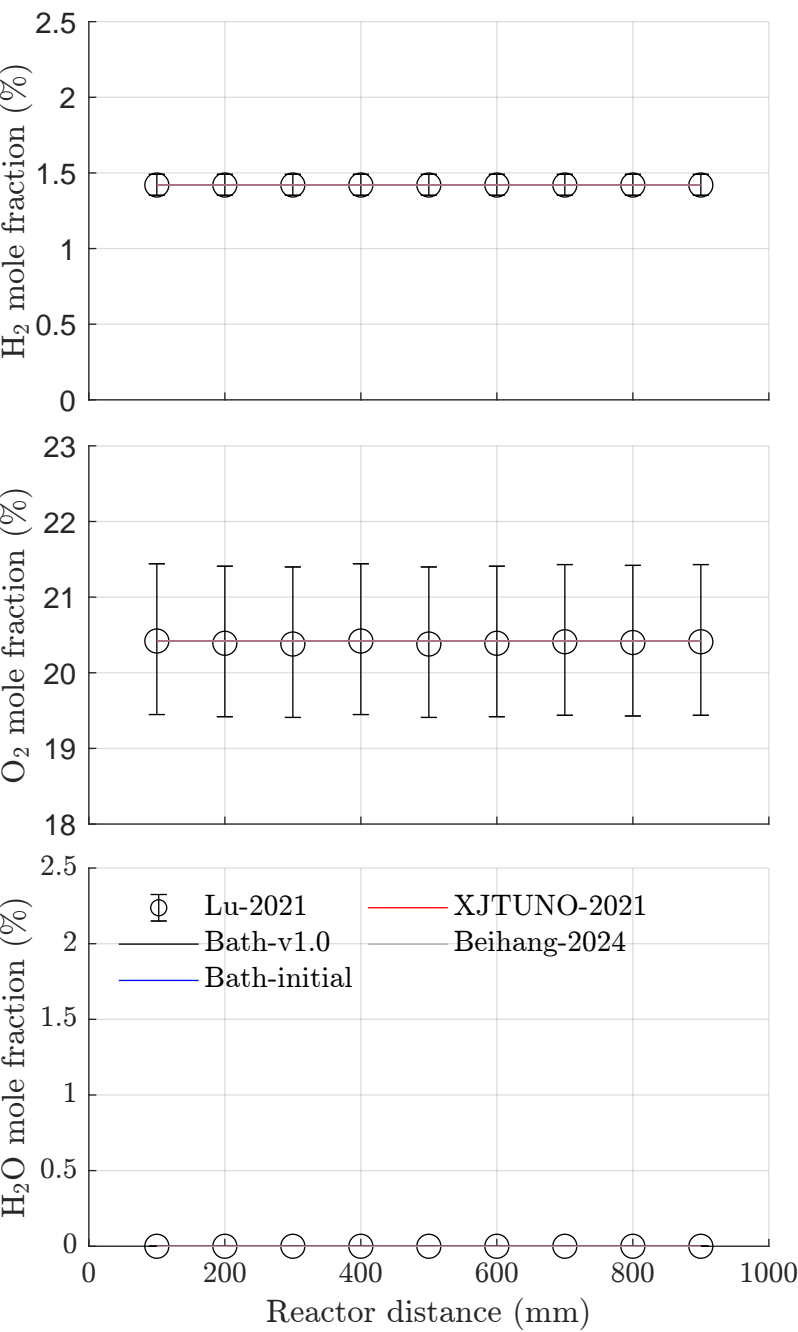
# PFR Results at 1.75 bar and 950 K



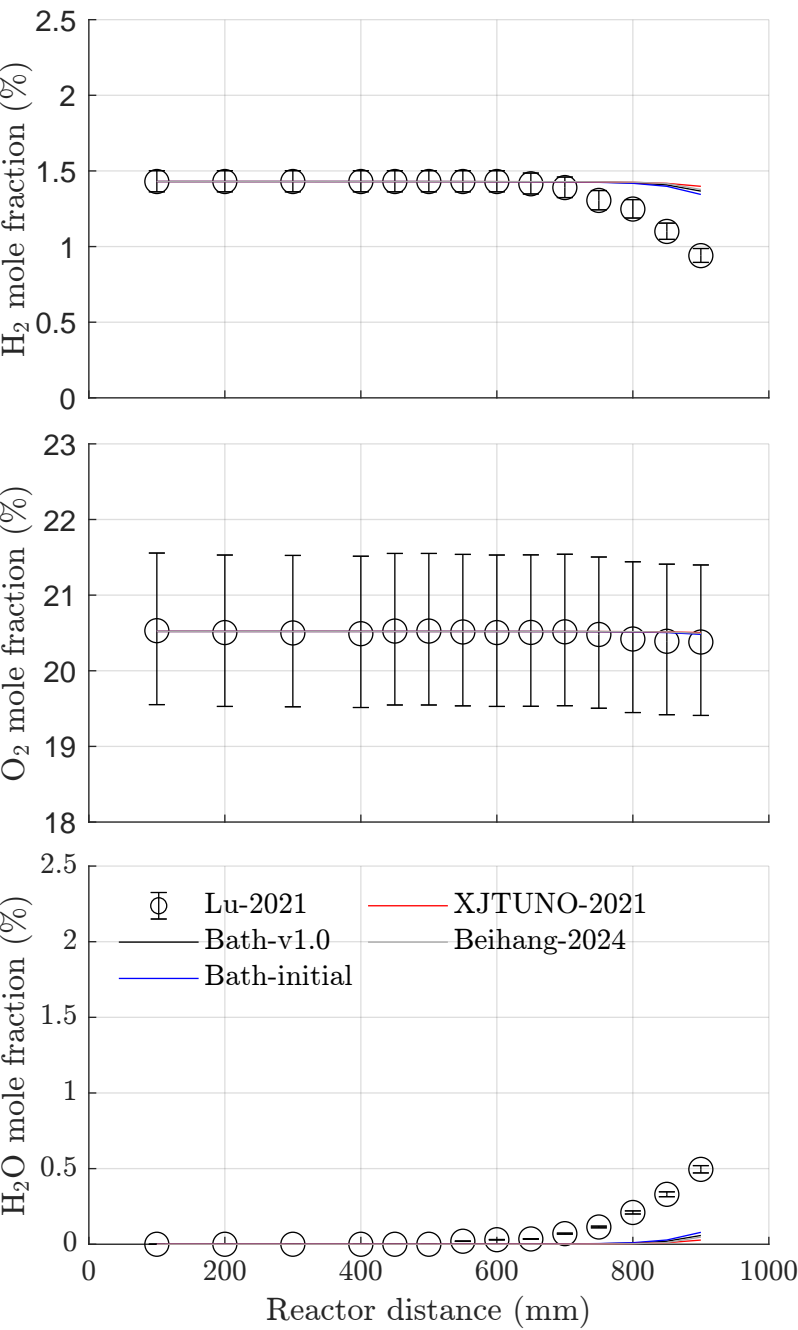
# PFR Results at 2 bar and 950 K



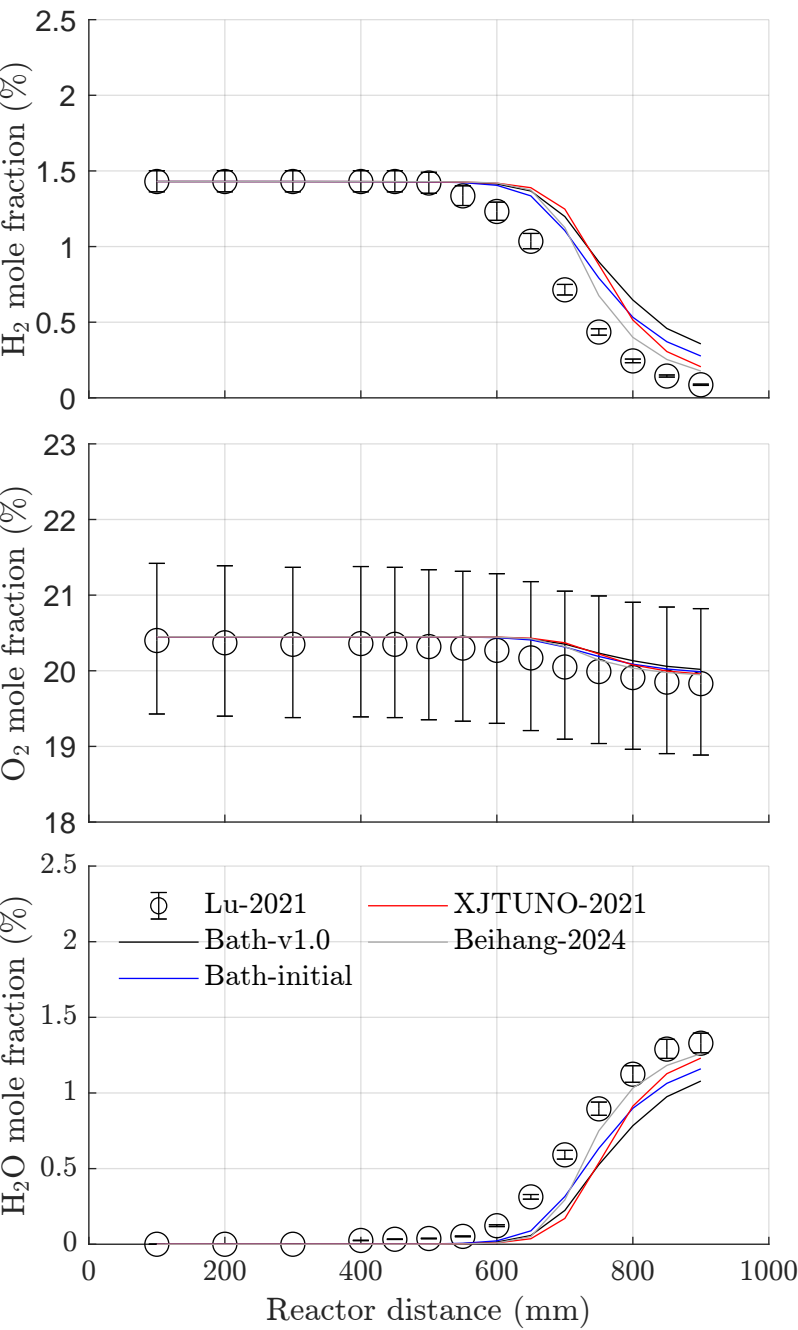
# PFR Results at 4 bar and 950 K



# PFR Results at 6 bar and 950 K

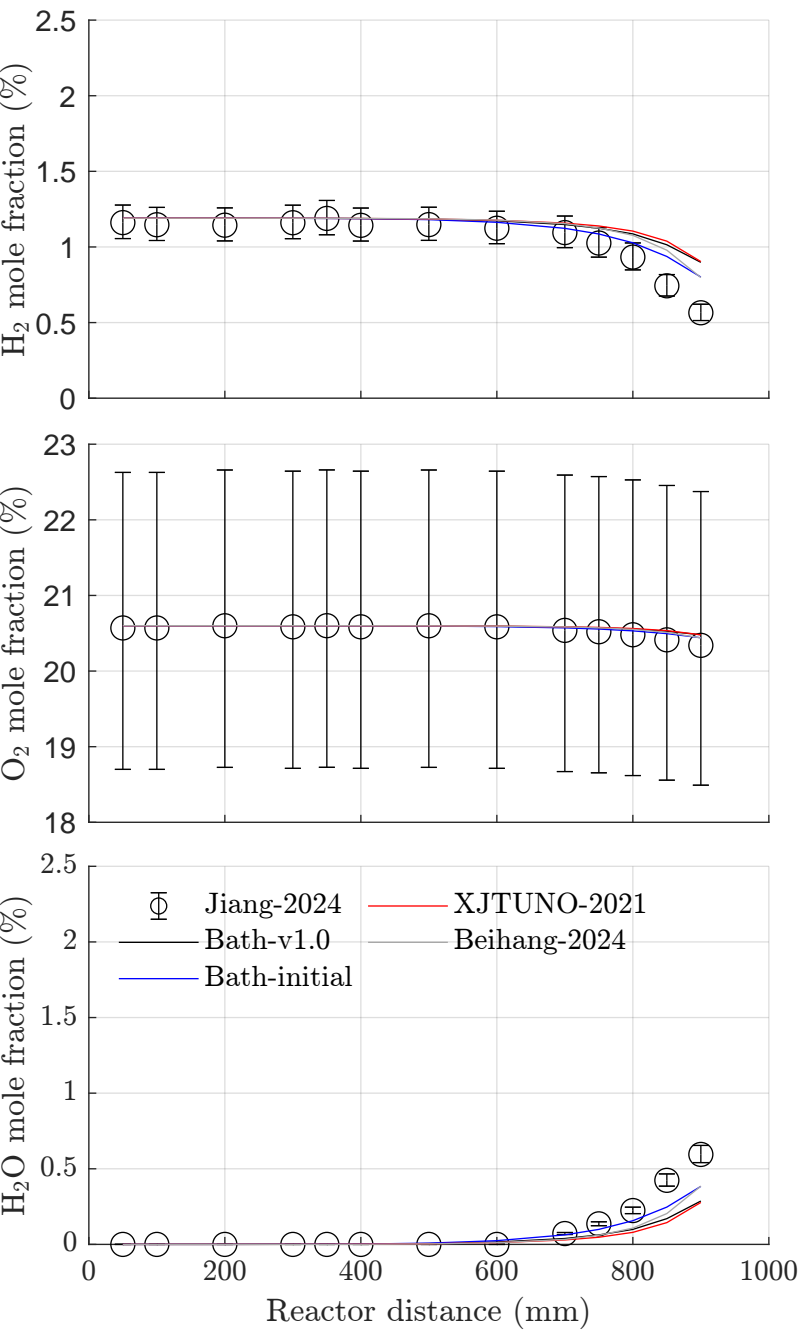


# PFR Results at 8 bar and 950 K

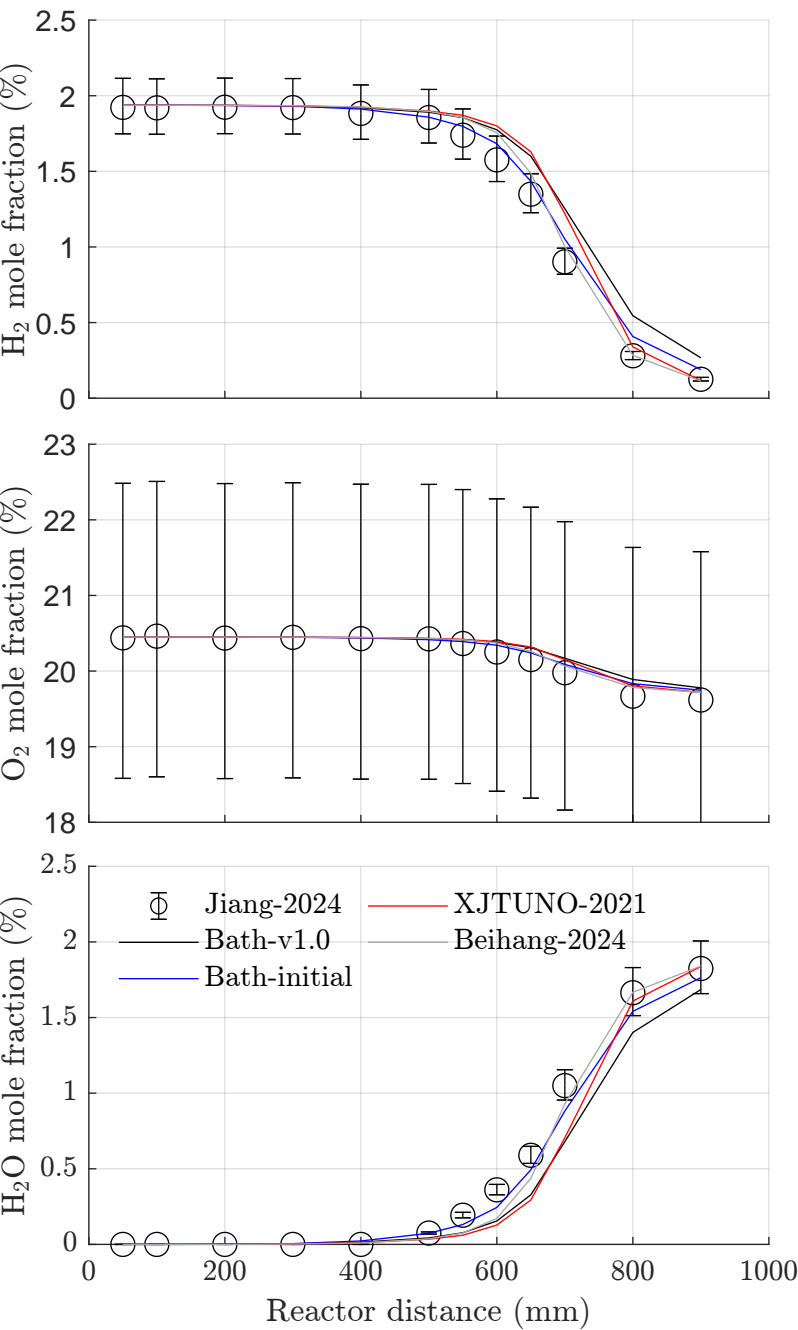




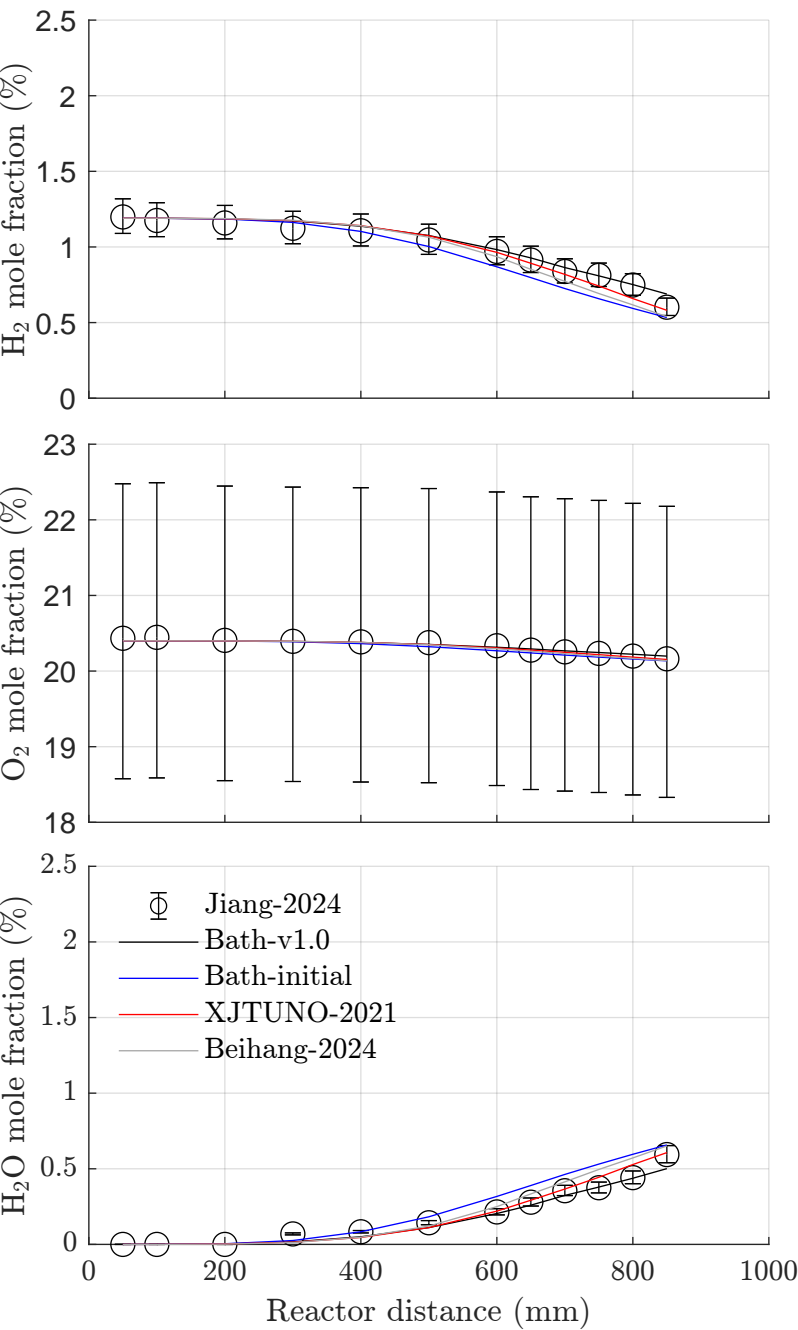
# PFR Results at 10 bar, 950 K and 1.19% H<sub>2</sub>



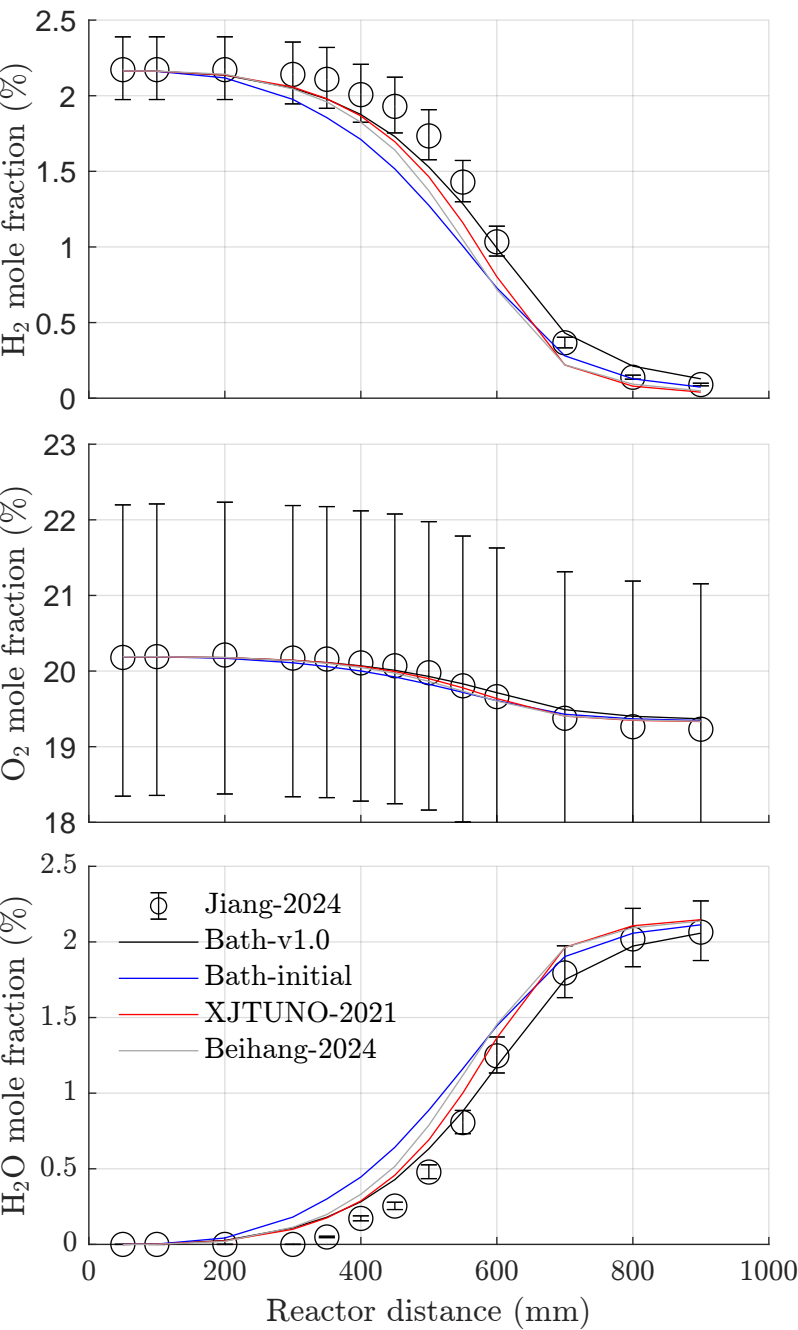
# PFR Results at 10 bar, 950 K and 1.94% H<sub>2</sub>



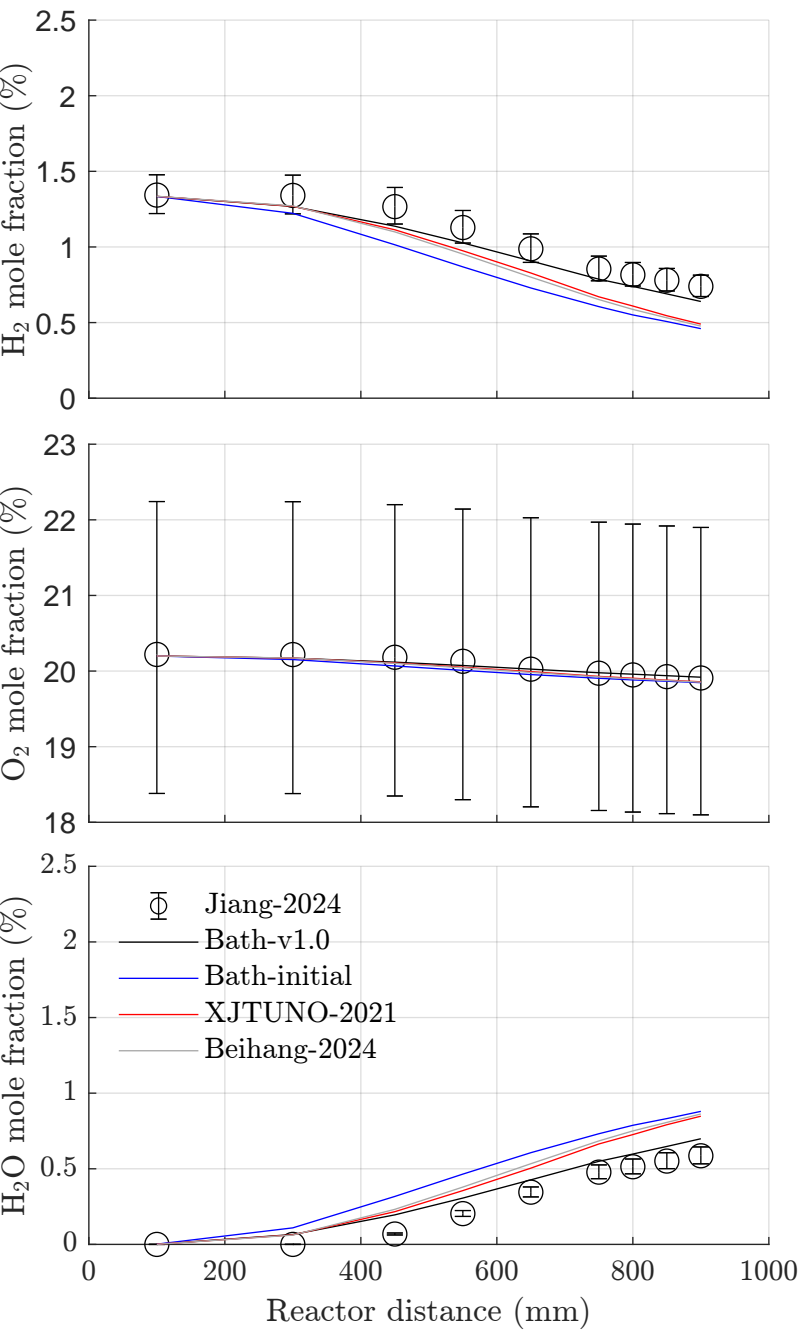
# PFR Results at 20 bar, 950 K and 1.19% H<sub>2</sub>



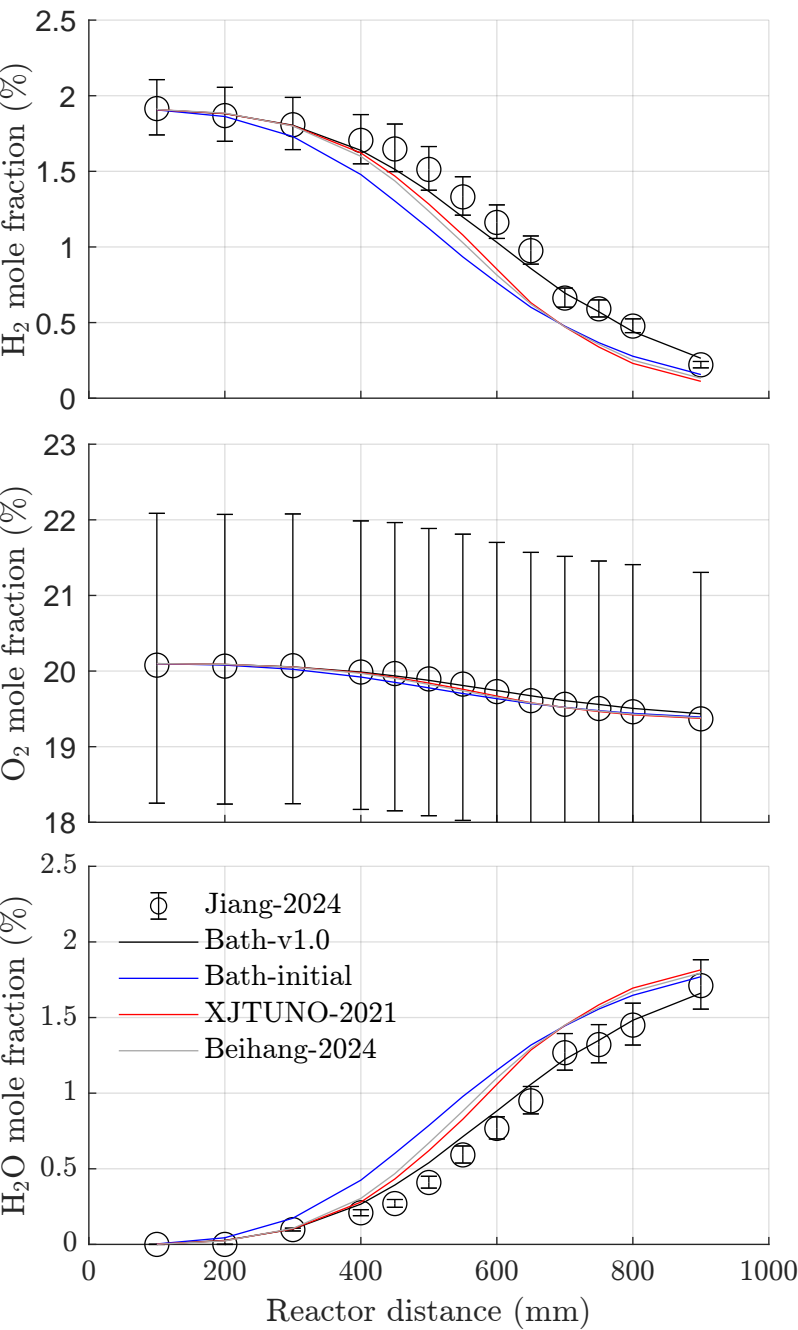
# PFR Results at 20 bar, 950 K and 2.16% H<sub>2</sub>



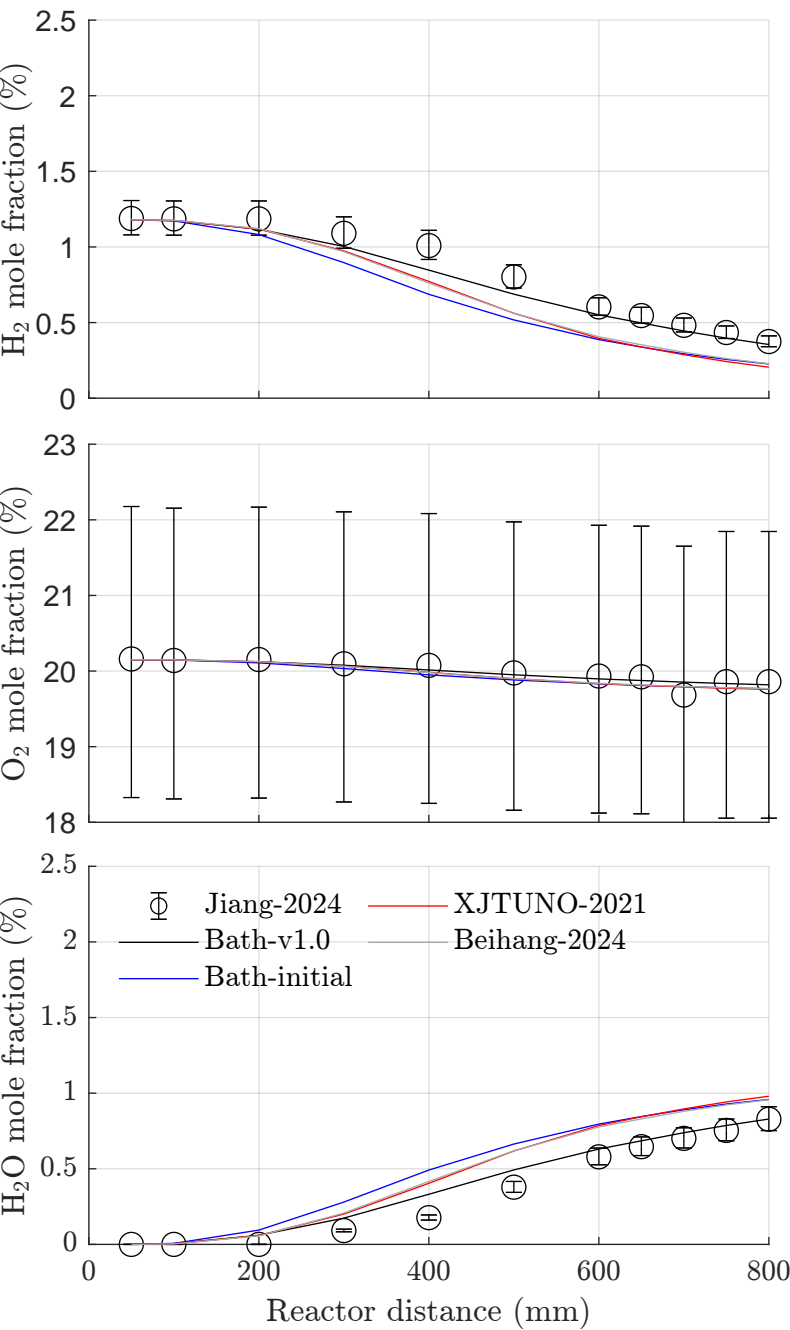
# PFR Results at 30 bar, 950 K and 1.34% H<sub>2</sub>



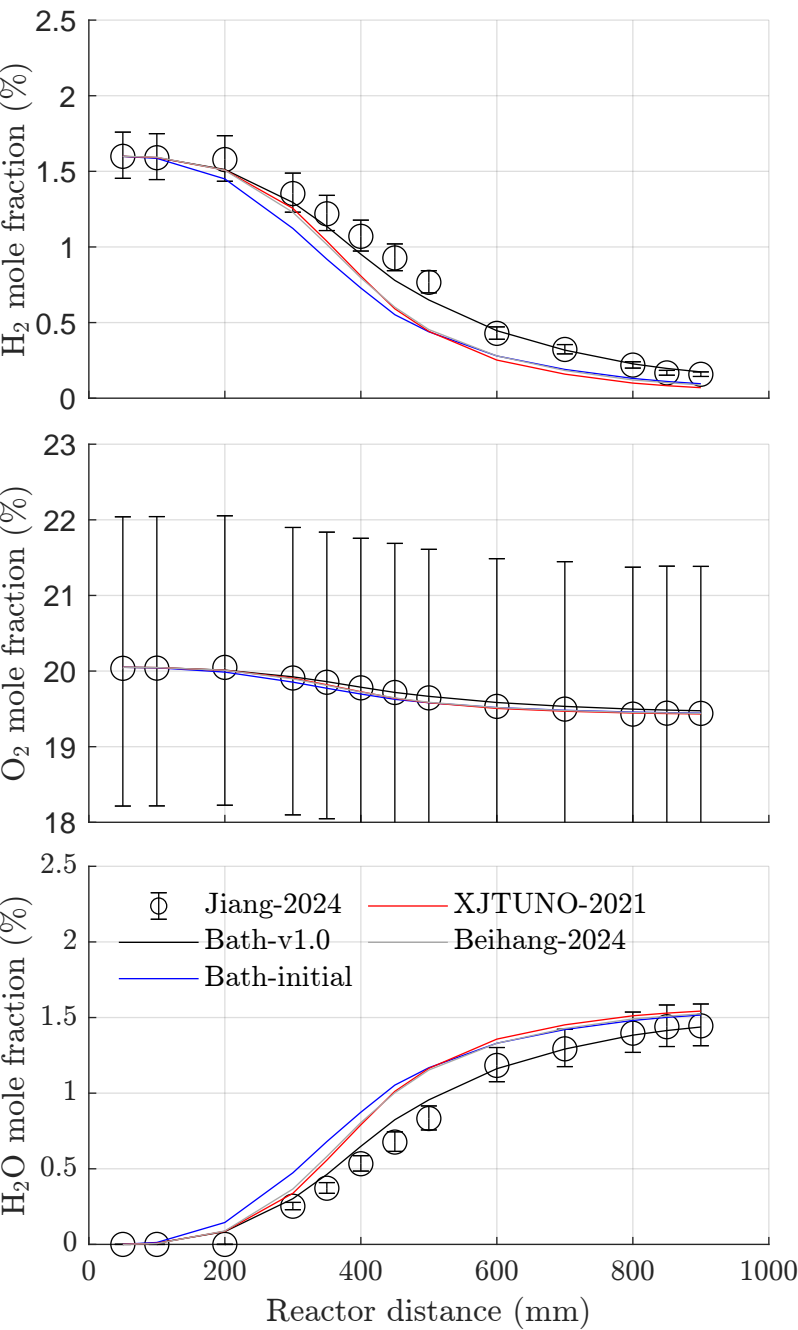
# PFR Results at 30 bar, 950 K and 1.91% H<sub>2</sub>



# PFR Results at 40 bar, 950 K and 1.18% H<sub>2</sub>

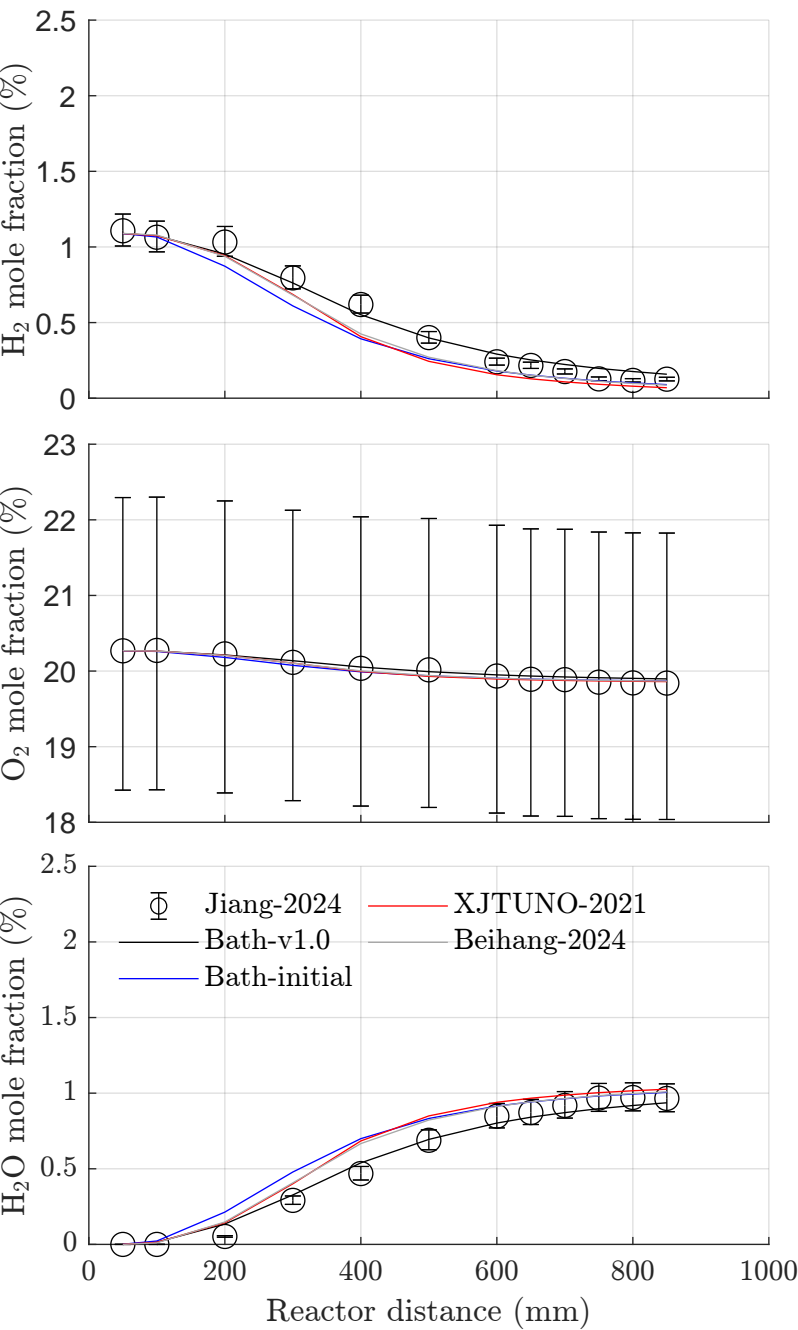


# PFR Results at 40 bar, 950 K and 1.60% H<sub>2</sub>

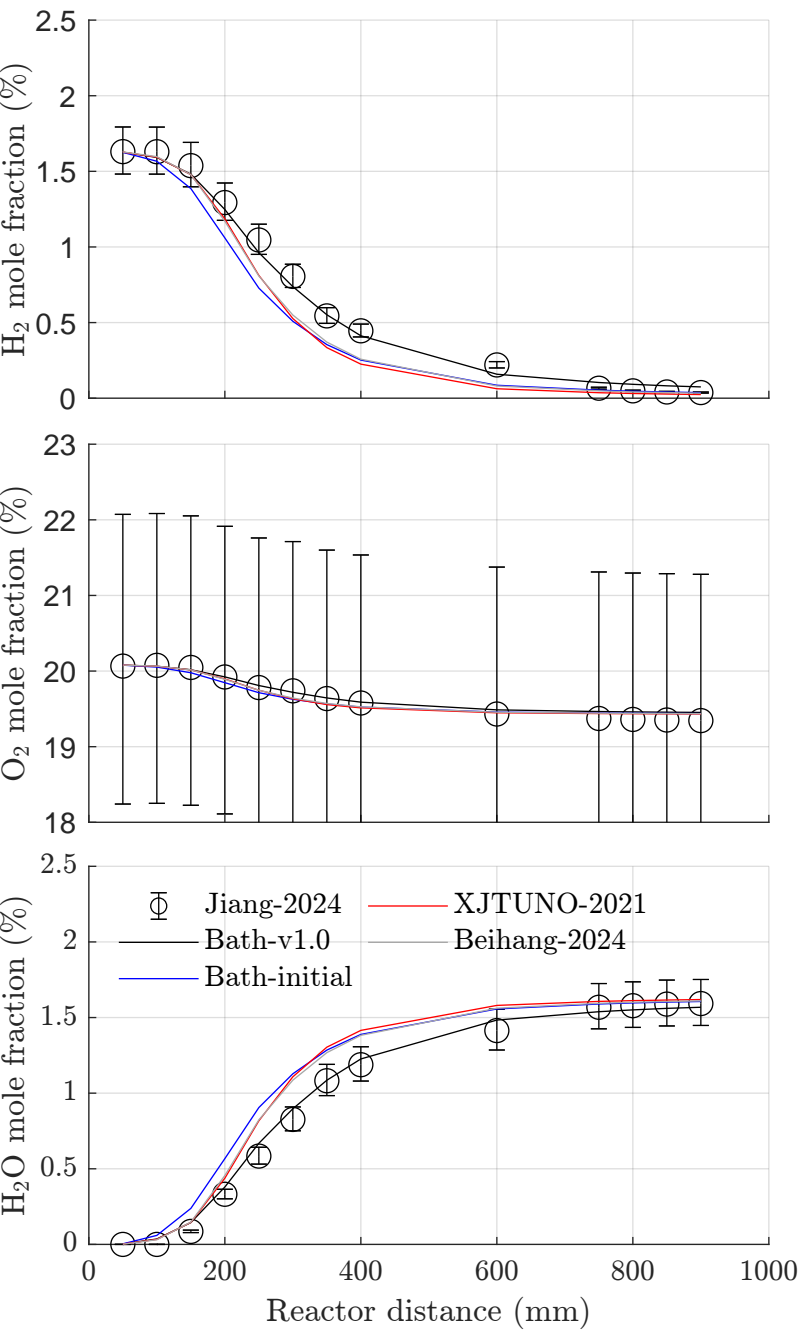




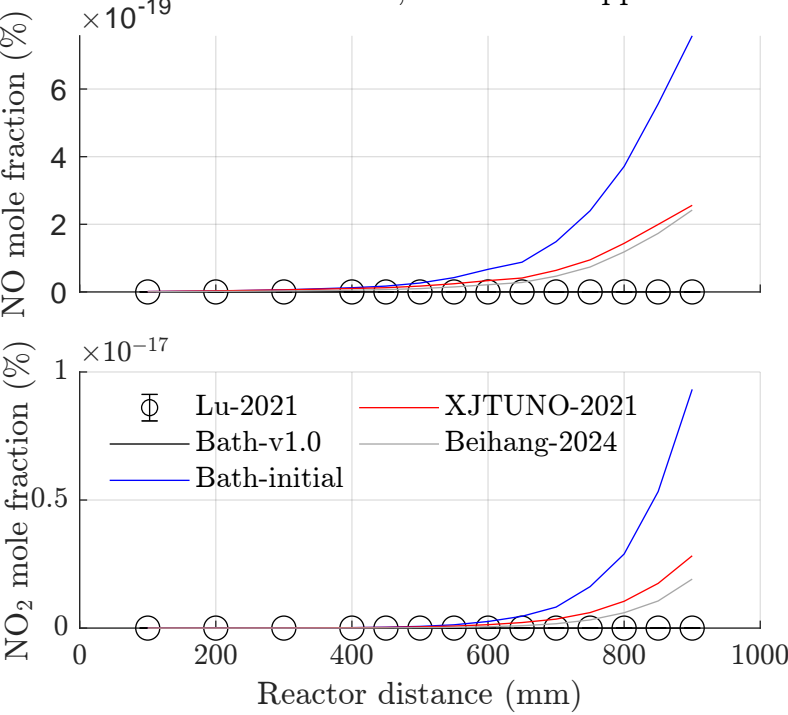
# PFR Results at 48 bar, 950 K and 1.10% H<sub>2</sub>



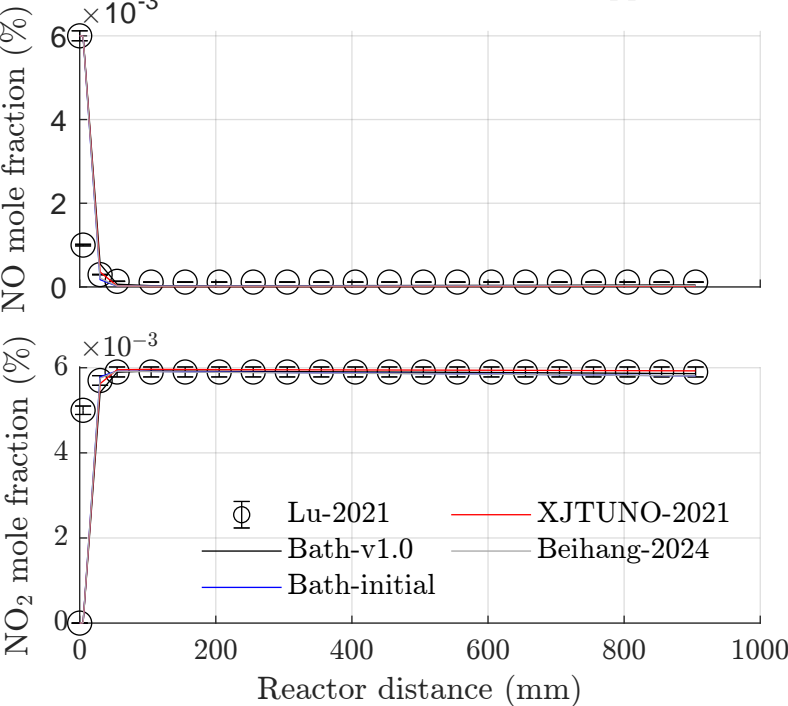
# PFR Results at 48 bar, 950 K and 1.63% H<sub>2</sub>



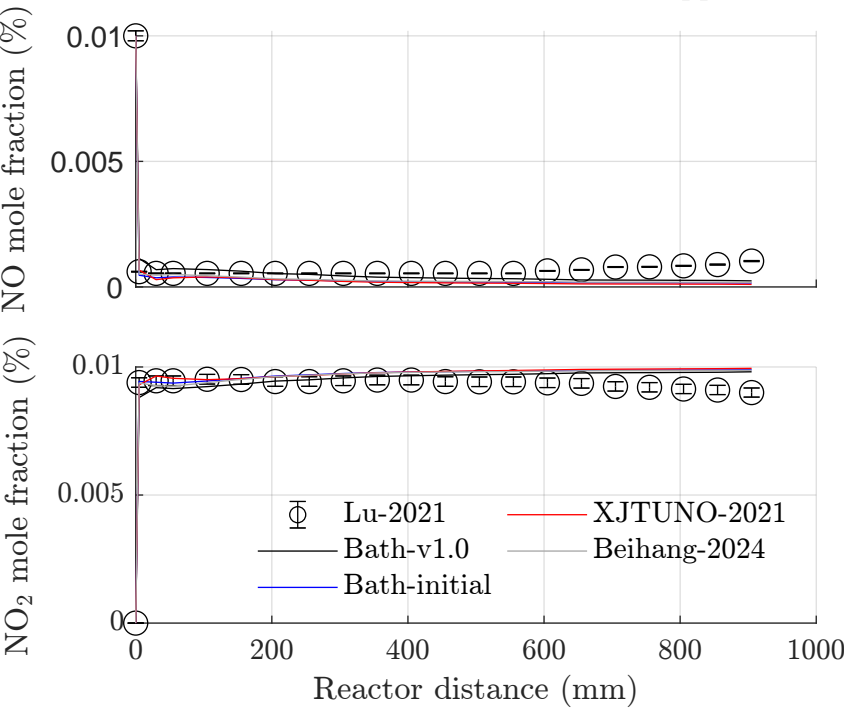
PFR Results 10 bar, 900 K and 0 ppm NO



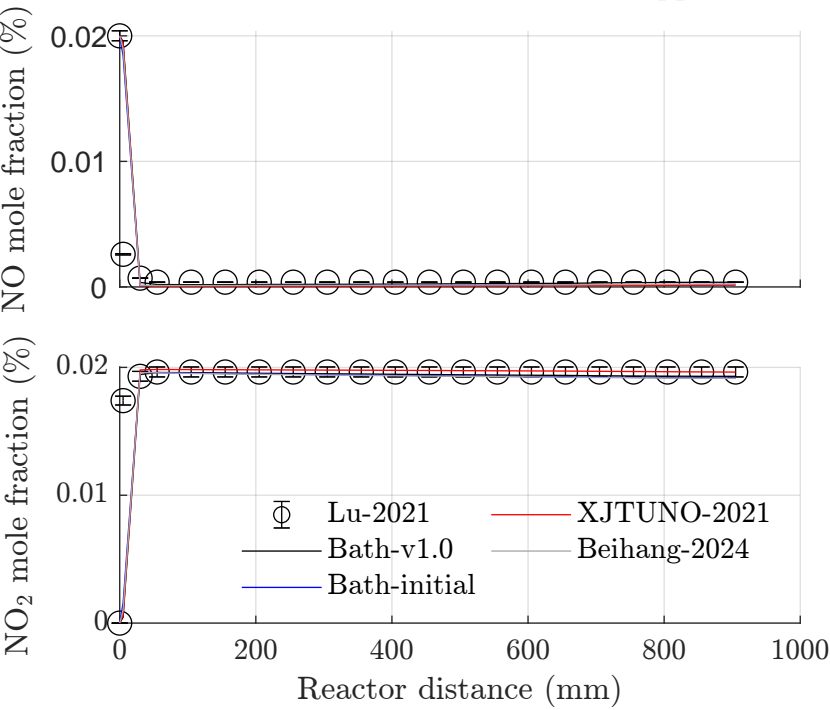
# PFR Results 10 bar, 900 K and 60 ppm NO



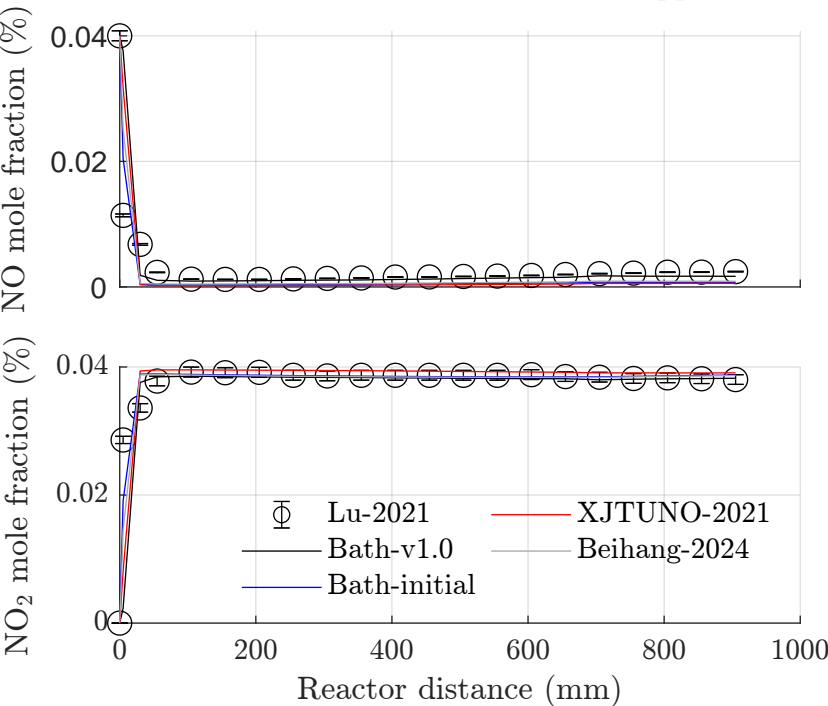
# PFR Results 10 bar, 1020 K and 100 ppm NO



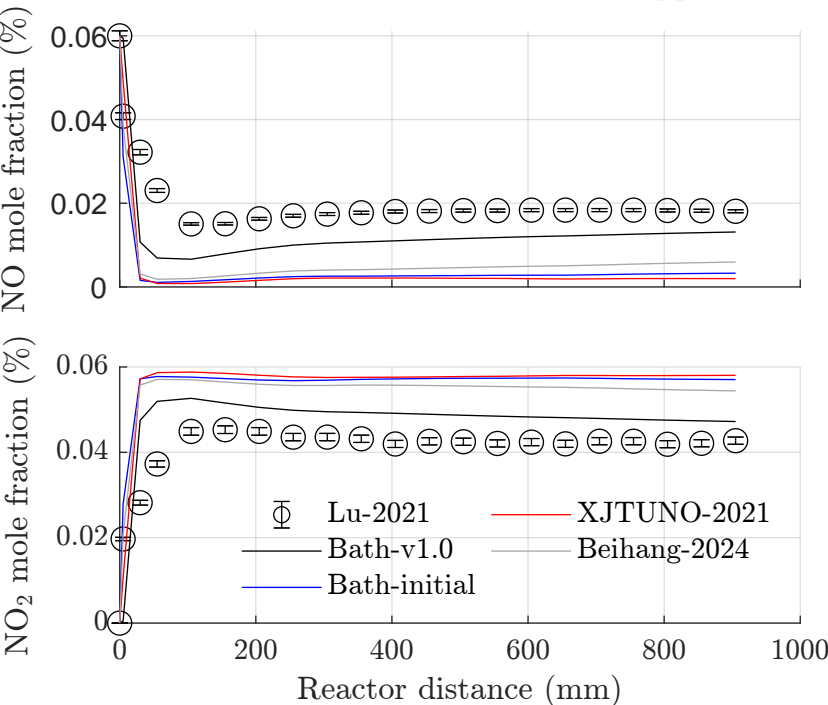
PFR Results 10 bar, 900 K and 200 ppm NO



PFR Results 10 bar, 900 K and 400 ppm NO

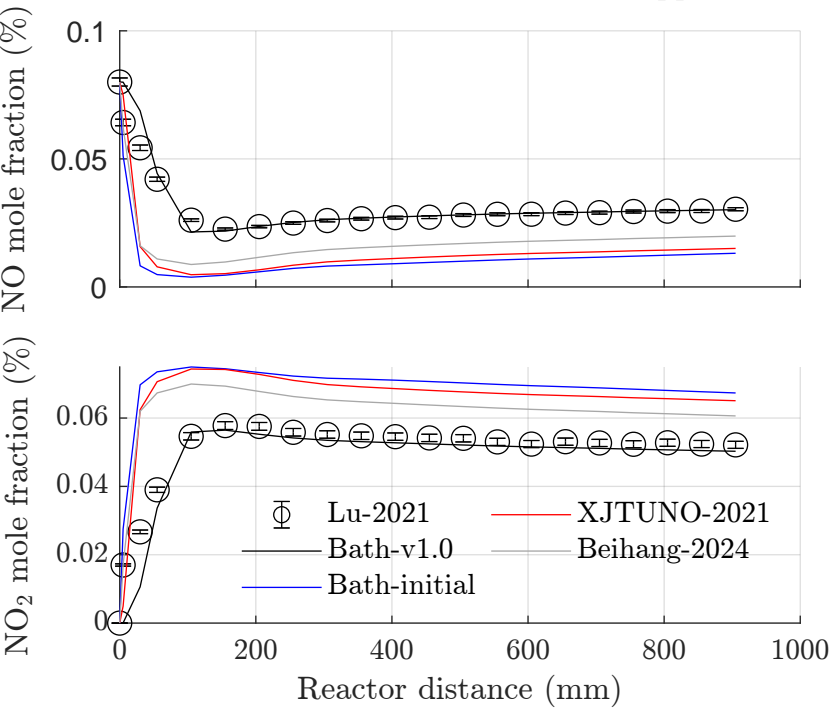


PFR Results 10 bar, 900 K and 600 ppm NO

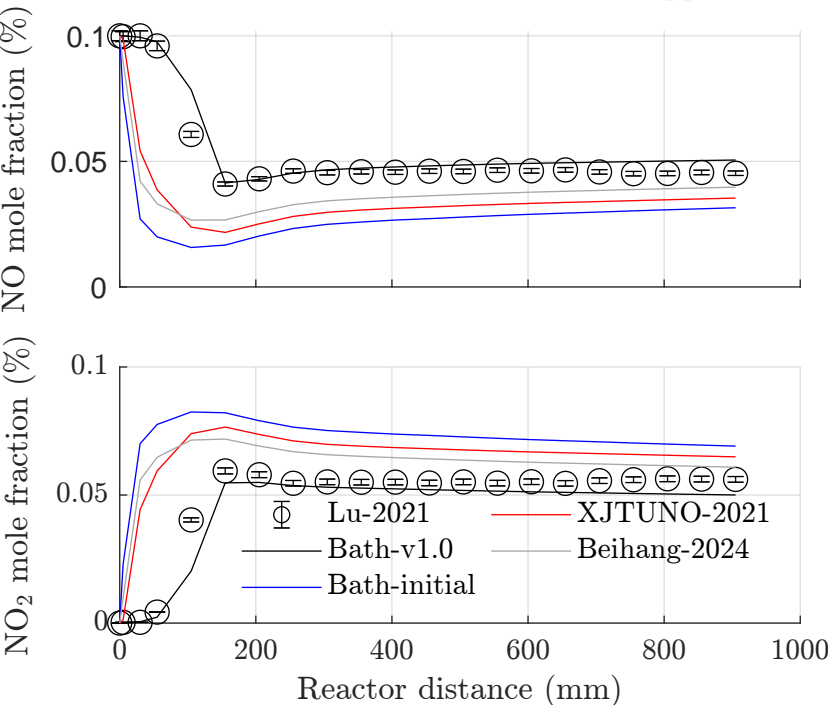




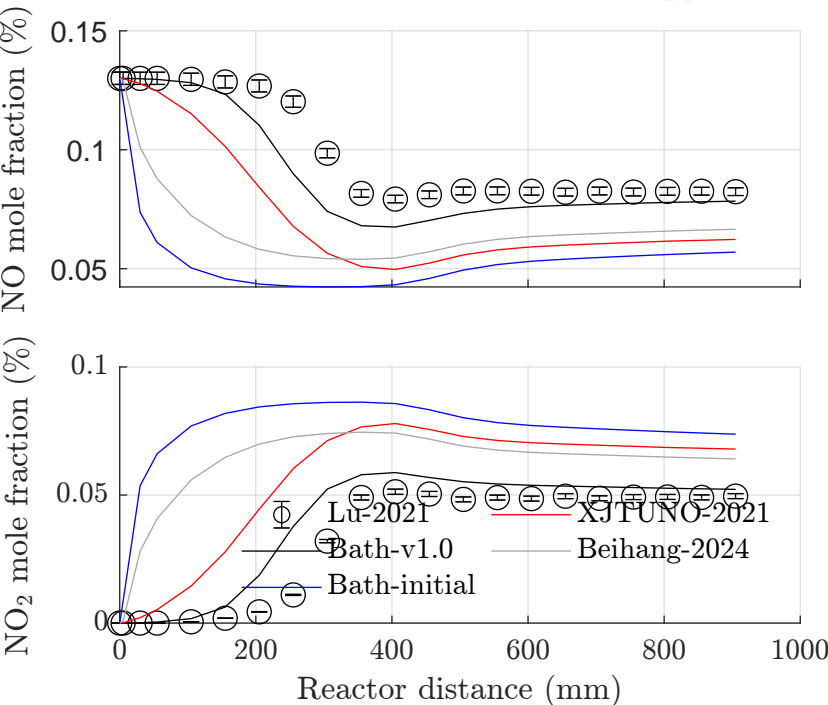
PFR Results 10 bar, 900 K and 800 ppm NO



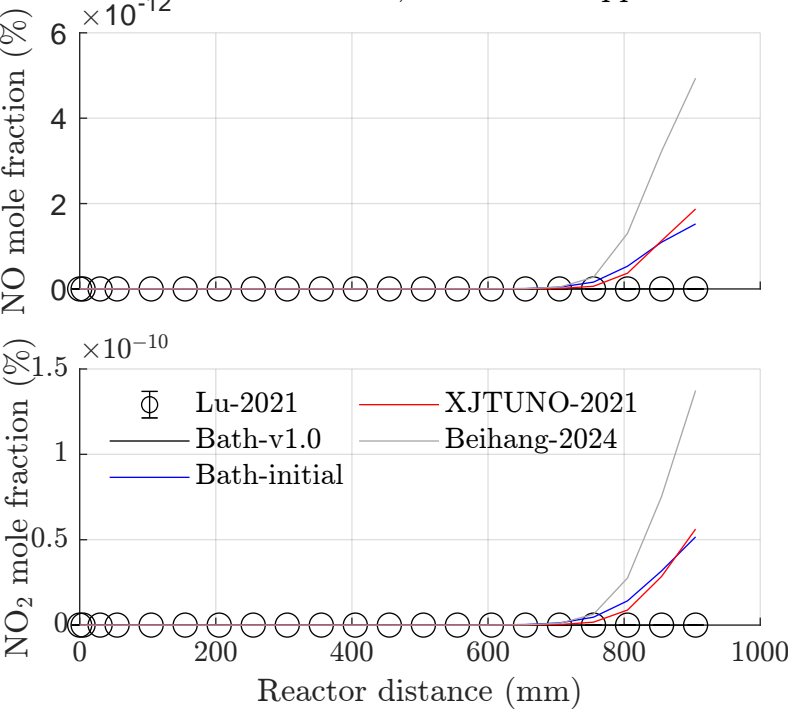
PFR Results 10 bar, 900 K and 1000 ppm NO



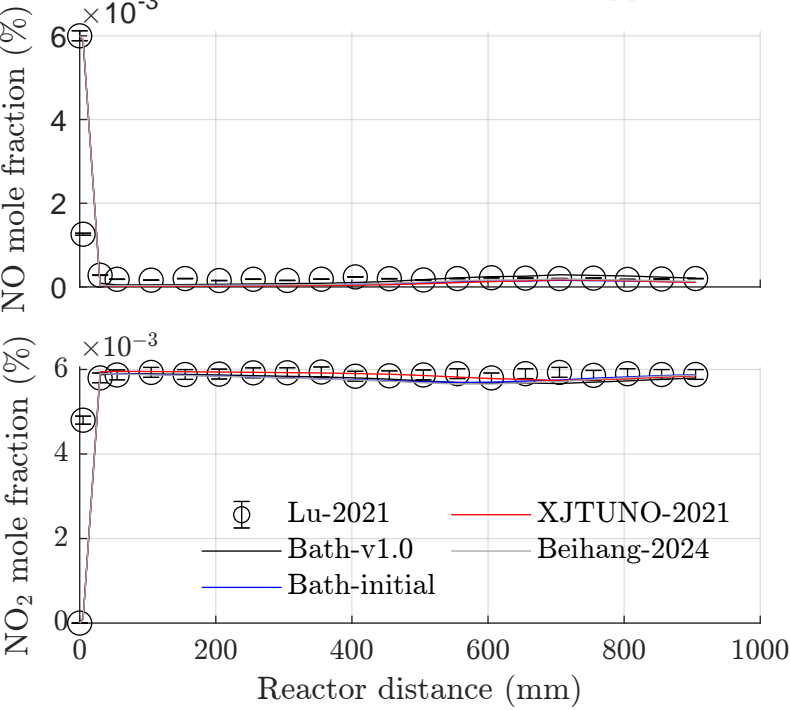
PFR Results 10 bar, 900 K and 1300 ppm NO



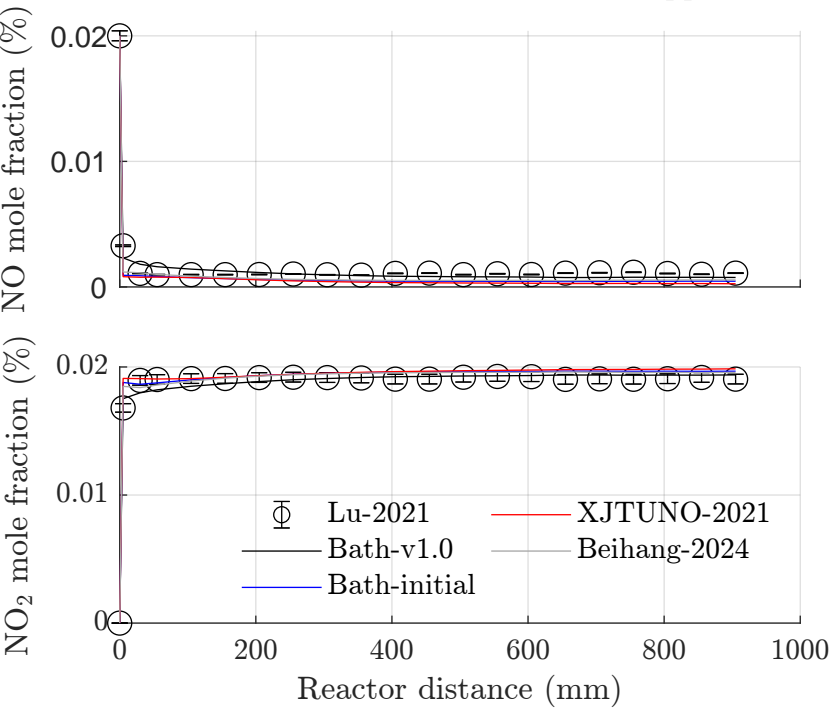
# PFR Results 10 bar, 940 K and 0 ppm NO



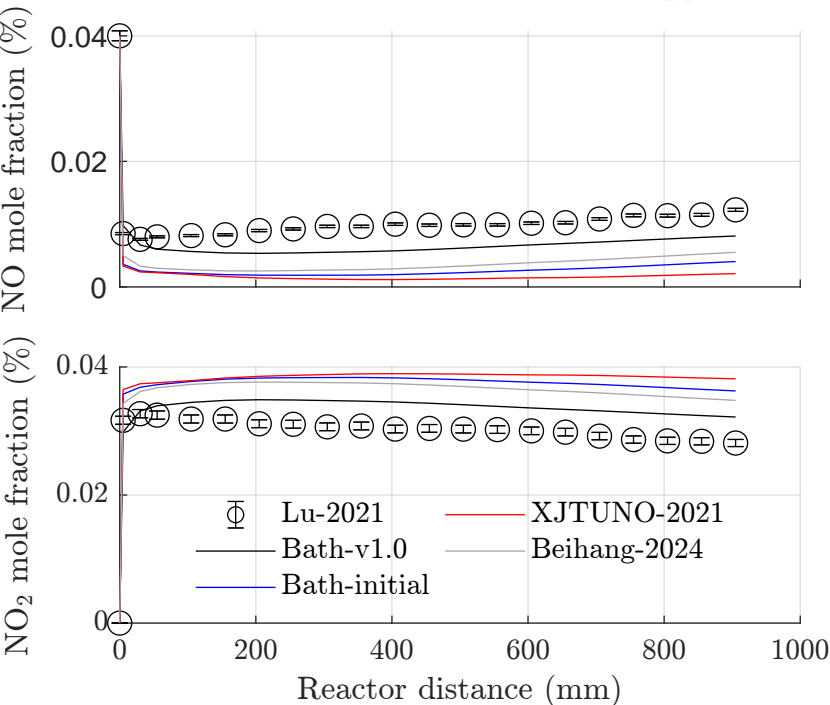
PFR Results 10 bar, 940 K and 60 ppm NO



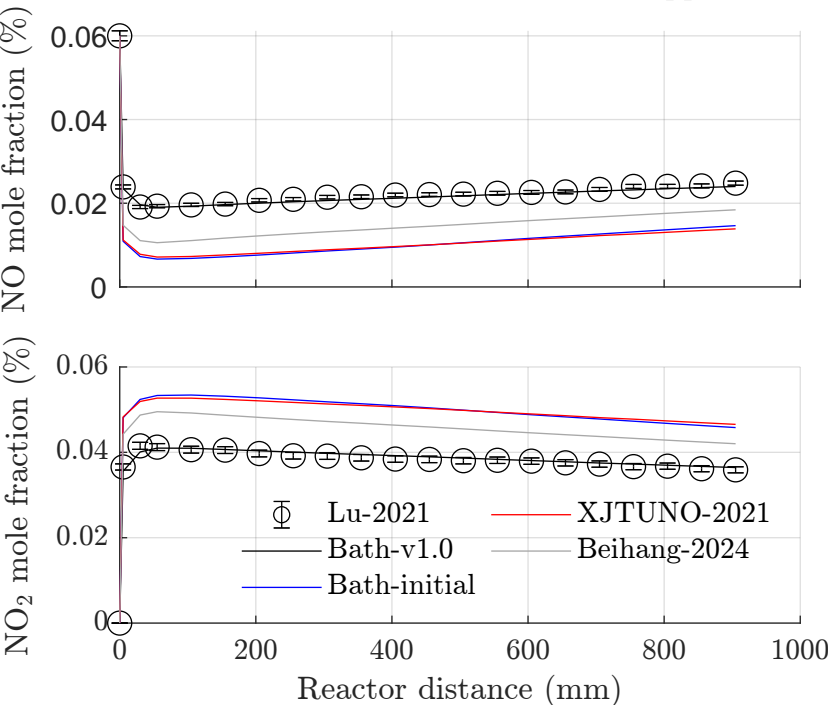
PFR Results 10 bar, 1010 K and 200 ppm NO



PFR Results 10 bar, 1010 K and 400 ppm NO

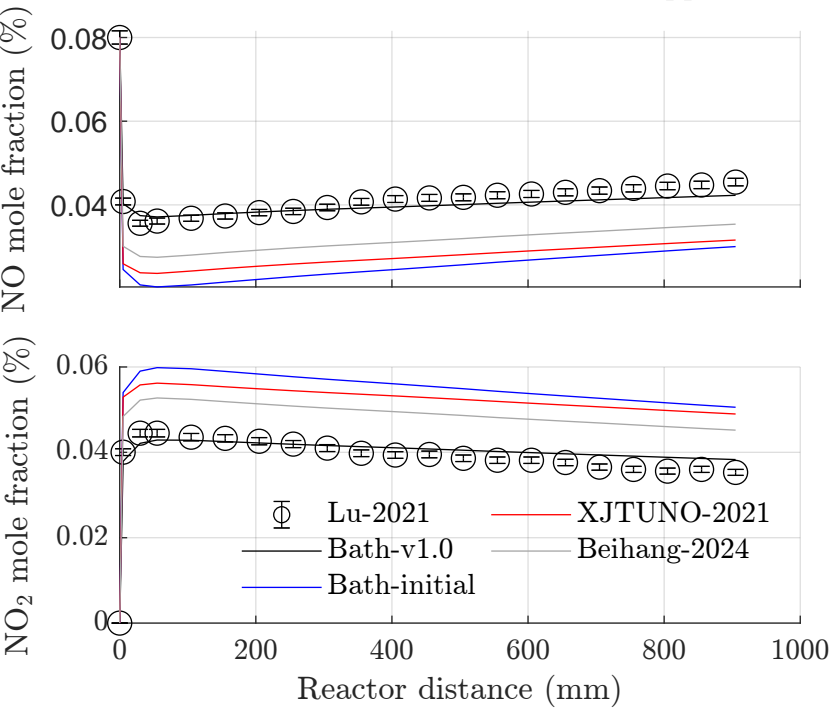


PFR Results 10 bar, 1000 K and 600 ppm NO





# PFR Results 10 bar, 1000 K and 800 ppm NO



PFR Results 10 bar, 1000 K and 1000 ppm NO

