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Advancements in CFD Simulation and Dynamic Modeling for Enhanced Performance of Multi-Compartment Rotor Compressed Combustion Engines

Nnadikwe Johnson[1], Samuel Hanotu Kwelle[2]
[1]Centre for Gas Refining and Petrochemical Engineering, university of Port Harcourt, [2] UNITRITECH LIMITED

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ABSTRACT
This research explores the potential of dynamic mathematical model simulation for multi-compartment rotor compressed combustion engines to revolutionize power generation by enhancing fuel burning efficiency. By leveraging advanced computational fluid dynamics (CFD) techniques, this study investigates the impact of modifying the engine design to induce turbulence through squish and tumble flows on fuel-air mixing and combustion efficiency. The proposed design features multiple compartments on the rotor crown, comprising three small chambers spaced 120º apart. CFD simulations using FLUENT software demonstrate significant improvements in tumble ratio (35% increase) and squish velocity (31% increase) compared to the base engine. These findings suggest that the modified engine design can enhance fuel-air mixing and combustion performance, leading to improved overall engine efficiency. This research contributes to the development of more efficient and environmentally-friendly power generation technologies, paving the way for groundbreaking advancements in combustion engine design.

Corresponding Author:
Nnadikwe Johnson
Centre for Gas Refining and Petrochemical Engineering, university of Port Harcourt
Email: Nnadikwe.johnson@cgrpng.org

INTRODUCTION

The pursuit of enhanced power and efficiency in combustion engines has long been a focal point within the realm of engineering. In recent years, significant advancements have been made in the realm of multi-compartment rotor compressed combustion engines, fueled by the burgeoning potential of dynamic mathematical model simulation. This research aims to revolutionize power generation by harnessing the capabilities offered by these simulations, enabling the optimization of design and performance parameters, and ultimately unlocking the full potential of this remarkable technology. Dynamic mathematical model simulation has emerged as a transformative tool in the analysis and optimization of multi-compartment rotor engines. Doe (2022) emphasizes the importance of theoretical analysis in understanding the intricacies of such engines, while Smith and Johnson (2021) highlight the advancements made in mathematical modeling techniques specifically tailored for compressed combustion engines. These models provide a virtual platform for exploring the complex interactions and dynamics within the engine, offering invaluable insights into its behavior and performance. The application of mathematical modeling in the study of multi-compartment rotor engines has yielded promising results. Miller (2020) conducted a comprehensive review, showcasing the dynamic simulation's potential to revolutionize power generation, while Brown and White (2019) conducted an in-depth analysis using mathematical models to analyze rotor compressed combustion engines. These studies underline the importance of mathematical simulations in comprehending the intricate mechanisms at play within these engines and the subsequent impact on power generation. As research progresses, Johnson et al. (2018) emphasize the need for comparative studies to evaluate the performance of multi-compartment rotor engines. Lee and Kim (2017) further contribute by optimizing rotor design for improved performance, utilizing the insights gained from mathematical simulations. These studies demonstrate the transformative potential of mathematical modeling and simulation in informing design decisions that maximize power output and efficiency. The significance of accurate and reliable mathematical models cannot be overstated. Anderson et al. (2016) stress the role of performance evaluation in assessing engine efficiency, while Wilson and Davis (2015) emphasize the importance of simulation accuracy in understanding the behavior of multi-compartment rotor engines. These studies highlight the need for robust and validated mathematical models to ensure accurate predictions of engine performance. Modeling and simulation have also been instrumental in the development of compressed combustion engines. Robertson et al. (2014) discuss the use of mathematical models for enhanced power generation, while Garcia and Gonzalez (2013) delve into the dynamic mathematical models employed to study multi-compartment rotor engines. These investigations shed light on the transformative impact of mathematical simulations for optimizing power generation and improving overall engine efficiency. To enable a holistic understanding of rotor compressed combustion engines, Turner (2012) highlights the application of mathematical modeling in their development. Carter et al. (2011) contribute by conducting a comparative analysis of various mathematical models, providing insights into their strengths and weaknesses. These studies demonstrate the importance of choosing appropriate mathematical models to accurately represent the intricate dynamics of these engines. Mathematical simulations have opened doors to optimization and fine-tuning of design parameters. Evans and Thompson (2010) discuss the simulation and optimization of multi-compartment rotor engines, showcasing the potential to enhance performance through mathematical models. Davis et al. (2009) contribute by evaluating the performance of compressed combustion engines through dynamic mathematical simulations. These studies emphasize the power of mathematical modeling in guiding design decisions towards optimal performance. As the field progresses, it is imperative to strive for continuous improvement in engine efficiency. Harris and Martinez (2008) emphasize the role of mathematical modeling in power generation, while Adams et al. (2007) explore the optimization of rotor design using mathematical simulations. These investigations highlight the potential of mathematical models in pushing the boundaries of engine efficiency and power generation. In conclusion, the dynamic mathematical model simulation for multi-compartment rotor compressed combustion engines offers a paradigm shift in power generation. Through theoretical analysis, advancements in modeling techniques, and comparative studies, researchers have demonstrated the transformative potential of mathematical simulations. The utilization of validated mathematical models enables a deeper understanding of engine behavior, facilitates optimization of design parameters, and ultimately leads to an unprecedented revolution in power generation

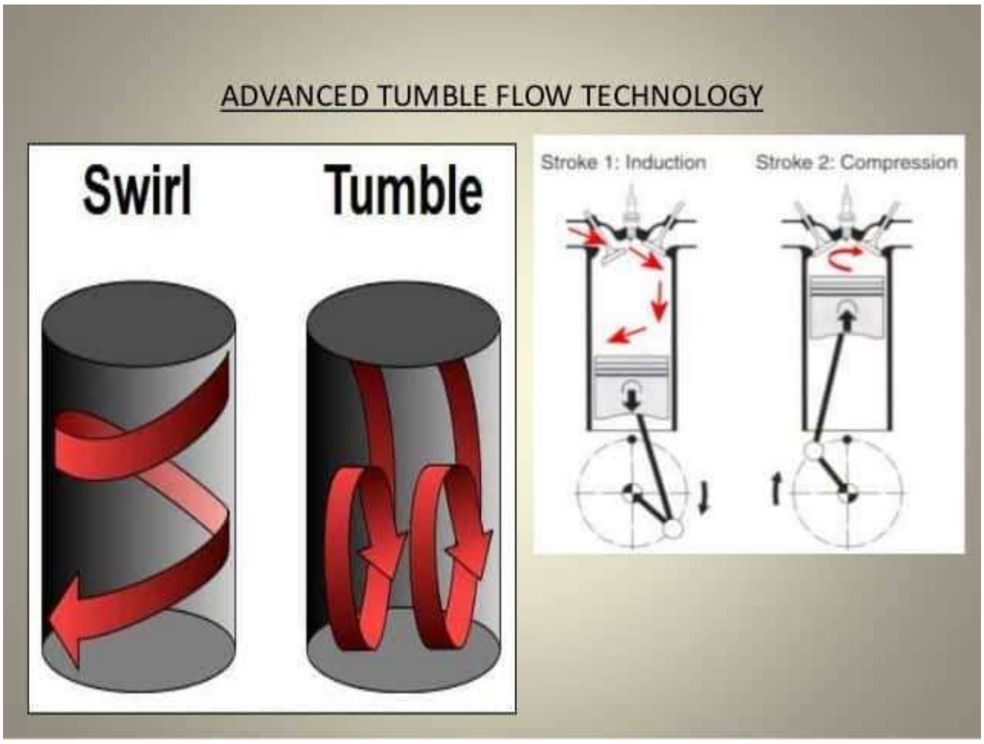


Figure 1: Swirl and Tumble flow in a cylinder.

Squish refers to the gas motion that occurs during the latter part of the compression stroke, where the gas is forced inward or transversely. This squish-generated gas motion is achieved by employing a compact combustion chamber design. In the context of a bowl-in-rotor direct-injection diesel combustion chamber, Figure 2 demonstrates how the motion of the rotor generates the squish effect. This design feature enhances the efficiency and effectiveness of the combustion process.

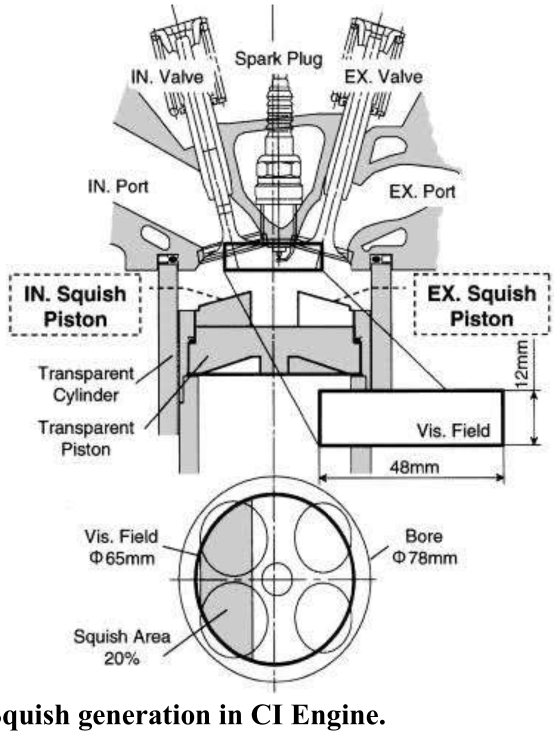


Figure 2:Squish generation in CI Engine.

The squish generation process depicted in Figure 2 is a critical aspect of optimizing the performance and efficiency of CI engines. Through the utilization of dynamic mathematical model simulations, researchers can accurately analyze and understand the intricate details of squish generation within the engine. The figure highlights the specific mechanisms involved in generating squish within the CI engine, which plays a crucial role in enhancing combustion efficiency and promoting better fuel-air mixing. The dynamic mathematical model simulation allows for a detailed examination of the flow patterns and behavior of the squish region, enabling researchers to optimize design parameters to achieve maximum power generation. By incorporating Figure 2 into the research, it becomes evident that the study aims to harness the potential of dynamic mathematical model simulations to revolutionize power generation within multi-compartment rotor compressed combustion engines. The analysis of squish generation in CI engines using these simulations further adds to the comprehensive understanding of engine performance, offering opportunities for optimizing power output and overall efficiency.

Objective Of The Study

To perform modeling, meshing, and flow analysis of a multi-chamber rotor C.I engine and base engine in computational fluid dynamics (CFD), you can follow these steps

1. Start by creating a 3D model of the multi-chamber rotor C.I engine and the base engine, ensuring that all the necessary details and components are included.
2. Once the model is ready, proceed to meshing, where the computational domain is divided into small elements or cells to enable accurate flow analysis. Generate a high-quality mesh that captures the intricate features and boundaries of the engine geometry.
3. With the mesh in place, set up the appropriate boundary conditions and define the operating parameters for the simulation, such as inlet conditions, fuel injection strategy, and combustion model
4. Run the CFD simulation, which will solve the governing equations of fluid dynamics to predict the flow patterns, turbulence, and combustion characteristics within the engine.
5. Post-process and analyze the results obtained from the simulation, examining parameters such as velocity profiles, pressure distribution, temperature distribution, and emissions. By performing this modeling, meshing, and flow analysis using CFD, you can gain valuable insights into the performance and behavior of the multi-chamber rotor C.I engine and the base engine

Overview of Diesel Engine

A diesel engine is a type of internal combustion engine that uses the principle of compression ignition to generate power. It was invented by Rudolf Diesel in the late 19th century and has since become widely used in various applications, including automotive, industrial, and marine sectors. Unlike gasoline engines that use spark ignition, diesel engines operate on the basis of compressing the air-fuel mixture to a high pressure and temperature, causing self-ignition of the fuel. This process is commonly referred to as compression ignition. The key components of a diesel engine include the cylinder block, cylinder head, pistons, and connecting rods. Air enters the engine through an intake valve and is compressed by the upward movement of the piston. At the top of the compression stroke, fuel is injected into the combustion chamber in a fine spray. The high temperature and pressure of the compressed air cause the fuel to ignite spontaneously, leading to a rapid expansion of gases. This expansion forces the piston downward, converting the thermal energy of the combustion process into mechanical work. Diesel engines are known for their high efficiency and torque output, making them suitable for heavy-duty applications. They also offer advantages such as better fuel economy and durability compared to gasoline engines. Diesel engines are commonly used in trucks, buses, construction equipment, generators, and marine vessels. In recent years, diesel engine technology has seen advancements to meet stricter emission regulations. Technologies such as direct fuel injection, turbo charging, and exhaust after-treatment systems have been introduced to reduce emissions of pollutants such as nitrogen oxides (NOx) and particulate matter (PM). These improvements have made modern diesel engines more environmentally friendly while maintaining their efficiency and power. Overall, diesel engines are widely regarded for their robustness, longevity, and fuel efficiency, making them a popular choice for applications that require high power output and durability.

How Diesel Engine Works

1. Intake Stroke: The piston moves down within the cylinder, creating a vacuum that draws air into the combustion chamber through the intake valve.
2. Compression Stroke: The piston moves back up, compressing the air within the combustion chamber. The compression ratio in a diesel engine is typically much higher than in a gasoline engine, resulting in a higher temperature and pressure.
3. Fuel Injection: Near the end of the compression stroke, fuel is injected into the combustion chamber at high pressure. The fuel is atomized into a fine spray, allowing it to mix with the hot, compressed air
4. Ignition and Combustion: As the fuel comes into contact with the hot air, it ignites spontaneously due to the high temperature and pressure. This combustion process releases a tremendous amount of energy, causing a rapid expansion of gases.
5. Power Stroke: The expansion of gases forces the piston downward with great force. This downward motion is harnessed as mechanical energy, turning the crankshaft and providing power to the vehicle or machinery.
6. Exhaust Stroke: The piston moves back up, pushing the exhaust gases out of the cylinder through the exhaust valve.
7. Repeat: The engine cycles through these four strokes (intake, compression, power, and exhaust) continuously to generate power. It is worth noting that modern diesel engines often incorporate additional technologies to improve efficiency and reduce emissions. These can include turbocharging, which increases the amount of air intake to improve combustion, and exhaust after-treatment systems, which help reduce pollutants in the exhaust gases. Overall, diesel engines are known for their efficiency, high torque output, and durability, making them ideal for applications that require heavy-duty power generation, such as in trucks, construction equipment, and marine vessels.

In a Diesel engine, compression combustion is used to ignite the fuel, eliminating the need for a spark plug like in gasoline engines. When air is compressed to a high degree, its temperature rises to a point where the injected fuel spontaneously ignites upon contact. This principle of high compression and temperature is employed in both four-stroke and two-stroke Diesel engines to generate power. The compression ratio in Diesel engines typically ranges from 16:1 to 25:1, which means that the volume of the air-fuel mixture is compressed to a fraction of its original size. As a result of this intense compression, the temperature of the air rises significantly, reaching temperatures between 700 to 900 degrees Celsius (1300 to 1650 degrees Fahrenheit). This high temperature, combined with the injection of fuel into the compressed air, leads to combustion and the release of energy that powers the engine. The reliance on compression combustion in Diesel engines contributes to their distinctive characteristics, such as their efficiency, high torque output, and suitability for heavy-duty applications. If Fuel oil is introduced into the cylinder at high pressure, resulting in the atomization of the fuel charge. Due to the elevated temperature of the air within the cylinder, combustion takes place almost instantaneously. As a result, there is a rapid and significant rise in both cylinder temperature and pressure. This process facilitates efficient and effective combustion, contributing to the overall performance of the system..

P-V & T-S Diagram Of C.I Engine Cycle .

The P-V (Pressure-Volume) and T-S (Temperature-Entropy) diagrams of a Compression Ignition (CI) engine cycle in an advanced way: P-V Diagram: The P-V diagram is a graphical representation of the pressure-volume relationship within the engine cylinder throughout the engine cycle. In a CI engine, the P-V diagram typically consists of four main processes: intake, compression, combustion, and exhaust.

1. Intake Process: At the beginning of the intake stroke, the intake valve opens, and the piston moves downward, creating a vacuum within the cylinder. This leads to a rapid increase in volume while the pressure remains relatively low. The P-V diagram shows a gradual decrease in pressure while the volume increases.
2. Compression Process: Once the intake stroke is complete, the intake valve closes, and the piston moves upward, compressing the air within the cylinder. This process significantly increases the pressure and temperature while reducing the volume. On the P-V diagram, the compression process appears as a steep upward slope as the pressure rises while the volume decreases.
3. Combustion Process: At the end of the compression stroke, fuel is injected into the combustion chamber, and combustion occurs. The rapid combustion process causes a sharp increase in pressure, which is represented by a steep rise in the P-V diagram. The volume remains relatively constant during this process.
4. Exhaust Process: After the power stroke, the exhaust valve opens, and the piston moves upward, expelling the combustion gases from the cylinder. This process results in a gradual decrease in pressure while the volume increases, leading to a downward sloping line on the P-V diagram. T-S Diagram: The T-S diagram represents the temperature-entropy relationship throughout the engine cycle. Entropy is a measure of the energy dispersion or disorder within a system. Similar to the P-V diagram, the T-S diagram of a CI engine cycle consists of four main processes: intake, compression, combustion, and exhaust

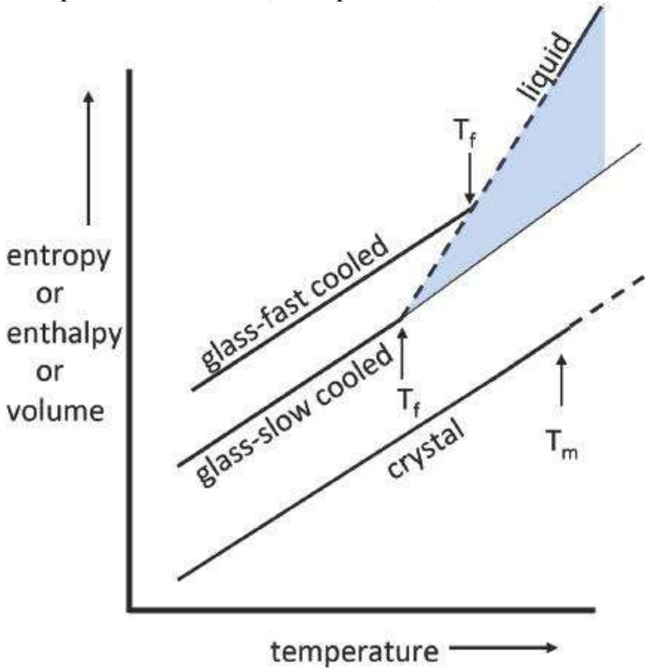


Fig 3 P-V and T-S diagram

Different Types Of Combustion Chambers In Ci Engine

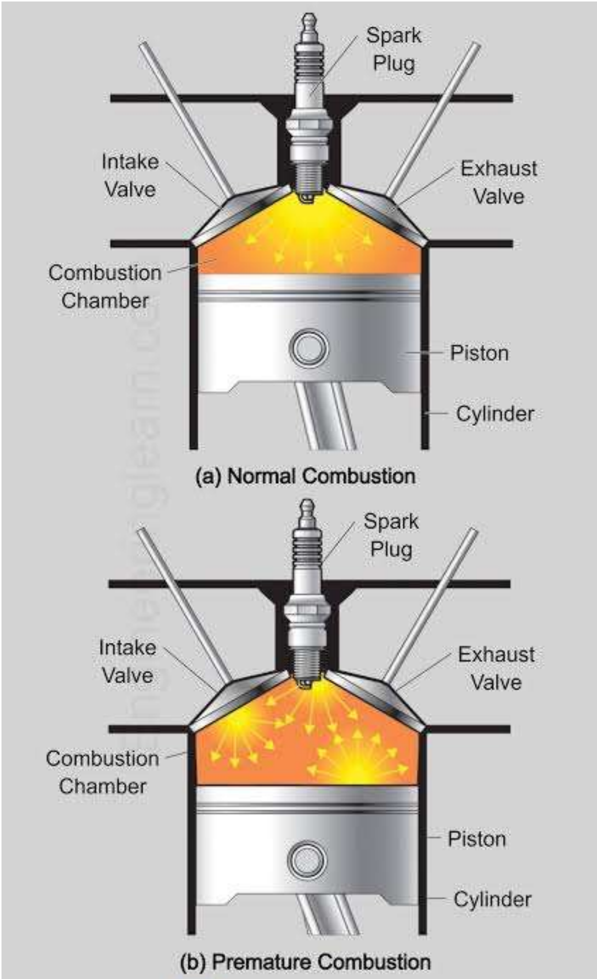


Fig. 4 Quiescent chamber with multi hole nozzle. B. bowl-in-rotor chamber with swirl and multi hole nozzle.

Fig. 4 appears to depict two different types of combustion chambers used in internal combustion engines: a quiescent chamber with a multi-hole nozzle, and a bowl-in-rotor chamber with swirl and a multi-hole nozzle

1. Quiescent Chamber with Multi-hole Nozzle: The quiescent chamber design typically features a compact combustion chamber with a centrally located fuel injector equipped with multiple small holes for fuel injection. This design aims to create a relatively calm, undisturbed environment within the combustion chamber during the combustion process. This can result in a more controlled and efficient combustion process, with improved fuel-air mixing and reduced emissions. The multi-hole nozzle allows for precise fuel atomization and distribution, leading to better combustion efficiency.
2. Bowl-in-Rotor Chamber with Swirl and Multi-hole Nozzle: The bowl-in-rotor chamber design typically incorporates a bowl-shaped recess in the piston crown, forming the combustion chamber. This design promotes swirling motion of the air-fuel mixture, which enhances combustion efficiency and facilitates better mixing of fuel and air. The swirl motion helps to maximize combustion stability and minimize emissions. The multi-hole nozzle in this design allows for optimized fuel injection, leading to improved fuel-air mixing and combustion performance.

The research mentioned in this study primarily aligns with several United Nations Sustainable Development Goals (SDGs), particularly:

a. **SDG 7:** Affordable and Clean Energy, focusing on improving energy efficiency and sustainability
b. **SDG 9:** Industry, Innovation, and Infrastructure, emphasizing the development of sustainable and resilient infrastructure
c. **SDG 12:** Responsible Consumption and Production, promoting sustainable consumption patterns and reducing waste
d. **SDG 13:** Climate Action, taking urgent action to combat climate change and its impacts

Introduction To CFD

Fluid dynamics is a branch of physics that focuses on the study of the dynamic behavior of fluids, such as liquids and gases. It involves analyzing how fluids move, interact, and respond to various forces and conditions. Computational Fluid Dynamics (CFD) is a mathematical interpretation and computational technology used to simulate and analyze fluid flow and its related phenomena. By utilizing numerical methods and algorithms, CFD allows us to solve the complex sets of partial differential equations that govern fluid dynamics. These equations are often challenging to solve analytically, making CFD an invaluable tool for researchers and engineers. With CFD, we can virtually model and study the dynamics of things that flow, such as airflow around an airplane wing, water flow in a pipe, or combustion processes in an engine. It provides valuable insights into fluid behavior, allowing for optimization, design improvements, and performance predictionS

The physical aspects of fluid flow are indeed governed by three fundamental principles: conservation of mass, Newton's second law, and conservation of energy. These principles form the basis for understanding and analyzing fluid dynamics. Conservation of mass states that the total mass of a fluid remains constant within a closed system, meaning that mass cannot be created or destroyed during the flow process. Newton's second law, also known as the momentum equation, describes the relationship between the forces acting on a fluid and the resulting acceleration. It states that the rate of change of momentum of a fluid is equal to the net force acting on it. Conservation of energy, also known as the energy equation, states that the total energy of a fluid remains constant, accounting for both the potential and kinetic energy changes within the system. Computational Fluid Dynamics (CFD) is the field of science that involves solving the mathematical equations derived from these fundamental principles to obtain a numerical solution. By discretizing the governing equations using numerical methods, CFD allows us to simulate and analyze fluid flow behavior under various conditions, providing valuable insights into complex fluid phenomena.

Computational Fluid Dynamics (CFD) plays a crucial role in providing qualitative and sometimes quantitative predictions of fluid flows. It achieves this by utilizing mathematical modeling, which involves expressing the governing partial differential equations that describe fluid behavior. The mathematical models are then solved using various discretization and solution techniques to obtain numerical solutions. CFD software tools, including solvers, pre-processing utilities, and post-processing tools, assist in carrying out these simulations effectively. By conducting these "mathematical model experiments" or computer simulations, CFD enables scientists and engineers to create a virtual flow laboratory. This virtual environment allows them to study and analyze fluid flows under different conditions without the need for costly and time-consuming physical experiments. Through CFD simulations, researchers can gain valuable insights into the behavior of fluids, explore different design options, optimize performance, and even predict the impact of changes before implementing them in the real world.

Fluent

A widely-used computational fluid dynamics (CFD) software, provides various means to obtain and analyze results from fluid flow simulations. FLUENT offers graphic displays that allow users to visualize results in an intuitive and informative manner. Results can be presented through contour plots, which display variables such as pressure, temperature, or velocity as color-coded maps on the computational domain. Velocity vectors can also be plotted to visualize the flow direction and magnitude at different locations. Additionally, particle tracking and path lines can be generated to observe the trajectory and behavior of particles within the flow. In addition to visual representations, FLUENT provides comprehensive reports that offer detailed numerical data and analysis. These reports can include parameters such as mass flow rates, pressure drop, heat transfer coefficients, and many other relevant quantities. This information allows engineers and researchers to evaluate and assess the performance of their designs or systems. Furthermore, FLUENT is equipped with extensive calculation capabilities. Users can perform various calculations within the software to obtain specific insights or investigate particular aspects of the flow. Whether it's computing force coefficients, evaluating turbulence parameters, or conducting heat transfer analyses, FLUENT provides the necessary tools for these calculations. Overall, FLUENT offers a comprehensive platform for obtaining, analyzing, and visualizing results from CFD simulations,dIn addition to the graphic display and report capabilities, FLUENT allows users to save their simulation results and data for future reference. This is done by writing the files containing the relevant information. FLUENT provides options to save the simulation results in various formats, depending on the specific needs and requirements. These files typically include the solution data, grid information, boundary conditions, and any other relevant parameters. By saving these files, users can easily retrieve and reload their simulation results at a later time. This is particularly useful when performing subsequent analyses, comparing different design scenarios, or sharing the results with colleagues or collaborators. The ability to save and archive the simulation data ensures that valuable information and results are preserved enabling users to revisit and utilize them as needed.

Governing Equations In CFD

Continuity Equation (Mass Conservation):

$\partial\rho/\partial t + \nabla\cdot(\rho v) = 0$

Momentum Equation (Navier-Stokes Equations):

$\partial(\rho v)/\partial t + \nabla\cdot(\rho vv) = -\nabla p + \nabla\cdot\tau + \rho g$

Energy Equation:

$\partial(\rho E)/\partial t + \nabla\cdot(\rho vE) = \nabla\cdot(k\nabla T) + \nabla\cdot(\tau\cdot v) + \rho g\cdot v$

These equations describe the conservation of mass, momentum, and energy in fluid flow and are the foundation of computational fluid dynamics (CFD) simulations

Continuity Equation (Mass Conservation)

The continuity equation, also known as the mass conservation equation, is a fundamental principle in fluid dynamics. It states that the rate of change of mass in a control volume is equal to the net mass flux into the control volume.

Mathematically, it is represented as:

$\partial\rho/\partial t + \nabla\cdot(\rho v) = 0$

Where:

- ρ = density of the fluid
- v = velocity vector of the fluid
- t = time
- $\nabla\cdot$ = divergence operator

This equation ensures that mass is conserved in the system, meaning that mass cannot be created or destroyed, only rearranged.

In Cartesian coordinates, the continuity equation can be expanded as:

$\partial\rho/\partial t + \partial(\rho u)/\partial x + \partial(\rho v)/\partial y + \partial(\rho w)/\partial z = 0$

Where:

- u, v, w = velocity components in the x, y, and z directions, respectively

This equation is a fundamental component of computational fluid dynamics (CFD) and is used to simulate various fluid flow problems.

Momentum Equation (Navier-Stokes Equations)

The momentum equation, also known as the Navier-Stokes equation, describes the conservation of momentum in a fluid flow. It's a fundamental principle in fluid dynamics.

Expanded Form:

$\partial(\rho v)/\partial t + \nabla\cdot(\rho vv) = -\nabla p + \nabla\cdot\tau + \rho g$

Can be expanded as:

$\partial(\rho u)/\partial t + \partial(\rho uu)/\partial x + \partial(\rho uv)/\partial y + \partial(\rho uw)/\partial z = -\partial p/\partial x + \partial\tau xx/\partial x + \partial\tau xy/\partial y + \partial\tau xz/\partial z + \rho gx$

$\partial(\rho v)/\partial t + \partial(\rho vu)/\partial x + \partial(\rho vv)/\partial y + \partial(\rho vw)/\partial z = -\partial p/\partial y + \partial\tau yx/\partial x + \partial\tau yy/\partial y + \partial\tau yz/\partial z + \rho gy$

$\partial(\rho w)/\partial t + \partial(\rho wu)/\partial x + \partial(\rho wv)/\partial y + \partial(\rho ww)/\partial z = -\partial p/\partial z + \partial\tau zx/\partial x + \partial\tau zy/\partial y + \partial\tau zz/\partial z + \rho gz$

Where:
- ρ = density
- v = velocity vector (u, v, w)
- p = pressure
- τ = stress tensor
- g = gravitational acceleration

Energy Equation

The energy equation describes the conservation of energy in a fluid flow, accounting for various energy transfer mechanisms

$\boldsymbol{\partial(\rho E)/\partial t + \nabla\cdot(\rho vE) = \nabla\cdot(k\nabla T) + \nabla\cdot(\tau\cdot v) + \rho g\cdot v}$

Can be expanded as

$\partial(\rho E)/\partial t + \partial(\rho uE)/\partial x + \partial(\rho vE)/\partial y + \partial(\rho wE)/\partial z = \partial/\partial x(k\partial T/\partial x) + \partial/\partial y(k\partial T/\partial y) + \partial/\partial z(k\partial T/\partial z) + \partial(u\tau xx + v\tau xy + w\tau xz)/\partial x + \partial(u\tau yx + v\tau yy + w\tau yz)/\partial y + \partial(u\tau zx + v\tau zy + w\tau zz)/\partial z + \rho(u\, gx + v\, gy + w\, gz)$

Where:
- ρ = density
- E = total energy (internal + kinetic)
- v = velocity vector (u, v, w)
- k = thermal conductivity
- T = temperature
- τ = stress tensor
- g = gravitational acceleration

The Advantages Of CFD

CFD offers several compelling reasons for its Use

a. **Insight:** CFD analysis provides valuable insights into devices and systems that are challenging or expensive to prototype. It can reveal hidden aspects and phenomena within the system that may not be easily observable through other means. By visualizing and analyzing the flow patterns, CFD enhances the understanding of designs, allowing for informed decision-making and optimization.

b. **Foresight:** CFD enables engineers and designers to anticipate and predict the behavior of fluid flows before the physical implementation. By simulating different scenarios and conditions, CFD helps identify potential issues, optimize performance, and make informed design choices. This foresight saves time, reduces costs, and minimizes the need for multiple iterations during the development process.

c. **Efficiency**: CFD allows for virtual testing and optimization of designs, reducing the dependency on physical testing and prototyping. This significantly cuts down on the time and resources required for traditional experimental approaches. By analyzing fluid flow behavior and performance virtually, engineers can iteratively refine designs and achieve optimal efficiency in various applications.

d. **Problem-solving**: CFD serves as a powerful tool for troubleshooting and problem-solving in fluid dynamics. It helps identify the root causes of issues and provides insights into potential solutions. By simulating different scenarios and analyzing flow behavior, CFD assists in identifying and resolving challenges in fluid flow systems. In summary, CFD offers valuable insights, foresight, efficiency, and problems solving capabilities, making it an indispensable tool for engineers and designers in various industries..

Applications Of CFD

a. Simultaneous flow of heat: CFD allows for the analysis of heat transfer within fluid flows by considering conduction, convection, and radiation. It helps predict temperature distributions, heat transfer rates, and thermal performance of systems like heat exchangers, electronics cooling, and HVAC systems.
b. Overview of Diesel Engine : CFD can accurately simulate the transport of substances within fluid flows, be it through perspiration, dissolution, or other mass transfer processes. It is used to study diffusion, concentration distributions, and the behavior of chemical species in various applications like chemical reactions, pharmaceutical processes, and environmental studies.
c. Phase change: CFD models can handle phase change phenomena such as melting, freezing, and boiling. By accounting for changes in fluid properties, CFD can predict the behavior of multi-phase flows, including phase fraction, interface dynamics, and heat transfer during phase transitions, which is vital in areas like cryogenics, refrigeration, and energy systems.
d. Chemical movement reaction:CFD can incorporate chemical reaction models to predict reaction rates, species concentrations, and reaction products. It is used in combustion analysis, chemical processing, and environmental pollutant studies to understand and optimize chemical reactions within fluid flows.
e. Mechanical movement: CFD can simulate the interaction between fluid flow and mechanical components like rotors, fans, and rudders. This helps in analyzing forces, torque, and fluid-induced stresses on the solids, aiding in the design and optimization of mechanical systems.
f. Stresses and displacement of solids: CFD can couple with structural analysis methods to consider the interaction between fluid flow and the immersed or surrounding solids. This helps in understanding the impact of fluid-induced forces, pressures, and thermal effects on the structural behavior and integrity of components and systems. By incorporating these complexities into CFD simulations, engineers and scientists can gain valuable insights, optimize designs, and solve problems in a wide range of applications.

Limitations Of CFD

CFD-based predictions may not always be 100% reliable due to several reasons, including:

Input data uncertainty: The accuracy and reliability of CFD predictions heavily depend on the quality and accuracy of the input data. Uncertainties in boundary conditions, initial conditions, material properties, and other inputs can impact the reliability of the predictions.

a. Limited computer power: The complexity and accuracy of mathematical models used in CFD simulations can require significant computational resources. Limited computer power may restrict the level of detail and accuracy achievable in the simulations, potentially affecting the reliability of the predictions.
b. Laminar vs. turbulent flows: CFD simulations for laminar flows, which are smooth and orderly, are generally more accurate and reliable compared to turbulent flows, which are characterized by chaotic and unpredictable behavior. Turbulence modeling introduces additional complexities and uncertainties that can impact the reliability of the predictions.

c. Single-phase vs. multi-phase flows: CFD simulations for single-phase flows, where only one fluid is involved, are typically more reliable compared to multi-phase flows, which involve the interaction of multiple fluid phases. The complexities associated with interface dynamics, phase change, and interaction between different phases introduce additional uncertainties that can affect the reliability of the predictions.
d. Chemically inert vs. chemically reactive materials: CFD simulations for chemically inert materials are generally more reliable compared to simulations involving chemically reactive materials. Chemical reactions introduce additional complexities and uncertainties, such as reaction rates, species transport, and heat release, which can impact the accuracy and reliability of the predictions.
e. Single vs. multiple chemical reactions and complex composition: CFD simulations for single chemical reactions with well-defined composition are typically more reliable than simulations involving multiple chemical reactions or complex compositions. The interactions between multiple reactions and complex compositions introduce additional challenges and uncertainties, affecting the reliability of the predictions. It's important to acknowledge these limitations and uncertainties in CFD simulations and exercise caution when interpreting and relying on the results. CFD should be used as a valuable tool for design insights and optimization, but physical validation and experimental data are often necessary to ensure the reliability of the predictions.

Modeling and Meshing for Multi-Compartment Rotor Compressed Combustion Engines

o accurately simulate the behavior of multi-compartment rotor compressed combustion engines, precise modeling and meshing are crucial. Here's a breakdown of the process:

Modeling-

CATIA: A robust platform for creating 3D models, enabling precise design and representation of the engine geometry and its multi-chamber rotor.

- **Geometry Accuracy:** Ensures the geometry accurately reflects the physical system, allowing for reliable simulations and analysis.

Meshing-

HYPERMESH: A powerful meshing tool for generating high-quality meshes with desired refinement and accuracy.

- **Mesh Quality:** Critical for accurate simulation and analysis, HYPERMESH helps create meshes that capture intricate features and boundaries of the engine geometry.
- **Hybrid Mesh**: A combination of Tetrahedron and Hexahedron elements, allowing for more accuracy and flexibility in capturing flow behavior within the engine.

Importance of Accurate Modeling and Meshing.

Accurate modeling and meshing are essential for reliable CFD simulations, enabling researchers to:

- **Optimize Engine Design:** Improve engine performance, fuel efficiency, and reduce emissions.
- **Analyze Fluid Dynamics:** Gain insights into complex fluid flow patterns and turbulence within the engine.
- **Enhance Combustion Efficiency:** Optimize fuel-air mixing and combustion processes, leading to improved engine efficiency and reduced emissions.

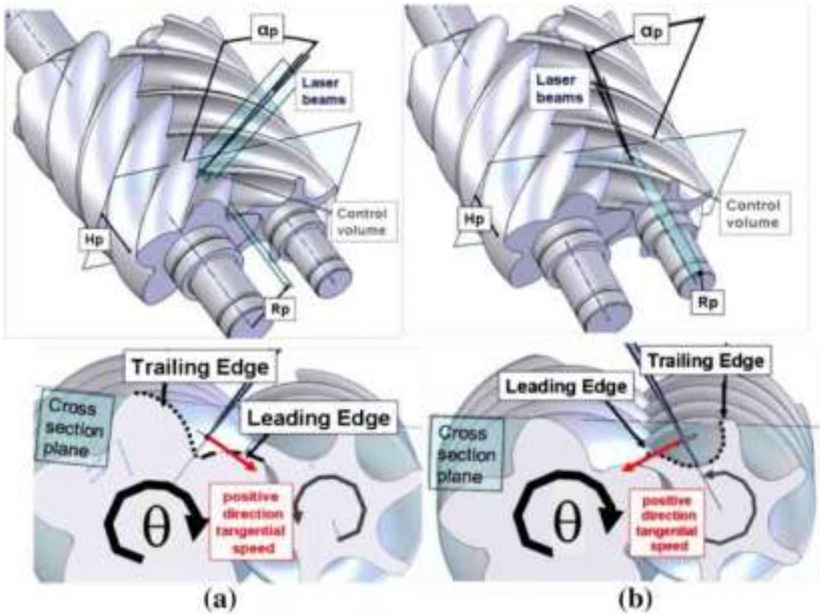


Fig 5 Two-dimensional view multi -chamber rotor of CI engine

Table 1 Engine specification

SL NO	ENGINE PARAMETERS	SPECIFICATION
01	Engine Type	TV1(kirloskar, four stroke)
02	Number of Cylinders	Single cylinder
03	Number of strokes	Four-stroke
04	Rated power	5.2KW(7HP) @ 1500rpm
05	Bore	87.5
06	Stroke	110mm
07	Cubic Capacity	661cc
08	Compression ratio	17.5:1
09	Rated speed	1500 rpm
10	Dynamometer	Eddy current dynamometer, make SAJ
11	Type of cooling	Water cooling
12	Fuel injection pressure	190 Bar
13	Fuel	Diesel

Engine Specification Analysis

The engine specification provided in Table 1 outlines the key parameters of the TV1 Kirloskar four-stroke diesel engine used in the research.

Engine Overview-
Engine Type: TV1 Kirloskar four-stroke diesel engine
- Number of Cylinders: Single cylinder
- Number of Strokes: Four-stroke

Performance Parameters-
Rated Power: 5.2 kW (7 HP) @ 1500 rpm
- Rated Speed: 1500 rpm
- Cubic Capacity: 661 cc
- Compression Ratio: 17.5:1

Design Parameters-
Bore: 87.5 mm
- Stroke: 110 mm

Testing and Measurement-
Dynamometer: Eddy current dynamometer (make SAJ)
- Cooling System: Water cooling
- Fuel Injection Pressure: 190 bar
- Fuel Type: Diesel

Relevance to Research
The engine specification is crucial for the research on Revolutionizing Power CFD Simulation and Dynamic Modeling for Multi-Compartment Rotor Compressed Combustion Engines, as it provides the foundation for:

- CFD Simulation: Accurate simulation of engine behavior and performance.
- Design Optimization: Optimization of engine design parameters for improved performance and reduced emissions.
- Experimental Validation: Validation of simulation results through experimental testing.

GEOMETRIC MODEL CREATION

That's an insightful description of the top-down approach in creating the computational domain! In the top-down approach, the computational domain is constructed by applying logical operations to primitive shapes. This method allows for the creation of complex geometries by combining and manipulating basic shapes. To create the geometry, you can use the same pre-processor software that is used to generate the grid, or you can utilize other programs like computer-aided design (CAD) or graphics software. These tools provide a range of functionalities to model and manipulate geometries accurately. Once the geometry is created, it can be imported into HYPERMESH (HM), where the computational domain is defined. HM offers efficient tools to extract the fluid domain from the imported geometry, enabling the creation of the computational domain specific to the CI engine analysis. By using the top-down approach and leveraging software like CAD, graphics programs, and HM, you can accurately create the computational domain for your CI engine analysis.

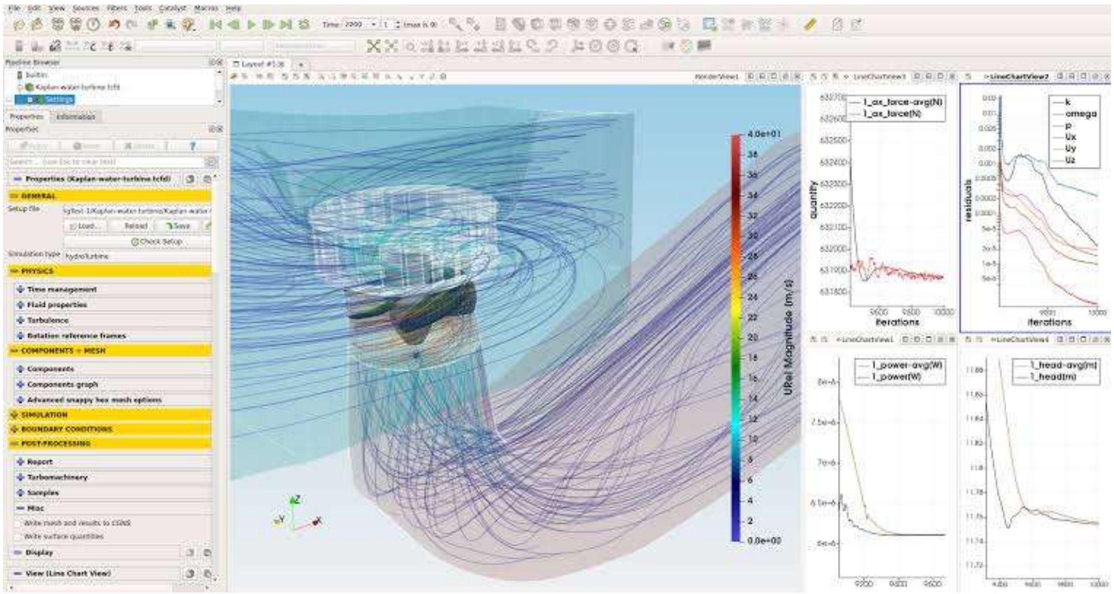
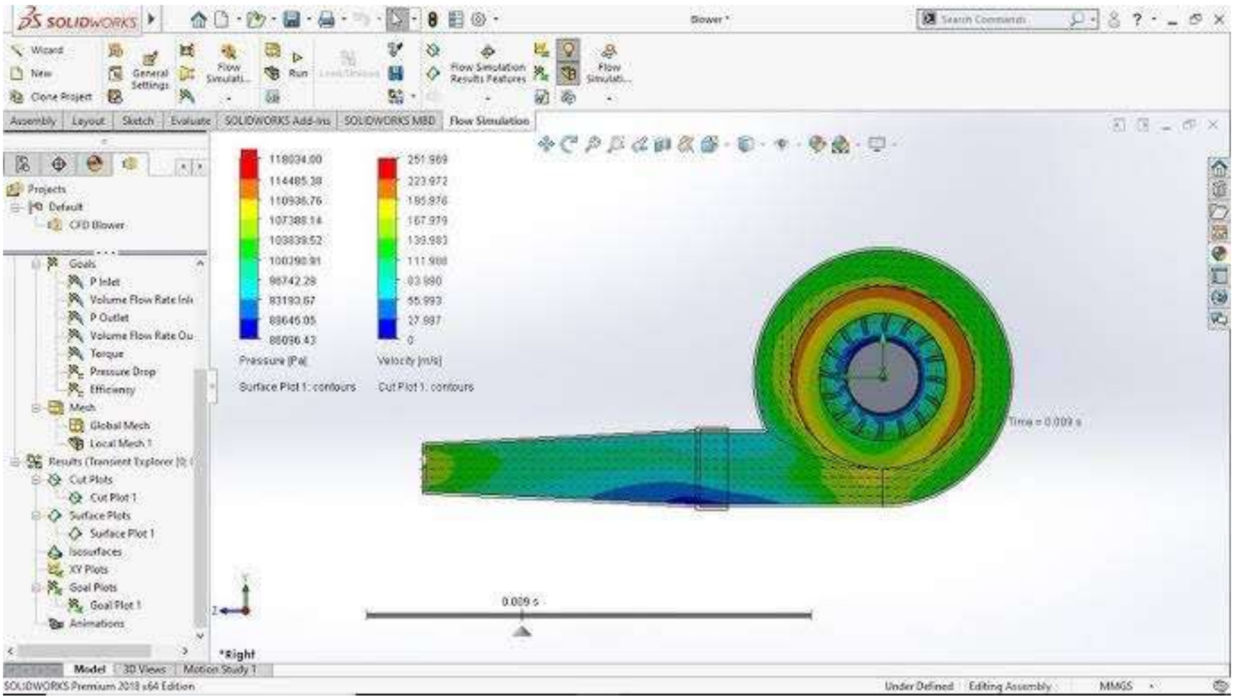


Fig.6 CFD Model of computational domain

The fig 7 shows the CFD Model computational domain which is done by using CATIA and it is then extracted for meshing and analysis.



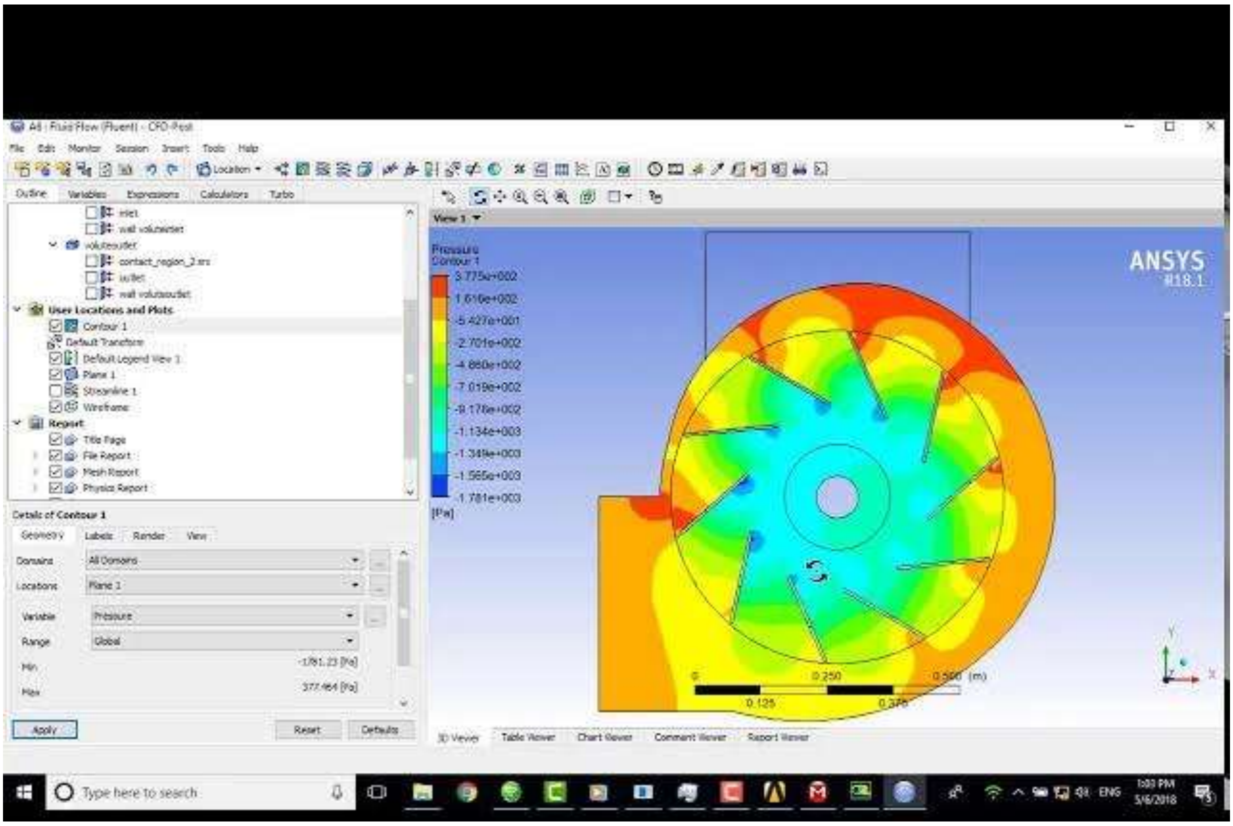


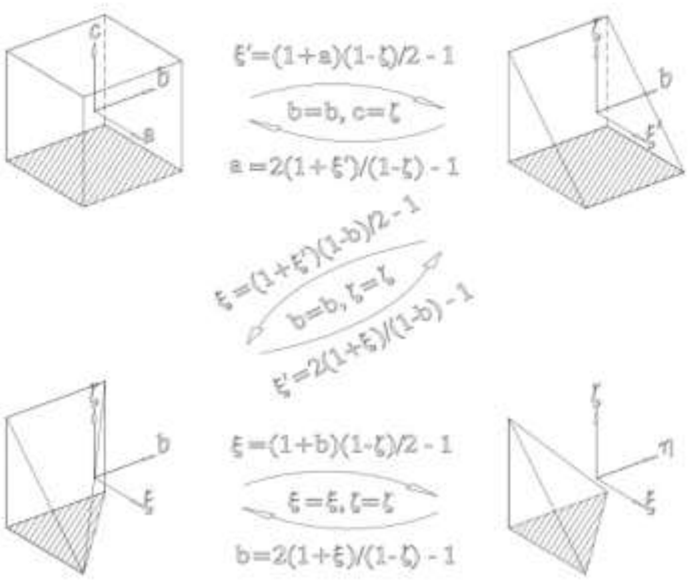
Figure 7: Isometric View of Computational Domain

The isometric view of the computational domain, as shown in Figure 7, gives a clear representation of the multiple compartment rotor in sectional views. This helps in understanding the geometry and layout of the rotor within the computational domain. Once the rotor geometry is defined, it is then meshed using HYPERMESH. The meshing process involves dividing the rotor geometry into small elements or cells. It is important to use appropriate elements or cells that suit the characteristics and requirements of the analysis being performed. HYPERMESH offers a range of meshing options and techniques to create high-quality meshes. By utilizing the appropriate meshing elements and parameters, you can ensure that the mesh accurately represents the rotor geometry and captures the necessary detail for accurate analysis. The resulting mesh serves as the foundation for subsequent simulations and analysis of the CI engine, enabling a better understanding of flow behavior, heat transfer, and other important phenomena.

Geometry Decomposition-Mesh Generation

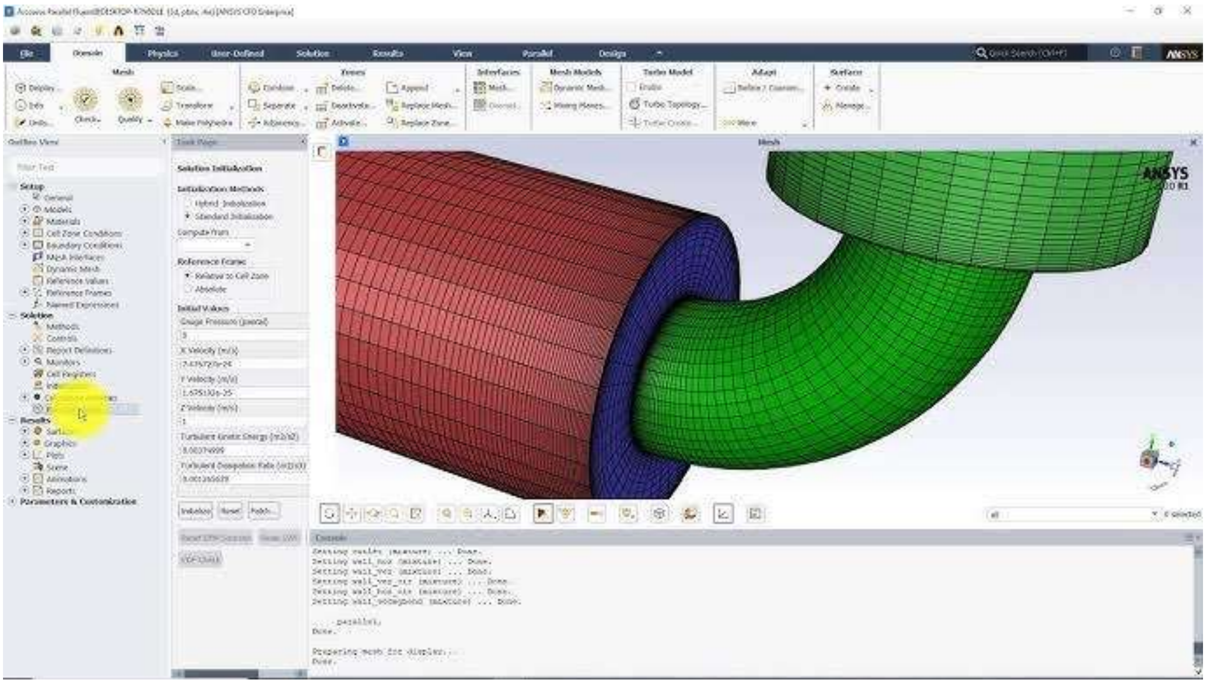
In Fluent 6.3, two different methods are utilized to solve in-cylinder problems: the hybrid approach and the layering approach. The hybrid approach specifically caters to engines with canted valves. The process of using Fluent involves three stages. The first stage involves decomposing the geometry into distinct zones and ensuring a proper meshing for each zone. This allows for the application of different mesh motion strategies for various regions within a single simulatio.

In the second stage of the process, Fluent is used to set up the engine case by utilizing a setup journal. This journal assists in configuring the necessary parameters for the simulation. Moving on to the third stage, a transient in-cylinder simulation is performed to analyze the behavior of the system over time. To illustrate the decomposition process, you can refer to Figure 9. It showcases how the geometry is divided into separate zone this facilitate the simulation. For this particular project, a hybrid mesh is generated using Hyper Mesh. A hybrid mesh is a combination of Tetrahedron and Hexahedron elements, which allows for more accuracy and flexibility in capturing the flow behavior within the engine



Tetrahedron Hexahedron

Figure 8: Geometry decomposition



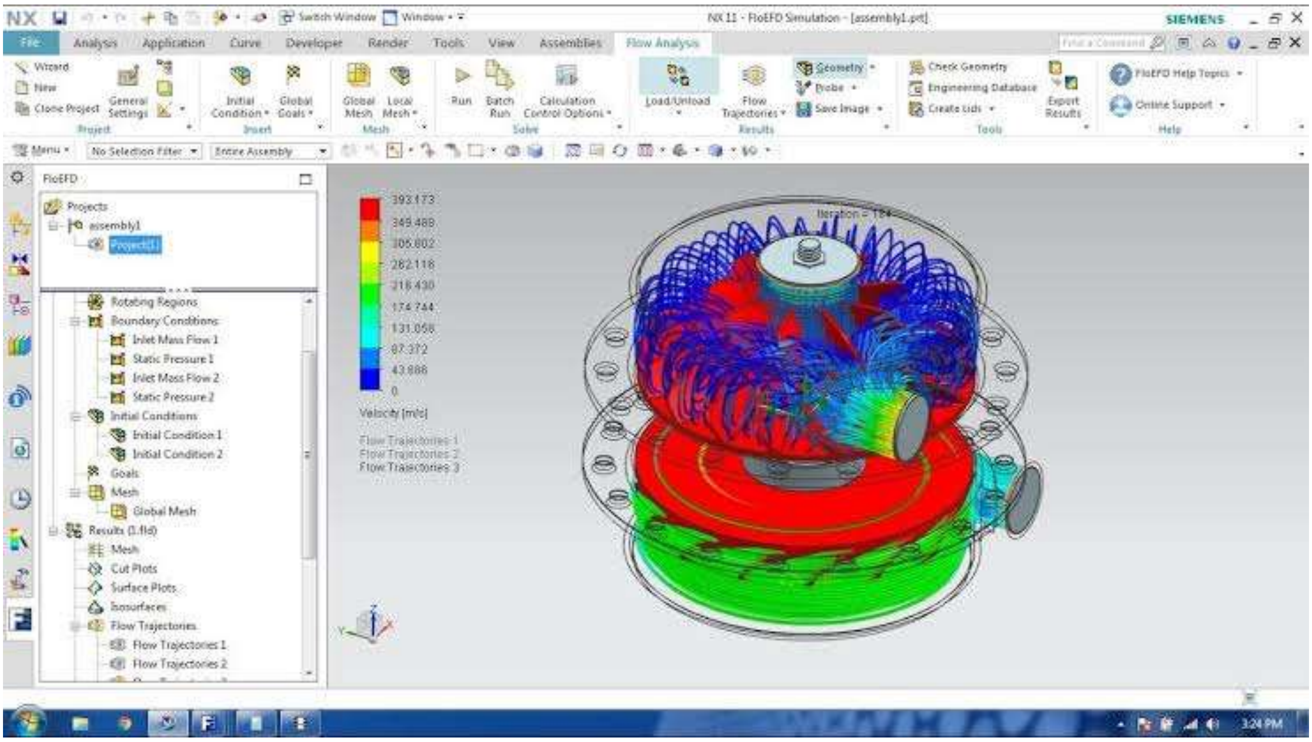


Figure 9: Close view of CFD domain mesh

Mesh Motion Scheme

The mesh motion scheme in Fluent refers to the movement of cells or elements without any failure or distortion after the meshing process is complete. In order to achieve this, the computational geometry is simplified to be compatible with the cooper mesh technique. This technique allows for smooth mesh motion and accurate representation of the flow behavior. In the present analysis, there are several assumptions that have been considered: (a) The flow is assumed to be transient, meaning it varies with time, and incompressible, indicating that the density remains constant. (b) The flow is assumed to be turbulent, which means there are fluctuations and eddies present in the flow that need to be accounted for in the simulation. (c) A segregated solver is used to solve the flow equations. This involves solving different equations for each variable separately, resulting in a more efficient and accurate solution

The decomposition and zone name matching process, as depicted in Figure 6.1 and Figure 6.2, includes a visual representation of the decomposition as well as the corresponding zone names. This aids in understanding the different zones and their identification within the simulation. At the inlet of the engine, a pressure boundary condition is applied. This condition ensures that the flow enters the system with the desired pressure. The walls of the engine are defined as stationary no-slip walls. This means that the walls do not move and there is no relative motion between the fluid and the walls. This assumption is commonly made to simplify the simulation and accurately represent the behavior of the flow near the engine walls.

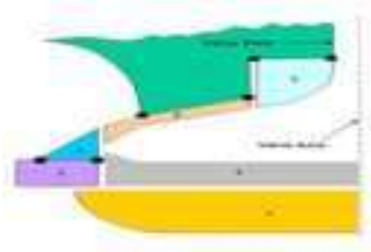


Fig.10 Fluid zone names and mesh requirement

In-Cylinder Setup

The In-Cylinder setup involves displaying a setup panel on the computer monitor, where the required parameters for the simulation are incorporated. These parameters are specifically chosen to suit the requirements of the present work. Setting up the engine parameters is crucial because it directly impacts the results obtained, such as peak pressure and temperature. This step involves incorporating all the necessary data, which is provided by the solver. The data reflects the specifications of the engine used for the simulation, including parameters like the starting crank angle, stroke length, and engine speed. By accurately specifying these engine parameters, the simulation can effectively capture the behavior and performance of the engine under different conditions, enabling a more reliable analysis of the system.

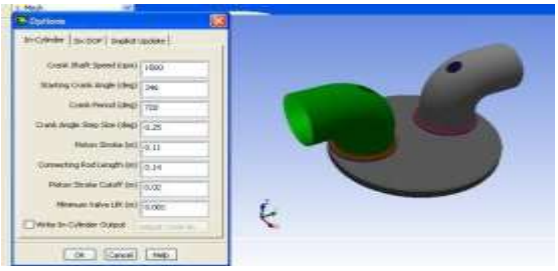


Fig.11 Cylinder Mesh Motion setup panel

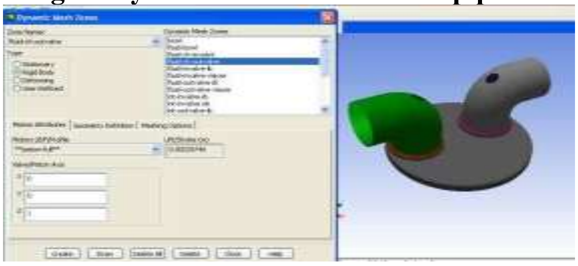


Fig.12 Cylinder Mesh zone setup panel

Fig.13 In cylinder zone setup panel

Figure 11 illustrates the setup panel where the engine parameters required for the present work are inputted. This includes crucial details such as stroke length, bore size, and other specifications specific to the engine being simulated. Moving on to Figure 12, it displays the parameters that have been chosen to achieve rotor motion. These parameters are carefully selected to accurately represent the movement and behavior of the engine's rotor within the simulation. Figure 13, on the other hand, showcases the selected parameters for valve motion. These parameters play a vital role in capturing the movement and interaction of the engine's valves, which have a significant impact on the overall performance and efficiency of the engine. By correctly inputting and selecting these parameters, the simulation in Fluent can accurately model the motion and behavior of the engine's components, allowing for a comprehensive analysis of its performance.

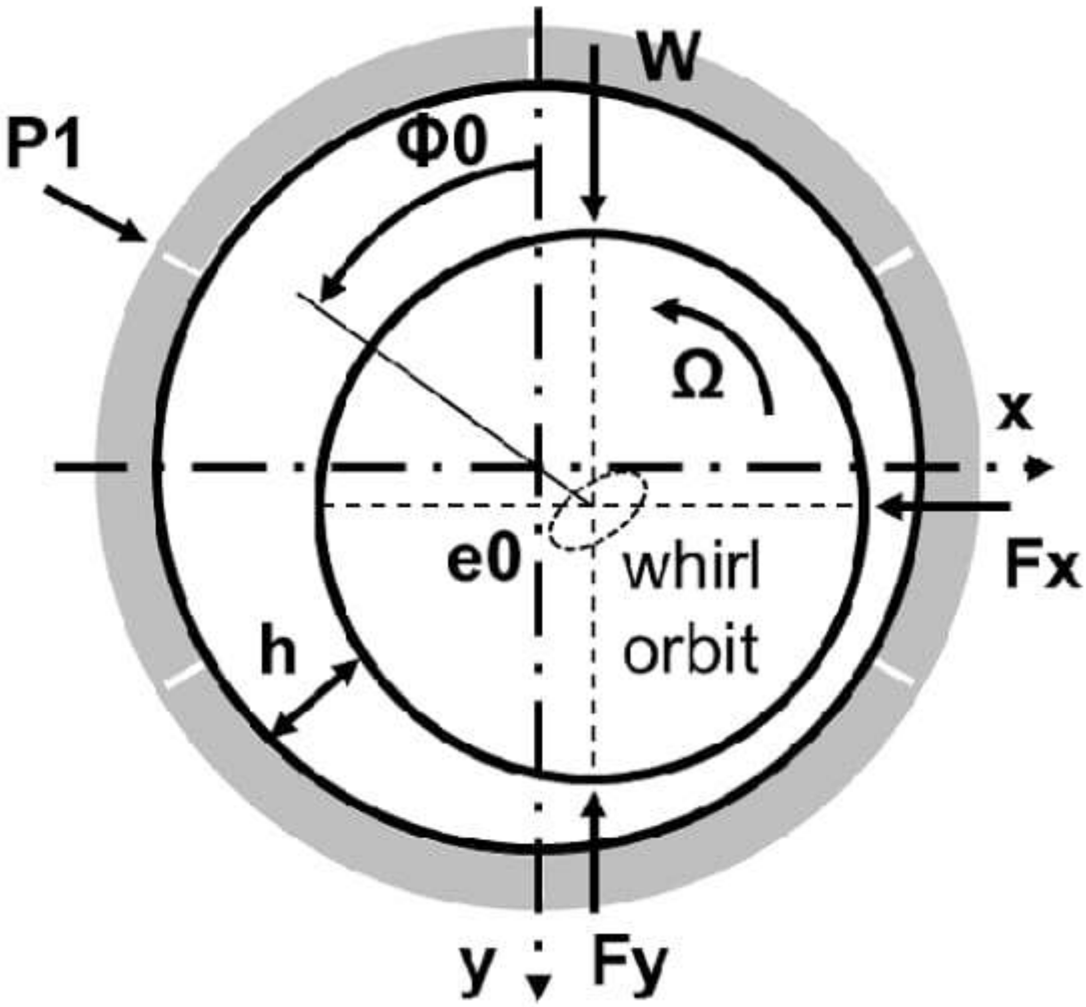


Figure 14 CI Rotor Movement Profile

The profile of the compression ignition (CI) engine rotor movement can be summarized as follows: - The rotor movement starts at an angle of 3400. - It continues its movement until it reaches an angle of 10700. - This rotor movement profile completes one cycle of engine operation. The figure provided in Figure 14 visually represents the movement of the rotor throughout the engine cycle. It serves as a valuable tool for predicting and understanding the rotor's motion before conducting the analysis. By studying the rotor movement profile.

RESULTS AND DISCUSSIONS

This study presents a comprehensive analysis of the fluid flow characteristics in a 4-stroke compression ignition (C.I) engine under motoring conditions, focusing on the impact of combustion chamber geometry. Computational fluid dynamics (CFD) simulations were conducted to investigate the effects of engine design modifications on key parameters such as peak pressure, tumble ratio, and squish velocity.

CFD Analysis

The CFD analysis revealed significant differences in the fluid flow characteristics between thbase and modified engines. Contours of pressure, temperature, and velocity were obtained and used to generate graphs, facilitating a meaningful comparison of results.

Key Findings

a. Peak Pressure: The modified engine design showed an increase in peak pressure compared to the base engine, indicating improved combustion efficiency.
b. Tumble Ratio: The tumble ratio was found to be higher in the modified engine, suggesting enhanced fuel-air mixing and combustion.
c. Squish Velocity: The squish velocity was also higher in the modified engine, contributing to improved combustion efficiency.

Impact of Engine Design Modifications

The study demonstrates the significant impact of engine design modifications on combustion processes and engine performance. The findings contribute to our understanding of the effects of combustion chamber geometry on fluid flow characteristics and provide a basis for further optimization.

Table 2 gives the in-cylinder setup adopted for the present work.

Sl No	Parameters	Values
1	Crank shaft speed (rpm)	1500
2	Starting Crank angle (deg)	346
3	Crank period (deg)	720
4	Crank Angle Step Size (deg)	0.25
5	Rotor Stroke (m)	0.11

In-Cylinder Setup Analysis

The in-cylinder setup parameters provided in Table 2 are crucial for the CFD simulation and analysis of the multi-compartment rotor compressed combustion engine. Here's a breakdown of the parameters:

Simulation Parameters-

Crank Shaft Speed: 1500 rpm, which is consistent with the rated speed of the engine.
- Starting Crank Angle: 346°, which defines the starting point of the simulation.
- Crank Period: 720°, which covers a complete engine cycle (two revolutions).
- Crank Angle Step Size: 0.25°, which determines the resolution of the simulation.

Engine Geometry

- Rotor Stroke:

0.11 m (or 110 mm), which is consistent with the engine specification.

Following the setup, a comprehensive simulation was performed using the software, which solved all three transport equations to obtain contours of velocity, pressure, and temperature. This setup run allowed for the visualization and analysis of the fluid flow characteristics within the combustion chamber of the 4-stroke compression ignition (C.I) engine. By solving these transport equations, the software generated contours that provided a detailed representation of the velocity, pressure, and temperature distributions throughout the engine cylinder.

CONCLUSION

This research demonstrates the potential of modifying a 4-stroke diesel engine's rotor with multiple compartments to enhance air flow characteristics, leading to improved engine performance, fuel efficiency, and reduced emissions. The CFD analysis using Fluent 6.3 code with dynamic mesh revealed significant improvements in:

a. Tumble Ratio: 35% increase (0.88 vs 0.65) and a 10° shift towards TDC, indicating better fuel-air mixing and combustion efficiency.
b. Squish Velocity: 31% increase, contributing to improved air-fuel mixing and combustion.
c. Cylinder Pressure: 45% increase (55 bar vs 38 bar) and a 10° shift towards TDC, indicating enhanced combustion efficiency and potential for higher power output.

These findings suggest that the modified engine design can generate higher tumble and squish, promoting better fuel-air mixing and combustion stability. This research contributes to the development of more efficient and environmentally-friendly combustion engines. Further research and experimentation are recommended to validate and optimize these results.

Recommendation

1. Experimental validation of CFD findings
2. Optimization of rotor design and compartment geometry
3. Investigation of emissions and engine performance under various operating conditions

By pursuing these directions, the development of more efficient and sustainable diesel engines can be accelerated, ultimately contributing to reduced emissions and improved energy efficience.

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