ANALYSIS OF HEAT TRANSFER RATE BY VARYING COOLING FLUID FOR ENGINE CYLINDER FINS

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Abstract: The Engine cylinder is one of the major automobile components, which is subjected to high temperature variations and thermal stresses. In order to cool the cylinder, fins are provided on the cylinder to increase the rate of heat transfer. By doing thermal analysis on the engine cylinder fins, it is helpful to know the heat dissipation inside the cylinder.The principle implemented in this project is to increase the heat dissipation rate by using the invisible working fluid, nothing but air. We know that, by increasing the surface area we can increase the heat dissipation rate, so designing such a large complex engine is very difficult. The main purpose of using these cooling fins is to cool the engine cylinder by air.

The main aim of the project is to analyze the thermal properties by varying cooling fluid, material and thickness of cylinder fins.

Parametric models of cylinder with fins have been developed to predict the thermal behavior. The models are created by the geometry, rectangular and also by varying thickness of the fins for both geometries. Cooling fluids used in this thesis is air, oil. The 3D modeling software used is Pro/Engineer.Thermal analysis is done on the cylinder fins to determine variation in temperature distribution. The analysis is done using ANSYS. Transient thermal analysis determines temperatures and other thermal quantities that vary over time. Presently Material used for manufacturing cylinder fin body is Aluminum Alloy 204 which has thermal conductivity of 110-150W/mk. We are analyzing the cylinder fins using this material and also using Aluminum alloy 6061 and Magnesium alloy which have higher thermal conductivities.

1. Introduction

The internal combustion engine is an engine in which the combustion of a fuel (normally a fossil fuel) occurs with an oxidizer (usually air) in a combustion chamber. In an internal combustion engine, the expansion of the high-temperature and -pressure gases produced by combustion applies direct force to some component of the engine, such as pistons, turbine blades, or a nozzle. This force moves the component over a distance, generating useful mechanical energy.

NECESSITY OF COOLING SYSTEM IN IC ENGINES

All the heat produced by the combustion of fuel in the engine cylinders is not converted into useful power at the crankshaft. A typical distribution for the fuel energy is given below:

Useful work at the crank shaft	= 25 per cent
Loss to the cylinders walls	= 30 per cent
Loss in exhaust gases	= 35 per cent
Loss in friction	= 10 per cent

It is seen that the quantity of heat given to the cylinder walls is considerable and if this heat is not removed from the cylinders it would result in the resignation of the charge. In addition, the lubricant would also burn away, thereby causing the seizing of the piston. Excess heating will also damage the cylinder material.

Keeping the above factors in view, it is observed that suitable means must be provided to dissipate the excess heat from the cylinder walls, so as to maintain the temperature below certain limits.

However, cooling beyond optimum limits is not desirable, because it decreases the overall efficiency due to the following reasons:

Thermal efficiency is decreased due to more loss of heat to the cylinder walls.

- The vaporization of fuel is less; this results in fall of combustion efficiency.
- Low temperatures increase the viscosity of lubrication and hence more piston friction is encountered, thus decreasing the mechanical efficiency.

Though more cooling improves the volumetric efficiency, yet the factors mentioned above result in the decrease of overall efficiency.

Thus it may be observed that only sufficient cooling is desirable and any deviation from the optimum limits will result in the deterioration of the engine performance.

METHODS OF COOLING

Various methods used for cooling of automobile engines are:

- Air Cooling 2.Water cooling

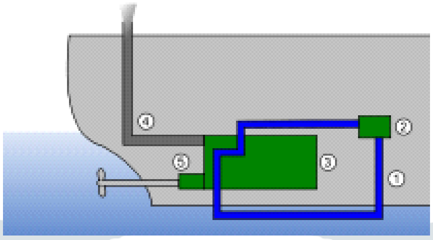
AIR-COOLING

Cars and trucks using direct air cooling (without an intermediate liquid) were built over a long period beginning with the advent of mass produced passenger cars and ending with a small and generally unrecognized technical change. Before World War II, water cooled cars and

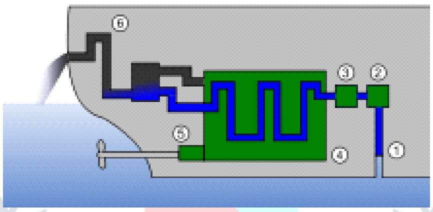
trucks routinely overheated while climbing mountain roads, creating geysers of boiling cooling water. This was considered normal, and at the time, most noted mountain roads had auto repair shops to minister to overheating engines.
ACS (Auto Club Suisse) maintains historical monuments to that era on the Susten Pass where two radiator refill stations remain (See a picture here). These have instructions on a cast metal plaque and a spherical bottom watering can hanging next to a water spigot. The spherical bottom was intended to keep it from being set down and, therefore, be useless around the house, in spite of which it was stolen, as the picture shows.

During that period, European firms such as Magirus-Deutz built air-cooled diesel trucks, Porsche built air-cooled farm tractors, and Volkswagen became famous with air-cooled passenger cars. In the USA, Franklin built air-cooled engines. The Czechoslovakia based company Tatra is known for their big size air cooled V8 car engines,Tatra engineer Julius Mackerle published a book on it. Air cooled engines are better adapted to extremely cold and hot environmental weather temperatures, you can see air cooled engines starting and running in freezing conditions that stuck water cooled engines and continue working when water cooled ones start producing steam jets.

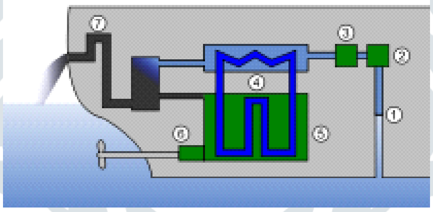
LIQUID COOLING
Today, most engines are liquid-cooled.



A fully closed IC engine cooling system



Open IC engine cooling system



0Semi closed IC Engine cooling system

Liquid cooling is also employed in maritime vehicles (vessels, ...). For vessels, the seawater itself is mostly used for cooling. In some cases, chemical coolants are also employed (in closed systems) or they are mixed with seawater cooling. .

2. Introduction of Ansys :

ANSYS is general-purpose finite element analysis (FEA) software package. Finite Element Analysis is a numerical method of deconstructing a complex system into very small pieces (of user-designated size) called elements. The software implements equations that govern the behaviour of these elements and solves them all; creating a comprehensive explanation of how the system acts as a whole. These results then can be presented in tabulated, or graphical forms. This type of analysis is typically used for the design and optimization of a system far too complex to analyze by hand. Systems that may fit into this category are too complex due to their geometry, scale, or governing equations.
ANSYS is the standard FEA teaching tool within the Mechanical Engineering Department at many colleges. ANSYS is also used in Civil and Electrical Engineering, as well as the Physics and Chemistry departments.
ANSYS provides a cost-effective way to explore the performance of products or processes in a virtual environment. This type of product development is termed virtual prototyping.
With virtual prototyping techniques, users can iterate various scenarios to optimize the product long before the manufacturing is started. This enables a reduction in the level of risk, and in the cost of ineffective designs. The multifaceted nature of ANSYS also provides a means to ensure that users are able to see the effect of a design on the whole behavior of the product, be it electromagnetic, thermal, mechanical etc.

GENERIC STEPS TO SOLVING ANY PROBLEM IN ANSYS :

Like solving any problem analytically, you need to define (1) your solution domain, (2) the physical model, (3) boundary conditions and (4) the physical properties. You then solve the problem and present the results. In numerical methods, the main difference is an extra step called mesh generation. This is the step that divides the complex model into small elements that become solvable in an otherwise too complex situation. Below describes the processes in terminology slightly more attune to the software.

Build Geometry

Construct a two or three dimensional representation of the object to be modeled and tested using the work plane coordinate system within ANSYS.

Define Material Properties

Now that the part exists, define a library of the necessary materials that compose the object (or project) being modeled. This includes thermal and mechanical properties.

Generate Mesh

At this point ANSYS understands the makeup of the part. Now define how the modeled system should be broken down into finite pieces.

Apply Loads

Once the system is fully designed, the last task is to burden the system with constraints, such as physical loadings or boundary conditions.

Obtain Solution

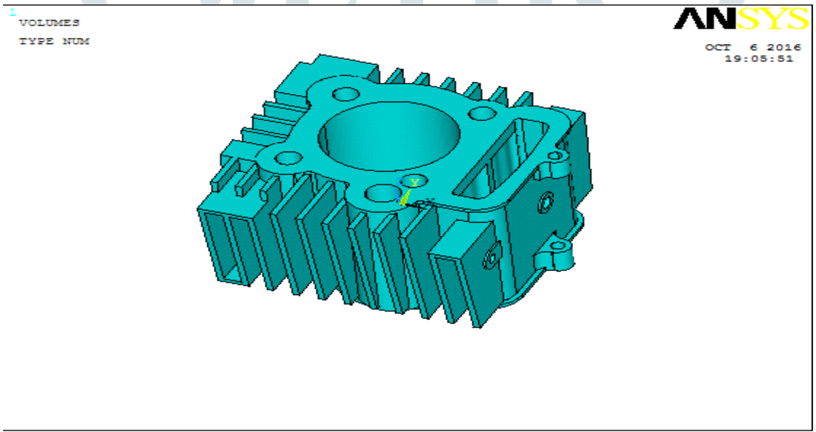
This is actually a step, because ANSYS needs to understand within what state (steady state, transient… etc.) the problem must be solved.

Present the Results

After the solution has been obtained, there are many ways to present ANSYS' results, choose from many options such as tables, graphs, and contour plots.

3. Thermal analysis of fin body:

Set Units - /units,si,mm,kg,sec,k
File- change Directory-select working folder
File-Change job name-Enter job name
Preferences-Thermal
\preprocessor-Element type-add/edit/delete-Select Add-Solid 20 node 90

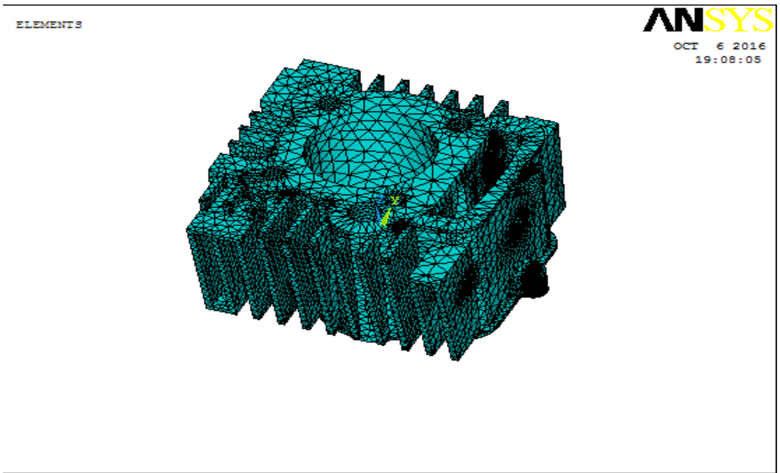


Thermal Analysis of Aluminium Alloy 204 3mm thickness

Material properties -material Models –Thermal Conductivity -isotropic

MATERIAL PROPERTIES

Thermal Conductivity – 120 w/mk
Specific Heat – 0.963 J/g ºC
Density – 2.8 g/cc
Select Mesh Tool Icon – Select Smart Size –On Pick All-ok
Select Mesh Tool Window –Select All Areas-pick all



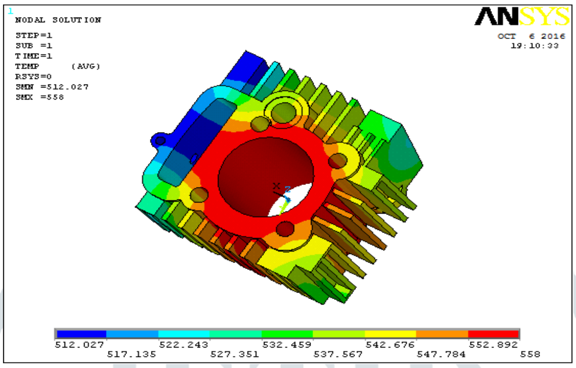
MESHED MODEL OF ALUMINIUM ALLOY 204 3MM THICKNESS

Finite element analysis or FEA representing a real project as a "mesh" a series of small, regularly shaped tetrahedron connected elements, as shown in the above fig.And then setting up and solving huge arrays of simultaneous equations. The finer the mesh, the more accurate the results but more computing power is required

LOADS

Define Loads -Apply Thermal-Temperature- on Area-Select inside area=5585K
Convections – on Areas (select Remaining areas-Film Co-efficient – 25 W/mmK
Bulk Temperature – 313 K
Solution – Solve - Current LS file – Ok

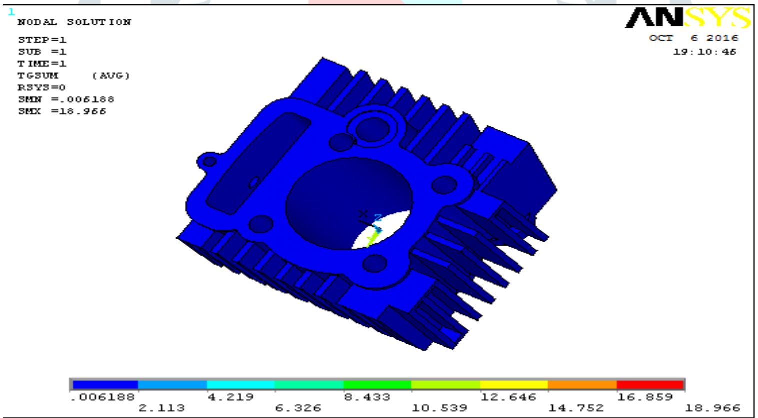
RESULTS



Nodal temperature of Aluminium Alloy 204 3mm thickness

According to the contour plot, the temperature distribution maximum temperature at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the maximum temperature at bore and its distributed to outer surface of the fins.

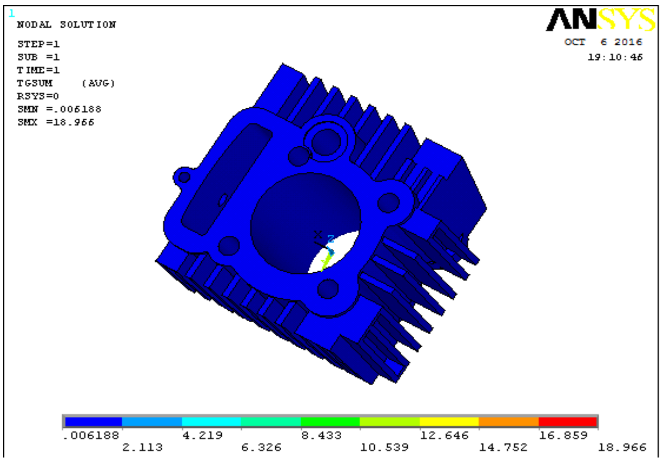
General post processer- contour plot- Thermal Gradient-Thermal Gradient Vector Sum



Thermal Gradient of Aluminium Alloy 204 3mm thickness

According to the contour plot, the thermal gradient maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum gradient at fins.
According to the above contour plot, the maximum gradient is 18.966 k/m and minimum gradient is 0.006188 k/m.

General post processer- contour plot-Thermal Flux –Thermal Flux Vector Sum



Thermal flux of Aluminium Alloy 204 3mm thickness

According to the contour plot, the thermal flux maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum thermal flux at fins.
According to the above contour plot, the maximum thermal flux is 18.966 k/m and minimum thermal flux is 0.006188 k/m.

ALUMINUM ALLOY 6061 – 3mm THICKNESS
MATERIAL PROPERTIES

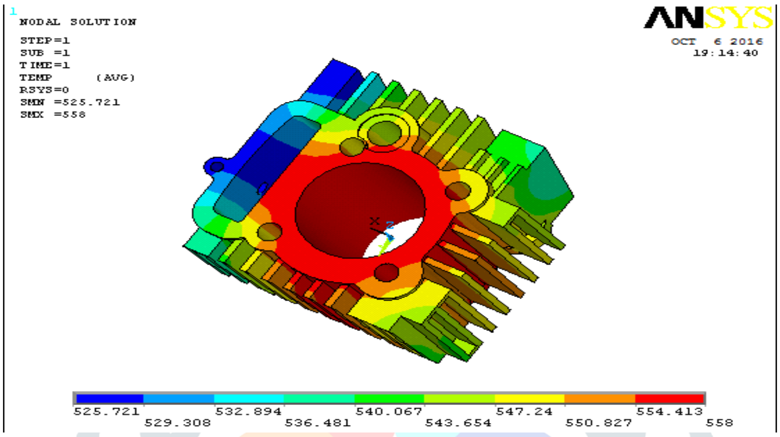
Thermal Conductivity – 180 w/mk
Specific Heat – 0.896 J/g ºC
Density – 2.7 g/cc

LOADS

Temperature -558 K
Film Coefficient – 25 w/m^2 K
Bulk Temperature – 313 K

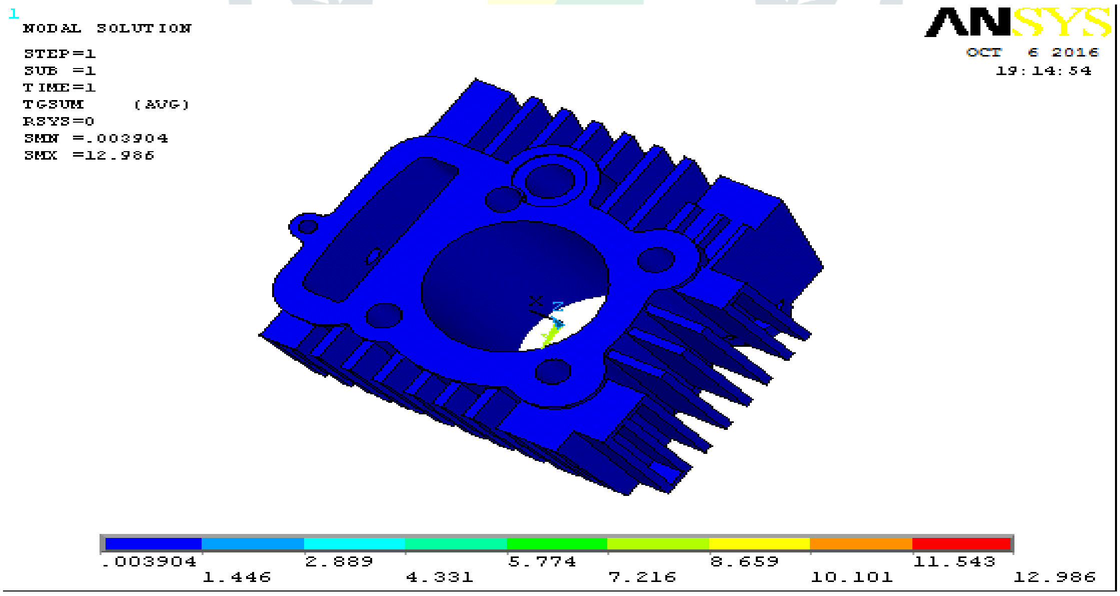
RESULTS

NODAL TEMPERATURE



Nodal Temperature of Aluminium Alloy 6061 3mm thickness

According to the contour plot, the temperature distribution maximum temperature at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the maximum temperature at bore and its distributed to outer surface of the fins.



THERMAL GRADIENT SUM OF ALUMINIUM ALLOY 6061 3MM THICKNESS

According to the contour plot, the thermal gradient maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum gradient at fins.
According to the above contour plot, the maximum gradient is 12.986 k/m and minimum gradient is 0.003904 k/m.

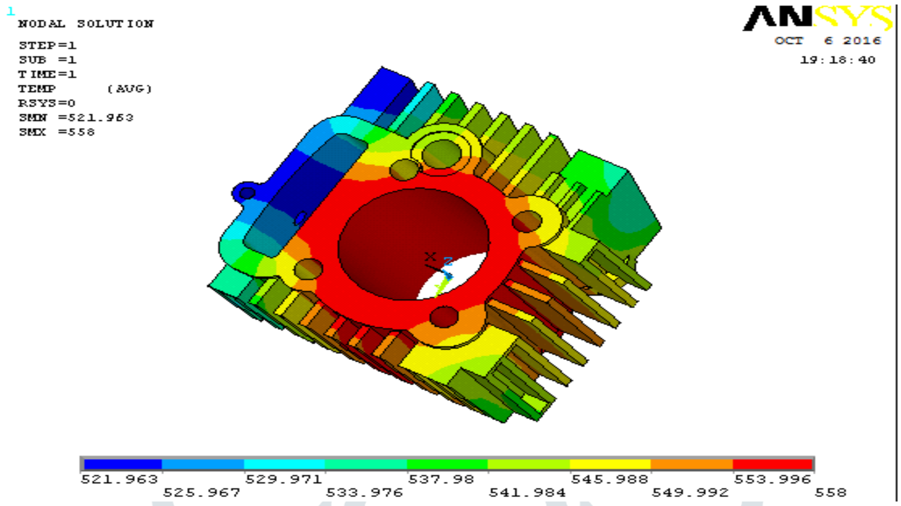
THERMAL FLUX SUM OF ALUMINIUM ALLOY 6061 3MM THICKNESS

According to the contour plot, the thermal flux maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum thermal flux at fins.
According to the above contour plot, the maximum thermal flux is 2.337 k/m and minimum thermal flux is 0.703E-03 k/m.

MAGNESIUM – 3mm THICKNESS
MATERIAL PROPERTIES
Thermal Conductivity – 159 w/mk
Specific Heat – 1.45 J/g °C
Density – 2.48 g/cc

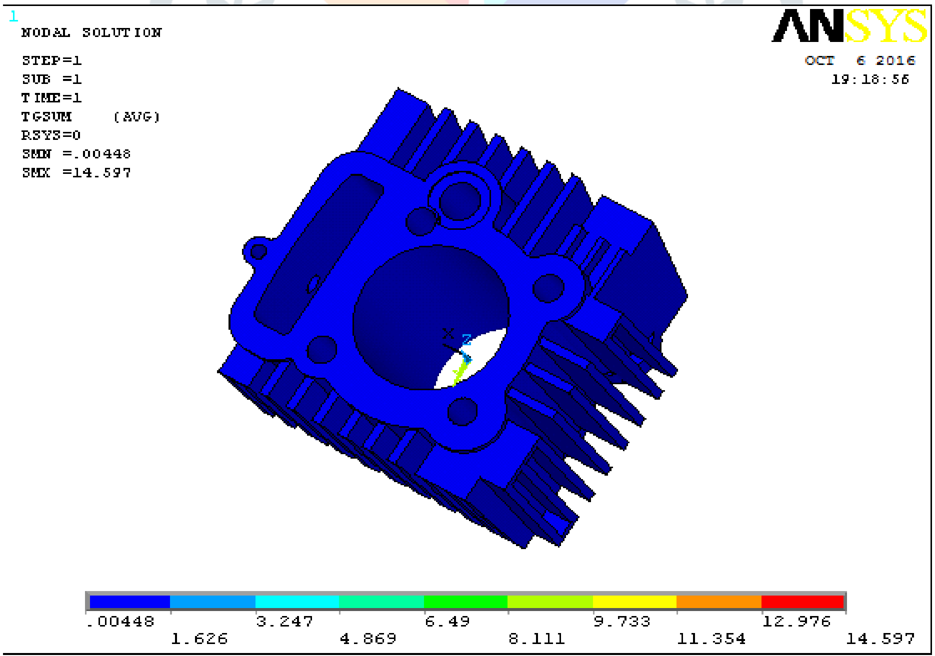
LOADS
Temperature -558 K
Film Coefficient – 25 w/m^2 K
Bulk Temperature – 313 K

RESULTS



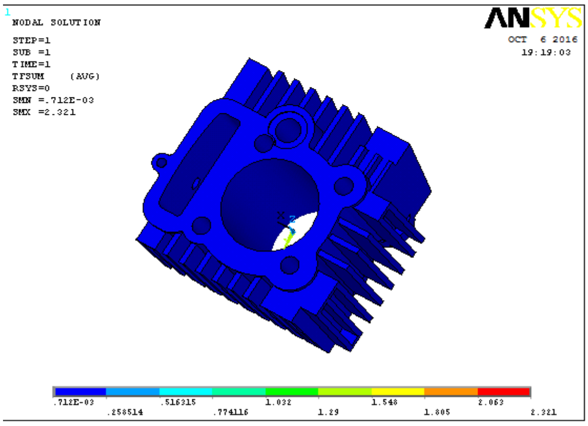
NODAL TEMPERATURE OF MAGNESIUM ALLOY 3MM THICKNESS

According to the contour plot, the temperature distribution maximum temperature at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the maximum temperature at bore and its distributed to outer surface of the fins.



THERMAL GRADIENT SUM OF MAGNESIUM ALLOY 3MM THICKNESS

According to the contour plot, the thermal gradient maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum gradient at fins.
According to the above contour plot, the maximum gradient is 14.597 k/m and minimum gradient is 0.00448 k/m.

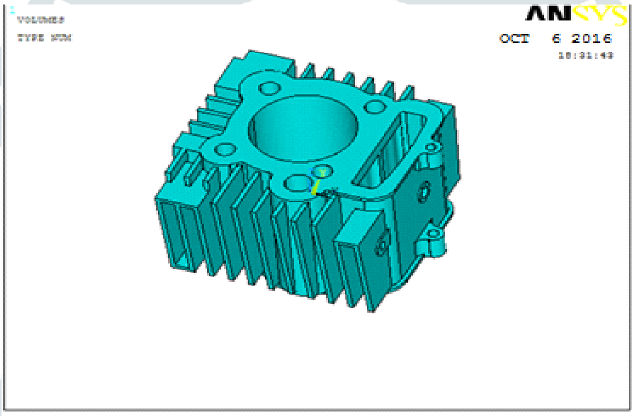


THERMAL FLUX SUM OF MAGNESIUM ALLOY 3MM THICKNESS

According to the contour plot, the thermal flux maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum thermal flux at fins.

According to the above contour plot, the maximum thermal flux is 2.321 k/m and minimum thermal flux is 0.712E-03 k/m.

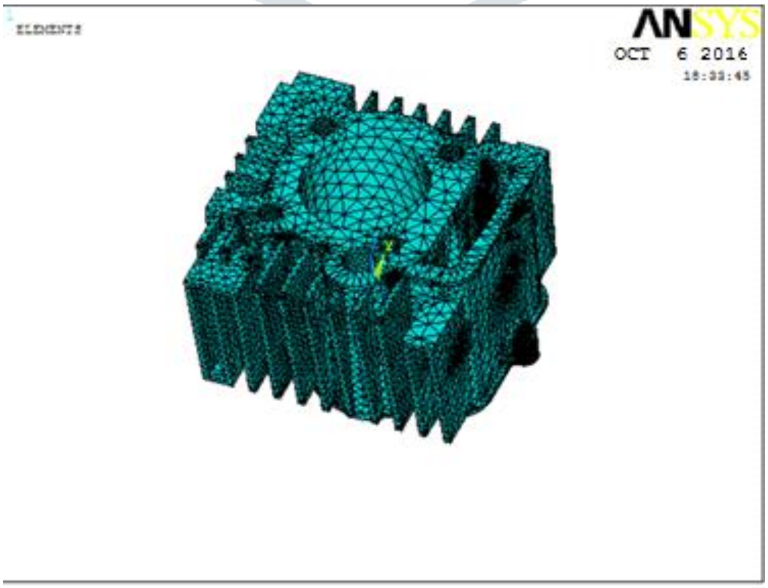
ALUMINUM ALLOY 204 – 2.5mm THICKNESS



MODEL ANALYSIS OF ALUMINUM ALLOY 204 – 2.5mm THICKNESS
MODEL IMPORTED FROM PRO/ENGINEER
MATERIAL PROPERTIES

Thermal Conductivity – 120 w/mk
Specific Heat – 0.963 J/g °C
Density – 2.8 g/cc

MESHED MODEL



MESHED MODEL OF ALUMINIUM ALLOY 204 2.5MM THICKNESS
LOADS

Temperature -558 K

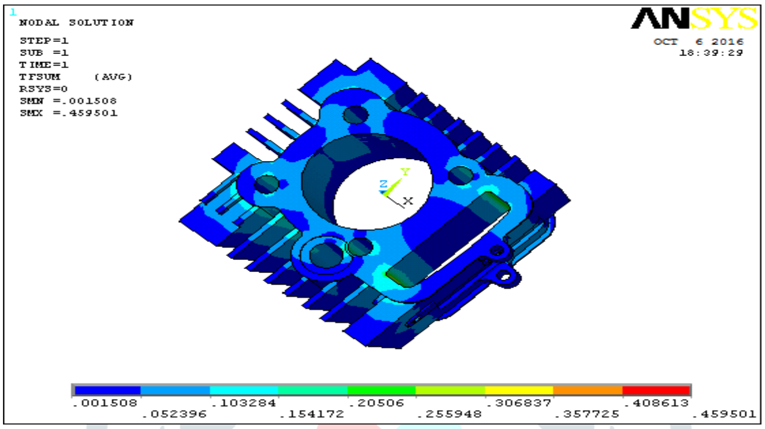
Film Coefficient – 25 w/m^2 K
Bulk Temperature – 313 K

RESULTS
NODAL TEMPERATURE

NODAL TEMPERATURE OF ALUMINIUM ALLOY 204 2.5MM THICKNESS
According to the contour plot, the temperature distribution maximum temperature at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the maximum temperature at bore and its distributed to outer surface of the fins.

THERMAL GRADIENT SUM OF ALUMINIUM ALLOY 204 2.5MM THICKNESS
According to the contour plot, the thermal gradient maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum gradient at fins.
According to the above contour plot, the maximum gradient is 3.829 k/m and minimum gradient is 0.012564 k/m.

THERMAL FLUX SUM

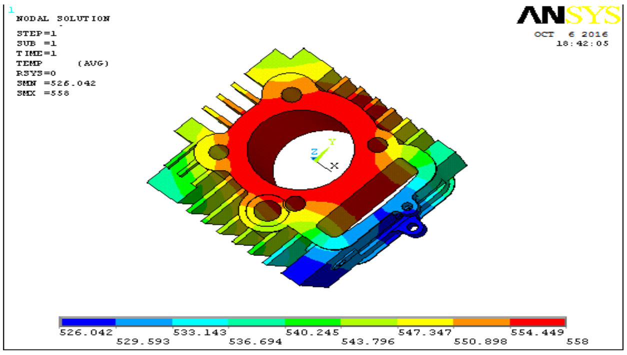


THERMAL FLUX SUM SUM OF ALUMINIUM ALLOY 204 2.5MM THICKNESS
According to the contour plot, the thermal flux maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum thermal flux at fins.
According to the above contour plot, the maximum thermal flux is 0.459501 k/m and minimum thermal flux is 0.001508 k/m.

ALUMINUM ALLOY 6061 – 2.5mm THICKNESS
MATERIAL PROPERTIES
Thermal Conductivity – 180 w/mk
Specific Heat – 0.896 J/g °C
Density – 2.7 g/cc

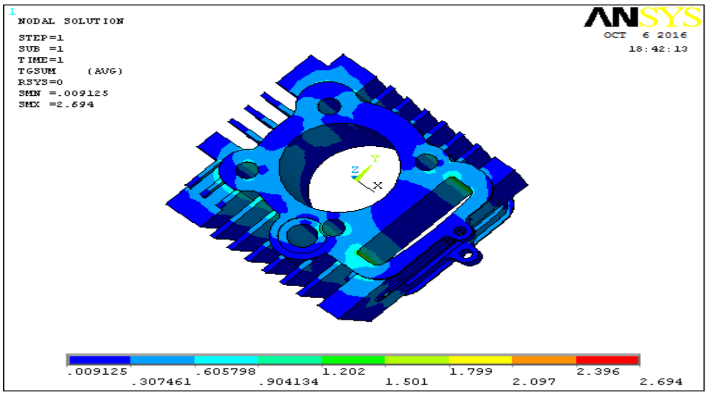
LOADS
Temperature -558 K
Film Coefficient – 25 w/m^2 K
Bulk Temperature – 313 K

RESULTS
NODAL TEMPERATURE



NODAL TEMPERATURE OF ALUMINIUM ALLOY 6061 2.5 MM THICKNESS
According to the contour plot, the temperature distribution maximum temperature at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the maximum temperature at bore and its distributed to outer surface of the fins.

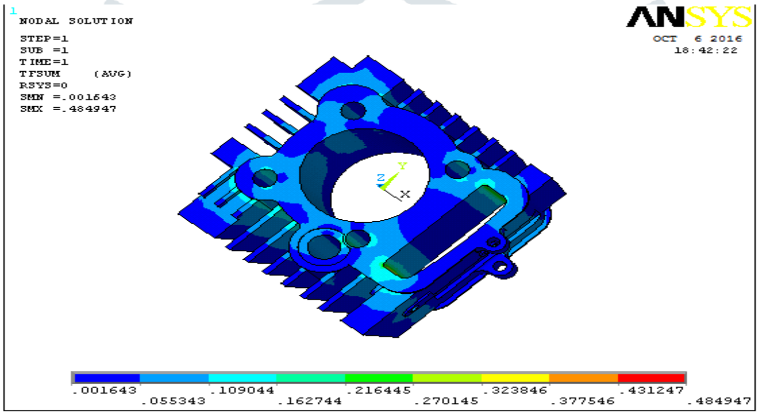
THERMAL GRADIENT SUM



THERMAL GRADIENT SUM OF ALUMINIUM ALLOY 6061 2.5 MM THICKNESS

According to the contour plot, the thermal gradient maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum gradient at fins.
According to the above contour plot, the maximum gradient is 2.694 k/m and minimum gradient is 0.009125 k/m.

THERMAL FLUX SUM



THERMAL FLUX SUM OF ALUMINIUM ALLOY 6061 2.5 MM THICKNESS

According to the contour plot, the thermal flux maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum thermal flux at fins.
According to the above contour plot, the maximum thermal flux is0.484947 k/m and minimum thermal flux is 0.001643 k/m.

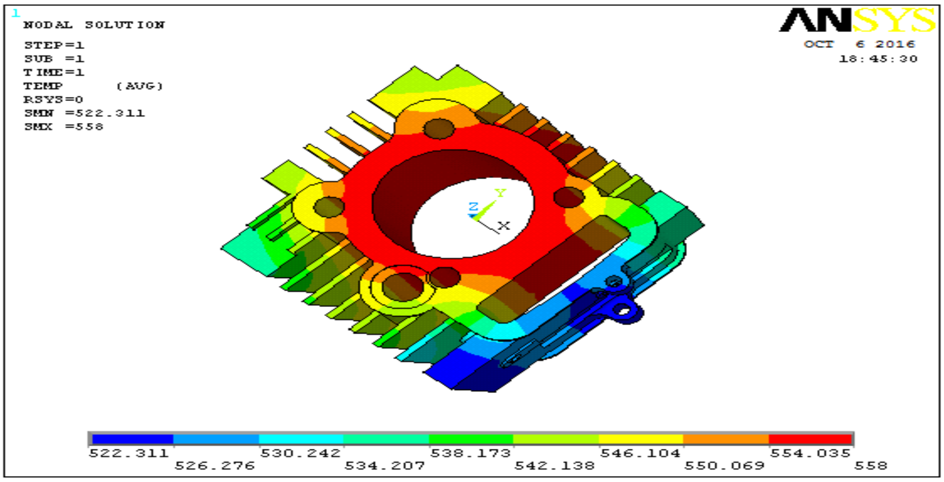
MAGNESIUM – 2.5mm THICKNESS
MATERIAL PROPERTIES

Thermal Conductivity – 159 w/mk
Specific Heat – 1.45 J/g °C
Density – 2.48 g/cc

LOADS

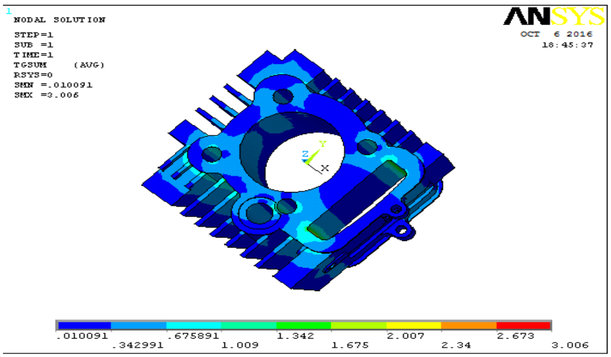
Temperature -558 K
Film Coefficient – 25 w/m^2 K
Bulk Temperature – 313 K

RESULTS



NODALTEMPERATURE OF MAGNESIUM ALLOY 2.5 MM THICKNESS

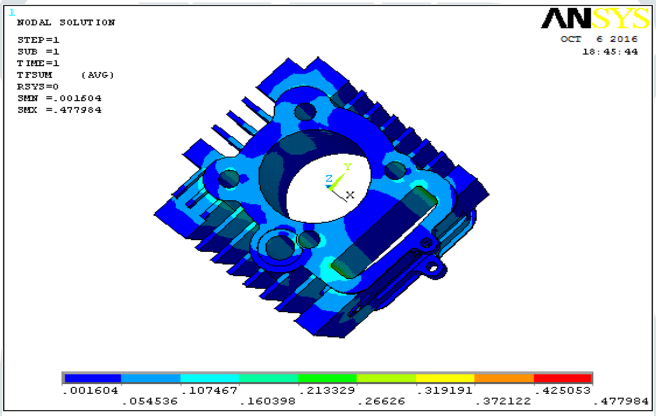
According to the contour plot, the temperature distribution maximum temperature at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the maximum temperature at bore and its distributed to outer surface of the fins.



THERMAL GRADIENT OF MAGNESIUM ALLOY 2.5 MM THICKNESS

According to the contour plot, the thermal gradient maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum gradient at fins.
According to the above contour plot, the maximum gradient is 3.006 k/m and minimum gradient is 0.010091 k/m.

THERMAL FLUX SUM



THERMAL FLUX SUM OF MAGNESIUM ALLOY 2.5 MM THICKNESS

According to the contour plot, the thermal flux maximum at bore because the operating temperature passing inside of the bore. So we applied the temperature inside of the bore and applied the convection to fins. Then the minimum thermal flux at fins.
According to the above contour plot, the maximum thermal flux is 0.477984 k/m and minimum thermal flux is 0.001604 k/m.

3. Finite element method :

It is very difficult for human brain to examine critically the behavior of a complex structure subjected to different conditions. To overcome this, scientists started to divide the complex structure into individual components, whose behavior can be understood intuitively. This individual component is then assembled to study the behavior of the entire structure. This method of discretising a complex structure and then making analysis on it is termed as Finite Element Method.

The tendency of structure or a component in a machine to fail increased with the complexity of structure. This necessciated the analysis of the machine during design, a building before and after construction, to ensure proper functioning and reduce production losses. The analysis becomes difficult and time consuming as the complexity of the model increases. This dictated the need for an efficient method that gives a reasonably good result and require less time. Finite element methods give possiusible solutions to such problems and are much widely in use because the techniques can be adapted to digital computers.

ADVANTAGES OF FINITE ELEMENT METHODS

There are certain advantages of Finite Element Methods, which made it a widely used method. They are as follows:

1. With the advent of digital computers the analysis became cheaper, easier and faster.
2. Finite Element Analysis makes it possible to evaluate a detailed and complex structure in a computer during the planning stage itself. The demonstration in computer of the adequate strength of the structure and the possibility of improving the design during the planning stage justify the cost of analysis.
3. In the absence of Finite Element Analysis (or any numerical methods) designing and analysis of structures are based on hand calculations. Certain assumptions have to be made to reduce the complexity of calculations. This reduces the accuracy of solution. FEA makes effective use of numerical techniques, and even though some assumptions are made, the desired degree of accuracy can be achieved.

LIMITATIONS OF FINITE ELEMENT METHOD

1. FEA makes use of computers in solving equations. During this process many subtractions are done which ultimately decreases the accuracy of results. Problems of matrix conditioning appear here and the user of FEM must always bear in the mind the accuracy limitations, which do not allow the exact solution ever to be obtained.
2. Discretisation Error: In the finite element analysis, displacement functions are assumed which characterized each element. The choice of displacement functions depends on the ability of the user to adopt a polynomial type of function whose solution can be converged. If the displacement functions are chosen wrongly, the convergence of the solution cannot be obtained and the results shall be incomplete and inaccurate.

APPLICATION OF FINITE ELEMENT METHODS

The general nature of FE theory makes it applicable to a wide variety of boundary value problems. A boundary value problem is one in which the solution is sought in the domain of the body subject to the satisfaction of prescribed boundary conditions on the dependent variables or their derivatives. There are three major categories in the boundary value problems. They are:

1. Equilibrium or steady state or time independent problems.
2. Eigen value problems
3. Propagation or transient problems

In an equilibrium problem, we need to find the steady state displacement or stress distribution if it is a solid mechanics problem, temperature or heat flux distribution if it is a heat transfer problem and pressureor velocity distribution if it is a fluid mechanics problem.

In Eigen value problems time will not appear explicitly. These may be considered as extensions of equilibrium problems in which critical values of certain parameters like natural frequency or buckling loads and mode shapes if it is a structures problem, stability of laminar flows if it is a fluid mechanics problem etc., in addition to corresponding steady state configurations. The propagation or transient problems are time dependent problems. These cases arise if it is required to find out the response of a body under time varying force in the area of solid mechanics and sudden heating or cooling in the field of heat transfer.

4. Conclusion

In this thesis, a cylinder fin body for a 150cc motorcycle is modeled using parametric software Pro/Engineer. The original model is changed by changing the thickness of the fins. The thickness of the original model is 3mm, it has been reduced to 2.5mm. By reducing the thickness of the fins, the overall weight is reduced.

Present used material for fin body is Aluminum Alloy 204. In this thesis, two other materials are considered which have more thermal conductivities than Aluminum Alloy 204. The materials are Aluminum alloy 6061 and Magnesium Alloy. Thermal analysis is done for all the three materials. The material for the original model is changed by taking the consideration of their densities and thermal conductivity.

By observing the thermal analysis results, thermal flux is more for Aluminum alloy 6061 than other two materials and also by reducing the thickness of the fin, the heat transfer rate is increased.

Thermal flux is also calculated theoretically. By observing the results, heat transfer rate is more when the thickness of the fin is 2.5mm.

So we can conclude that using Aluminum alloy 6061 and taking thickness of 2.5mm is better.

FUTURE SCOPE

The shape of the fin can be modified to improve the heat transfer rate and can be analyzed. The use of Aluminum alloy 6061 as per the manufacturing aspect is to be considered. By changing the thickness of the fin, the total manufacturing cost is extra to prepare the new component.

5. References

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