



UNIVERSITI PUTRA MALAYSIA

***NOVEL HEAT EXCHANGER FOR COLD AIR INTAKE ON SPARK
IGNITION ENGINE PERFORMANCE***

PSHTIWAN MOHAMMAD SHARIF SHWAN

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IGNITION ENGINE PERFORMANCE**

By

PSHTIWAN MOHAMMAD SHARIF SHWAN

**Thesis Submitted to the School of Graduate Studies, Universiti Putra Malaysia,
In Fulfillment of the Requirements for the Degree of Doctor of Philosophy**

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Abstract of thesis presented to the Senate of Universiti Putra Malaysia in fulfilment of the requirements for the degree of Doctor of Philosophy

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January 2021

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The engine intake charge air (EICA) system enhancement technology plays an essential part in vehicle engine performance developments and pollution reduction.

The increase in ambient temperature due to global warming and climate change introduced a significant influence on vehicle performance. Same while, EICA temperature increasing affects the engine complete combustion due to the oxygen density per volume reduction in air. Thus, EICA cooling technology becomes one of the best solutions for temperature reduction through intercooler units. This research introduces the influence of direct combustion volumetric effect using a new designed evaporative intercooler heat exchanger (EIHE), direct intercooler device used for engine intake charge air cooling (EICAC) in non-turbocharged vehicles spark-Ignition engines (SI-engines), contributing a new technique method in heat-exchanger designing.

Most of the previous studies of conventional intercoolers heat-exchangers (IHE) devices demonstrated a significant influence of EICAC on engine performance. However, it presented low efficient or non-operational in vehicle slow driving speed or stand-still operation. Furthermore, the designs showed non-flexibility in size and low cooling capacity. Therefore, there is a need for a better IHE design with flexibility in size designing suitable for most vehicles, able to function in all environments and weather conditions, with the ability of vehicle performance enhanced. The new design should be functional in both vehicle low-speed driving or stand-still parking operation.

Refrigerant medium system technology becomes significant in heat transfer property which helps to design subcooling heat-exchanger. The new EIHE device utilizing the refrigerant medium which presented a better performance than the water cooled IHE reaching lower cooling range temperature and functional in all vehicle condition.

The Computational Fluid Dynamics (CFD) simulation was used using ANSYS FLUENT to simulate various EIHE models performance with different air flow rate and temperatures. The EIHE geometry shell-and-tube was designed from steel metal, based on criteria of space available inside the vehicle engine bay. The simulation results presented a significant improvement in cooling performance with temperature reduction lower than the inlet temperatures, offering a very low-pressure drop coefficient. The EIHE design was experimentally validated. For the experimental part, the EIHE device was tested both in the laboratory and real-world. The EIHE operation and performance evaluation investigated in real-world tests. The tests result generally presented a significant cooling performance capability by the developed EIHE almost efficient of 49% - 50% reduction in temperature. The applied vehicle test results presented a significant enhanced improvement in the max power wheel and max torque increasement, and test results of real-world test utilizing the EIHE presented a significant emission reduction of 12.86% of CO, 29.32% CO₂, and 29.41% HC. In conclusion, the new designed EIHE successfully meet the required objectives.

Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia sebagai memenuhi keperluan untuk ijazah Doktor Falsafah

PENUKAR HABA NOVEL BAGI MASUKAN UDARA SEJUK KE ATAS PRESTASI ENJIN CUCUHAN API

Oleh

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Teknologi peningkatan sistem udara caj ambilan enjin (EICA) memainkan peranan yang penting dalam perkembangan prestasi enjin kenderaan dan pengurangan pencemaran. Peningkatan dalam suhu ambien disebabkan pemanasan global dan perubahan iklim menghasilkan pengaruh yang signifikan ke atas prestasi kenderaan. Di samping itu, peningkatan suhu menjejaskan enjin pembakaran yang sempurna akibat pengurangan ketumpatan oksigen per isi padu dalam udara. Oleh itu, teknologi penyejukan EICAC merupakan salah satu penyelesaian terbaik untuk pengurangan suhu melalui unit pendingin antara. Penyelidikan ini mengutarakan pengaruh kesan volumetrik pembakaran langsung, menggunakan penukar pendingin antara evaporatif (EIHE) reka bentuk baharu, peranti pendingin antara langsung yang digunakan untuk penyejukan udara caj saluran ambilan enjin (EICAC) dalam enjin cucuhan bunga api kenderaan (enjin SI) bukan pengecas turbo, menyumbang suatu kaedah teknik baharu dalam reka bentuk penukar haba. Kebanyakan kajian terdahulu mengenai peranti penukar haba pendingin antara yang konvensional (IHE) memperlihatkan pengaruh EICAC yang signifikan ke atas prestasi enjin. Walau bagaimanapun, ia mengutarakan keefisienan yang rendah atau tak operasional dalam kenderaan kelajuan pemanduan perlahan atau operasi tak bergerak. Di samping itu, reka bentuk tersebut menunjukkan tidak fleksibiliti dari segi saiz dan kapasiti penyejukan rendah. Oleh sebab itu, terdapat keperluan untuk reka bentuk IHE yang lebih baik dengan fleksibiliti dari segi mereka bentuk saiz yang sesuai bagi kebanyakan kenderaan, dapat berfungsi dalam semua persekitaran dan keadaan iklim, dengan keupayaan prestasi kenderaan dipertingkat. Reka bentuk baharu tersebut harus berfungsi dalam kedua-dua kenderaan pemanduan kelajuan rendah atau ketika operasi parkir tanpa bergerak. Teknologi sistem medium refrigeran menjadi signifikan dari segi sifat penukar haba yang membantu bagi mereka bentuk penukar haba subpenyejuk. Peranti EIHE yang baharu menggunakan medium refrigeran yang memperlihatkan prestasi yang lebih baik daripada IHE penyejuk air mencapai suhu julat penyejukan yang lebih rendah dan berfungsi dalam semua keadaan kenderaan.

Simulasi Dinamik Bendalir Komputasional (CFD) telah dilaksanakan menggunakan ANSYS FLUENT bagi mensimulasi pelbagai prestasi model EIHE dengan kadar aliran udara dan suhu yang berbeza. Kelompong dan tuib geometri EIHE telah direka bentuk daripada logam keluli, berdasarkan kriteria ruang yang terdapat dalam ruang enjin kenderaan. Dapatan simulasi memperlihatkan penambahbaikan yang signifikan dari segi prestasi penyejukan dengan pengurangan suhu yang lebih rendah daripada suhu masukan, mengemukakan suatu koefisien kejatuhan tekanan yang sangat rendah. Reka bentuk EIHE telah disahkan secara eksperimental. Bagi bahagian eksperimental, peranti EIHE telah diuji di kedua-dua makmal dan dunia sebenar. Operasi EIHE dan penilaian prestasi telah diselidiki dalam ujian dunia sebenar. Dapatan ujian umumnya memperlihatkan kapabiliti prestasi penyejukan yang signifikan oleh EIHE yang dibangunkan, hampir efisien, iaitu 49% - 50% pengurangan dalam suhu. Dapatan Ujian kenderaan yang diaplikasikan memperlihatkan pembaikan dipertingkat yang signifikan dalam roda kuasa maksimum dan kenaikan kilas maksimum, dan dapatan ujian bagi ujian dunia sebenar yang menggunakan EIHE memperlihatkan pengurangan buangan yang signifikan, iaitu 12.86% CO, 29.32% CO₂, dan 29.41% HC. Kesimpulannya, reka bentuk EIHE yang baharu berjaya memenuhi objektif yang diperlukan.

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TABLE OF CONTENTS

		Page
ABSTRACT		i
ABSTRAK		iii
ACKNOWLEDGEMENTS		v
APPROVAL		vi
DECLARATION		viii
LIST OF TABLES		xiv
LIST OF FIGURES		xvi
LIST OF APPENDICES		xxviii
LIST OF ABBREVIATIONS		xxix
LIST OF NOMENCLATURES		xxxi
CHAPTER		
1	INTRODUCTION	1
	1.1 Background	1
	1.2 Problem Statement	2
	1.3 Objective	4
	1.4 Scope of the Study	4
	1.5 Thesis Layout	5
 2	LITERATURE REVIEW	 6
	2.1 Introduction	6
	2.2 Combustion thermodynamics	6
	2.3 Ambient temperature influence on vehicle performance	8
	2.4 Engine intake charge air EICA	10
	2.4.1 Methods of EICA	11
	2.4.2 Influence of EICA temperature	12
	2.5 Intercooler heat exchangers IHE	15
	2.6 Vehicle air-conditioning system	19
	2.6.1 Vapor-compression refrigeration cycle (VCRC)	19
	2.6.2 Air-conditioning compressor influence engine power	21
	2.7 Development of oriented IHE cooling model	21
	2.7.1 Heat-exchanger selective consideration	23
	2.7.2 Shell-and-tube intercooler heat-exchanger analyzing	24
	2.8 The invention of refrigerant IHE designs	25
	2.9 Computational Fluid Dynamics (CFD) Analysis	29
	2.10 Existing conventional IHE comparison overview	29
	2.10.1 EIHE utilized in vehicles	31
	2.10.2 Marketing influence	31
	2.10.3 Cooling performance	33
	2.10.4 Vehicle operation status	33
	2.10.5 Cooling system flexibility	34
	2.10.6 Maintenance and services	35

2.11	Vehicle performance test	36
2.11.1	Chassis dynamometer performance	36
2.11.2	Vehicle power measurement	36
2.11.3	Vehicle applied real-world performance	37
2.12	Experimental design process	38
2.12.1	Purpose of the experimentation design process	38
2.12.2	Experiment Design Guidelines	39
2.13	Summary	39
3	METHODOLOGY	41
3.1	Introduction	41
3.2	Design of the construct new EIHE	43
3.2.1	Design control parameters	45
3.2.2	Modelling Method	48
3.2.3	Vehicle air-conditioning cycle	58
3.3	Computational fluid dynamic (CFD)	62
3.3.1	Governing Equations:	62
3.3.2	Finite-Volume Method (FVM)	64
3.3.3	CFD Process of EIHE modelling and test	65
3.4	The constructed EIHE model experimental part	71
3.4.1	Fabricating of the physical model	72
3.4.2	The EIHE physical test of leakage	73
3.4.3	Static pressure drop test (head loss)	74
3.5	Laboratory experimental test of the new EIHE	75
3.5.1	The Testbed components	75
3.5.2	EICA evaluation simulation test	76
3.5.3	EIHE Cooling Effective Test	77
3.5.4	EIHE Pressure drop test	77
3.6	EICAC influence engine performance	78
3.6.1	Engine Power	78
3.6.2	Fuel Consumption Test Method	79
3.6.3	Emissions performance	80
3.6.4	Vehicle Static operation	80
3.7	Vehicle Power Performance Test (VPPT)	81
3.7.1	EIHE installation	81
3.7.2	Chassis dynamometer test bench	82
3.7.3	Test performance measurements	83
3.8	Test observation method	84
3.8.1	Ambient status influence driving performance	84
3.8.2	Driving performance – comparison	84
3.8.3	Engine knock	85
3.8.4	Fuel performance	85
3.8.5	Engine oil influence	85
3.9	Experiment design process and estimation of uncertainty	86
3.9.1	The experimental test design process	87
3.9.2	Estimation of uncertainty	92
3.9.3	Design verification and design validation	93

4	RESULTS AND DISCUSSIONS	95
4.1	Introduction	95
4.2	Existing conventional IHE	96
4.2.1	Numerical and computational results for the conventional IHE	96
4.2.2	Comparison results analyzing of existing conventional IHE	99
4.3	Theoretical engine performance	101
4.3.1	EICAC influence engine performance	101
4.3.2	Theoretical EICA flow estimation	103
4.4	Proposed EIHE model geometry	103
4.4.1	EIHE Numerical data results	106
4.4.1.1	Proposed EIHE geometry numerical pre-verification	112
4.5	Evaluating the EIHE characteristics in applied performance	113
4.5.1	EICA evaluation simulation	113
4.5.2	Laboratory experimental of static pressure drop test, no cooling load	114
4.5.2.1	Static pressure drops at a constant temperature	114
4.5.2.2	Static pressure drops at various air temperature	115
4.5.3	Laboratory experimental of pressure drop test, cooling effect	116
4.5.4	EIHE cooling performance laboratory Test	117
4.5.4.1	Air cooling performance	117
4.5.4.2	EIHE time cooling of performance	119
4.5.4.3	Refrigerant performance	122
4.5.5	Validation of EIHE design	128
4.5.5.1	Air cooling temperature reduction	128
4.5.5.2	EIHE pressure drop performance	130
4.6	Engine Performance	132
4.6.1	Vehicle performance	133
4.6.1.1	Engine Power	134
4.6.1.2	Engine Torque	138
4.6.2	Vehicle emission performance	141
4.6.3	Vehicle fuel consumption performance	145
4.7	Real-world vehicle test	145
4.7.1	static test (Parking test)	145
4.7.1.1	Thermal performance	146
4.7.1.2	Vehicle emission performance	148
4.7.1.3	Vehicle fuel consumed performance	152
4.7.2	Accelerated speed test	152
4.7.2.1	The vehicle accelerates test emission performance	153
4.7.2.2	The vehicle accelerates test analysis	156
4.7.3	On-road drive test	157
4.8	Driving test vehicle observation	157
4.8.1	Ambient status influence	157

4.8.2	Driving performance – comparison	158
4.8.3	Engine knock	158
4.8.4	Engine oil influence	159
4.9	Significance of Research	159
5	CONCLUSION AND RECOMMENDATION	161
5.1	Conclusions	161
5.2	Recommendation	162
	REFERENCES	163
	APPENDICES	182
	BIODATA OF STUDENT	251
	LIST OF PUBLICATIONS	252



LIST OF TABLES

Table		Page
2.1	Review of the ambient air temperature property	9
2.2	Review of the EICA influence	14
2.3	Prior art and Invention of refrigerant medium IHE	27
2.4	Market price availability of IHE in Dollar \$, reference to eBay, Amazon, and demon-tweeks online shopping	33
2.5	IHE cooling performance of air temperature reduction	33
2.6	Rating tick technique for evaluation compare of the existing selected IHE	35
3.1	Various shell size EIHE design analysis parameters	50
3.2	The selective design dimension of EIHE geometry	50
3.3	Selected theoretical analysis parameter values	57
3.4	The influence of mesh editing on geometry nodes and element numbers	67
3.5	Number of nodes and elements used in the grid dependence simulation for each case test for the developed EIHE	68
3.6	Selected experimental engine speed and ambient temperature	78
3.7	Test vehicle mechanical specifications	79
4.1	Variable shell diameter selected to evaluate tube length numerically measured in the design process	104
4.2	Reynolds number of airflows inside the EIHE	107
4.3	Nusselt number of airflows inside the EIHE	107
4.4	Heat transfer coefficient between air and EIHE tubes ($W/m^2.k$)	108
4.5	Friction factor between air and EIHE tubes surfaces	108
4.6	Heat transfer rate between air and EIHE tubes [kW]	108
4.7	Pressure drop of airflow inside EIHE tubes [Pa]	109

4.8	Summary table with the characteristics of the instrumentation and sensors used in the experimental set-up	113
4.9	Theoretical and experimental evaluation of induced EICA property at various engine speed	113
4.10	Static pressure drop in (pascal) for airflow inside the EIHE model at 35°C; no cooling load	115
4.11	Static pressure drop in (pascal) for airflow inside the EIHE model at various temperatures	116
4.12	Airflow pressure drop inside the EIHE model with refrigerant supplied of (-25°C - -30°C) in (pascal)	116
4.13	EICA flow output temperature reduction by the EIHE model with refrigerant supplied of (-30°C - -25°C)	118
4.14	Minimum temperature reduction by the EIHE for various EICA temperature at different engine speed	122
4.15	EIHE refrigerant inlet and outlet temperatures at various engine speed and EICA temperatures	122
4.16	EIHE-COP and refrigerant property test results of both inlet and outlet from the EIHE at 30°C airflow charged	125
4.17	EIHE-COP and refrigerant property test results of both inlet and outlet from the EIHE at 35°C airflow charged	126
4.18	Chassis dynamometer test result for maximum vehicle power and torque	133
4.19	Minimum EICA temperatures during tests (°C)	137
4.20	Vehicle Chassis dynamometer test emission characteristic	141
4.21	Chassis Dynamometer vehicle test fuel consumption	145
4.22	EICA temperature records at each test stage	146
4.23	Static test emission recorded for all stage tests	149
4.24	Driving observation data records	157
4.25	Engine knock condition during vehicle driving test (rating table)	159
A 1	Experimental test reading	183

A 2	Sensor's error standard deviation and uncertainty due to measurement	184
A 3	Anemometer test results	186
A 4	Manometer experimental test reading	189
A 5	Flowmeter sensor experimental test reading	191
A 6	Theoretical engine thermal efficiency and fuel consumption effect by charge air cooling	205
A 7	Theoretical EICA estimation	205
A 8	Trip requirements for a valid RDE test, according to the European Commission. Commission Regulation (EU) 2018/1832	212
A 9	EIHE-COP and refrigerant property test results of both inlet and outlet from the EIHE at (40°C) airflow charged	225
A 10	EIHE-COP and refrigerant property test results of both inlet and outlet from the EIHE at (40°C) airflow charged	225
A 11	CFD result of steady-state thermal analysis	227
A 12	CFD grid independently mesh analysis data for the five selected mesh case	229
A 13	Total drive test fuel consumption (L)	249

LIST OF FIGURES

Figure		Page
1.1	Surface air temperature anomaly for December 2019 relative to the December average for the period 1981-2010	1
1.2	Global climate report -June 2020 blended land and sea surface temperature percentiles	2
1.3	Parameters influence the atmosphere air temperature increasing	3
2.1	Organization of chapter two flow process	6
2.2	Passenger car status; (a) World production of passenger cars 1998-2019 by millions; (b) Leading car manufacturing countries worldwide	7
2.3	Engine intake air component (Stock and Banks) types	10
2.4	General types of EICA methods	11
2.5	Simulating general methods of engine combustion thermal cooling technology utilized: (a) Indirect cooling technology; (b) direct cooling technology	13
2.6	Air-Air intercooler schematic and installation zoon in the vehicle body	15
2.7	Liquid-Air intercooler/ water schematic and installation inside the vehicle engine bay	16
2.8	One-shot pressurized CO ₂ gas within an intercooler heat exchanger	17
2.9	One-shot intercooler surface spray pressurized CO ₂ gas	17
2.10	Thermoelectric EICAC device and thermoelectric construction illustration	18
2.11	Ideal Vapor-Compression Refrigeration Cycle; (a) component and process; (b) T-S diagram of the process; (c) P-h diagram of the process.	19
2.12	Heat sources influencing Vehicle cabin temperature	19
2.13	Vehicle air-conditioning system; (a) system components; (b) vehicle containing HVAC system	20

2.14	Vehicle VCRC compressor; (a) universal external driven; (b) Compressor belt drive connection; (c) Compact electric driven compressor made	21
2.15	Schematic of vehicle performance enhancement technology and controlling parameters	22
2.16	Innovation motivation parameters influence EICAC technology selection schematic	23
2.17	Classification of heat-exchangers according to its construction	24
2.18	Selected IHE for comparison; (a) air-air IHE ; (b) air-water IHE (c) air-solid thermoelectric IHE	30
2.19	Air-Air IHE utilized by Mitsubishi L200 TD 4wd turbo	31
2.20	Water-Air IHE model Msl620 S55 utilized by MPower BMW M3 and M4 model 2019	32
2.21	Thermoelectric IHE type by Bell Intercooler Type 3 Advanced Cooling System	32
2.22	IHE models minimum cooling performance comparison at static vehicle operation	34
2.23	Basic powertrain components with the engine, transmission, driveshaft, and differential for: (a) front-wheel drive; (b) rear-wheel drive	36
3.1	Overall schematic flowchart of the methodology with objectives	42
3.2	Illustrating process analysis of selected EIHE, challenging and development	44
3.3	IHE framework design parameters and methods of designs consideration	46
3.4	Vehicle engine bay, possible space available can be utilized for IHE design installation	47
3.5	The test vehicle engine bay allowable space available for EIHE design; (a) vehicle before install EIHE; (b) vehicle after installing the EIHE	48
3.6	Schematic of designed EIHE parts	49
3.7	Evaporator heat exchanger MLTD counterflow	52
3.8	Shell cross-section of tube triangular pitch layout and heat disputation between two fluid	53

3.9	Vehicle air-conditioning layout components and flow diagram	59
3.10	Basic Vehicle VCRC R134a refrigerant dual evaporator cooling effect ($T-s$) and ($P-h$) chart diagram	60
3.11	Testbed air-conditioning layout components and flow diagram	61
3.12	Control volume FVM, converting integral volume divergence into surface nodes finite integral elements	64
3.13	ANSYS-FLUENT general modelling steps process, modified	64
3.14	ANSYS geometry design application; SpaceClaim and Design Modeler	65
3.15	Solid parts of the EIHE	66
3.16	Fluid volume filling portion both shell domain and airflow domain	66
3.17	Meshing quality of the developed EIHE	67
3.18	Meshing quality	67
3.19	Grid dependency test meshing sizing for each case	69
3.20	EIHE boundary condition selections	70
3.21	Experimental part characterizing flow chart	71
3.22	Construct Shell assembly of fabricating EIHE	72
3.23	Leakage test by air pressure charge indicate by gauge	73
3.24	Leakage test using foam or soup foam indicate leak by bubbles created	73
3.25	Testbed laboratory EIHE overall static pressure drops test schematic	74
3.26	Testbed diagram schematic shows the component	75
3.27	Constructed testbed photographic view of EIHE and components	76
3.28	Vehicle test EICA test using the anemometer device at various speed located in the intake manifold	77
3.29	Fuel meter and measurement devices used to measure the fuel consumption	79

3.30	Schematic of vehicle fuel system meter and sensors installation with digital LCD flow monitoring	80
3.31	Chassis dynamometer bench test	81
3.32	Schematic of EIHE cycle and air-conditioning cycle sharing the same compressor and condenser	82
3.33	Chassis dynamometer schematic connection and installation	83
3.34	Eyewitnesses observing during research exploratory tests	84
3.35	Oil testing for the three samples using Rheometer / rotary device test the MCR 72 in UPM laboratory	85
3.36	Experimental design process illustration of EIHE design	86
3.37	EIHE laboratory test in a controlled implementation process	87
3.38	The applied test of the controlled implementation process	87
3.39	EIHE laboratory test of pressure drop performance	88
3.40	EIHE cooling performance evaluation experimental laboratory test	88
3.41	EIHE laboratory cooling performance, the time required to reach minimum cooling temperature	89
3.42	Schematic flow process of vehicle static operation test	90
3.43	Schematic flow process of applied vehicle chassis dynamometer operation test	91
3.44	Real-world on-road driving test schematic flow process	92
4.1	Variation of air mass flow rate with engine speed according to numerical results based on the existing IHE at a selected flowrate	96
4.2	Pressure drop comparison for existing IHE of charged air due to cooling effect at static vehicle operation status	97
4.3	Selective existing IHE pressure drop comparison of charged air due to cooling influence at vehicle driving status	97
4.4	Selective existing IHE temperature drop comparison of charged air due to cooling effect at static vehicle status	98
4.5	Selective existing IHE minimum temperature drop comparison of charged air due to cooling influence at vehicle drive status	99

4.6	General (SWOT analysis) optimizing for the selected existing conventional IHE	100
4.7	A-IHE Study-state thermal distribution at maximum cooling	101
4.8	L-IHE Study-state thermal distribution at maximum cooling	101
4.9	EICAC influence; (a) engine thermal performance (b) air property at variable temperature; variables are: $\rho=\text{kg/m}^3$, $c_p=\text{N.s/m}^2$, $\mu=\text{kg/m.s}\cdot 10^{-6}$, $\nu=\text{m}^2/\text{s}\cdot 10^{-6}$, $k=\text{w/m}\cdot ^\circ\text{c}$	102
4.10	Theoretical CFM airflow velocity estimation	103
4.11	Numerical tube length calculated from various shell diameter	104
4.12	Numerical results of tube length calculation influenced by various shell diameter	105
4.13	Shell size 120mm various tube length outcome results	106
4.14	The selected EIHE geometry final design size	106
4.15	Airflow characteristic inside the shell tubes Numerical results illustrate	109
4.16	Influence of airflow velocity variation on EIHE thermal distribution (horizontal cross-section)	110
4.17	Influence of various airflow velocity on cooling performance in the time range to reach stability	111
4.18	Heat transfer of EIHE wall temperature distribution interface	112
4.19	CFD and the mathematical result compared verification for selected air velocity at 30°C	112
4.20	Theoretical and experimental evaluation comparison of induced EICA at various engine speed	114
4.21	Airflow Static pressure drop inside the EIHE model no-load case	115
4.22	Airflow Static pressure drop inside the EIHE model applied with the cooling load	117
4.23	Influence of EIHE on EICA output temperature profile at various engine speed and input temperatures	118
4.24	Contact surface area factor influenced fluid flow heat transfer inside the encloser wall	119

4.25	EIHE time consume of cooling performance to reach stability	120
4.26	Influence of tube length on the heat transfer coefficient	121
4.27	EIHE time consume of cooling performance at 55°C for various engine speed	121
4.28	EIHE refrigerant inlet temperature profile at various engine speed	123
4.29	EIHE refrigerant outlet temperature profile at various engine speed	123
4.30	Total average of outlet refrigerant temperature profile at various engine speed	124
4.31	P-h and T-s diagram for the actual VCRC for refrigerant R22 at 35°C inlet air temperature	124
4.32	Actual VCRC (R22) P-h chart experimental drawing of the cycle	126
4.33	EIHE-COP experimental result at various charge air temperature and velocity	127
4.34	Average total EIHE-COP for the experimental results at various charge air temperature and velocity	127
4.35	EIHE-COP experimental result compared at a various charge air velocity	128
4.36	EIHE temperature reduction experimental, CFD and mathematical result compare validation for selected air velocity conditions	129
4.37	Total average validation results deviation of EIHE temperature reduction	129
4.38	EIHE Pressure drop Experimental, CFD and Mathematical result compare validation for various air velocity	130
4.39	Validation total average pressure drop deviation EIHE results	131
4.40	EIHE pressure drop percentage, validation results with (STDEV) in various air velocity	131
4.41	Correlation of experimental and theoretical for both dependent variable temperature and pressure	132
4.42	Maximum vehicle power comparison between normal, AC and EIHE	133
4.43	Maximum vehicle torque comparison between normal, AC and EIHE	134

4.44	Average (stage-one) power test (normal test)	134
4.45	Total average (stage-two) power test (AC test)	135
4.46	The average power test with EIHE	136
4.47	Total average (power wheel) test compression for all test stages	137
4.48	The average (stage-one) torque test (normal test)	138
4.49	The average stage-two torque test, (with AC)	139
4.50	Total average (stage-three) torque test, (EIHE -test)	140
4.51	Total average torque test comparison for all test stages	140
4.52	(CO) emission exhaust compares with the total average comparison	141
4.53	(CO ₂) emission exhaust compares with the total average comparison	142
4.54	(HC) emission exhaust compares with the total average comparison	142
4.55	(NO _x) emission exhaust compares with the total average comparison	143
4.56	Air/fuel ratio comparison with the total average compared	143
4.57	(A/F) ratio and emissions chart, fuel economy, and performance	144
4.58	Vehicle fuel consumption test with total average compared	145
4.59	Engine bay air streaming thermal distribution	147
4.60	Airstream flow path inside the engine bay with EIHE influence	147
4.61	EICA temperature records at each test stage comparison	148
4.62	(CO) emission exhaust compares with the total average comparison	150
4.63	(CO ₂) emission exhaust compares with the total average comparison	150
4.64	(HC) emission exhaust compares with the total average comparison	151
4.65	(NO _x) emission exhaust compares with the total average comparison	151
4.66	Fuel consumed (L/11 minutes) for each test and engine speed	152
4.67	EICA temperature performance static test and velocity test comparison	153

4.68	(CO) emission exhaust compares with the total average comparison	153
4.69	(CO ₂) emission exhaust compares with the total average comparison	154
4.70	(HC) emission exhaust compares with the total average comparison	154
4.71	(NO _x) emission exhaust compares with the total average comparison	155
4.72	(Air/fuel) ratio comparison at various acceleration, total average ratio compared	155
4.73	EICA cold and warm intake system	156
4.74	Max vehicle speed each drive test distribution in day timing with average total max speed driving test compare	158
A 1	Temperature sensors calibration, testbench schematic	182
A 2	Testbed of temperature calibration process components	183
A 3	Experimental data measured results average and error standard deviation	184
A 4	Anemometer device calibration, test schematic	185
A 5	Laboratory calibration test comparison of the portable anemometer with two calibrated Anemometer	185
A 6	Anemometer experimental data measured results average and error standard deviation	187
A 7	Manometer Differential Gauge, calibration test schematic compare to UPM laboratory calibrated instrument	188
A 8	Laboratory calibration test comparison experimental for manometer calibration test	188
A 9	Manometer experimental data measured results average and error standard deviation	189
A 10	Flowmeter sensor calibration test schematic compared to laboratory calibrated instrument	190
A 11	Laboratory calibration test comparison experimental for the flowmeter sensor calibration test	190
A 12	Manometer experimental data measured results average and error standard deviation	191

A 13	The (ENERAC 700AV) component of emission testing gas analyser	192
A 14	Dimensions of the EIHE	193
A 15	Dimensions of the Shell front cover	194
A 16	Dimensions of the Shell baffles- Baffles 1 * 2	195
A 17	Dimensions of the Shell baffles- Baffles 2	196
A 18	Dimensions of the Shell exit cover	197
A 19	Dimensions of the Shell refrigerant supply pipe	198
A 20	Dimensions of the Shell body	199
A 21	Dimensions of the Shell tubes	200
A 22	Dimensions of the Shell joint cover *2	201
A 23	EIHE baffles hall drilling process in the workshop	202
A 24	EIHE shell parts	202
A 25	EIHE shell welding assembling process	203
A 26	Anemometer fitting on engine manifold suction pipe for experimental CFM measuring	204
A 27	Air-conditioning fitting joint hose process for the EIHE test vehicle installation	206
A 28	EIHE installation inside the vehicle engine bay	207
A 29	Air-conditioning refrigerant vacuum and charging system using the LAX LX-779 device	207
A 30	Drive test component schematic	208
A 31	Schematic diagram of the refrigerant cycle sharing line and components	209
A 32	Geo Tracke- GPS tracker application platform used as a data logger for the GPS recording data. (Application source)	210
A 33	Garmin base camp navigation datalogger preview and analysis	211
A 34	The Portable Emission and gas analyzer Enerac 700AV connected to computer host with Enercom 9 interface software	211

A 35	Test route GPS tracking path recorded by (Geo Tracker) application viewed on Google earth	213
A 36	Test route GIS with traffic signs information	214
A 37	GeoTrack app link of download in Google play store	215
A 38	GeoTrack app home screen and map track recording	216
A 39	GeoTrack app datalogger information viewing	217
A 40	Garmin application software GPX datalogger visualizing analysis	217
A 41	(Enrack700AV) device Interface connected to a computer for data logging and visual control	220
A 42	Testbed diagram schematic shows the component	221
A 43	Fabricated Testbed photographic view of EIHE and components	222
A 44	The EICA simulator vacuum connection and electric circuit connection	223
A 45	The ambient temperature simulator heater part	223
A 46	The Vehicle air-conditioning simulator circuit connection and parts	224
A 47	The Testbed control panel	224
A 48	EIHE steady-state temperature distribution proportional to flow air velocity	226
A 49	CFD analysis of the EIHE output air temperature performance versus airflow velocity	228
A 50	The Chassis Dynamometer Software Tree Model menu	231
A 51	MAHA Chassis dynamometer monitor view for select measurement procedure test	232
A 52	MAHA Chassis dynamometer discrete power measurement test input control parameter menu	232
A 53	MAHA Chassis dynamometer discrete power result illustrating test results graph	233
A 54	Total (Normal test) driving speed results	236
A 55	Average total (Normal test) driving speed results	237

A 56	Total and Average (AC test) driving speed results	237
A 57	Total and Average (EIHE test) driving speed results	238
A 58	Overall total average speed comparison	238
A 59	Total (Normal test) carbon monoxide results	240
A 60	Average (Normal test) carbon monoxide results	241
A 61	Total and Average (AC test) carbon monoxide results	241
A 62	Total and Average (EIHE test) carbon monoxide results	242
A 63	Overall total average (CO) comparison	242
A 64	Average comparison of Overall total average (CO)	243
A 65	Overall total average (CO ₂) comparison results	243
A 66	Total (CO ₂) emission record for each stage tests	244
A 67	Total stages test Average (CO ₂) results	245
A 68	Average comparison of overall total average (CO ₂)	246
A 69	Total (HC) emission record for each stage tests	247
A 70	Total stages test Average (HC) results	248
A 71	Overall total average (HC) comparison results	248
A 72	Average comparison of overall total average (HC)	249
A 73	Comparison of total average driving test fuel consumption	250

LIST OF APPENDICES

Appendix		Page
A	Instruments and sensors	182
B	Technical drawings	193
C	Design process assembling of the EIHE	202
D	Cubic feet per minute -CFM experimental steps	204
E	Technical installation of EIHE – air conditioning system	206
F	GPS Tacks: GeoTracker – GPS tracker	215
G	(Enerac 700AV) device Interface connection and manual	218
H	Testbed design and component	221
I	CFD analysis results data	226
J	Dyno chassis Program Structure	231
K	On-road drive test	235

LIST OF ABBREVIATIONS

CAC	Charge air cooling
CFD	Computational Fluid Dynamics
CFM	Cubic feet meter
CO	Carbon monoxide
CO ₂	Carbon dioxide
COP	Coefficient of Performance
DOE	Design of Experiment
EICA	Engine intake charge air
EICAC	Engine intake charge air cooler
EIHE	Evaporative intercooler heat exchanger
EPA	Environmental Protection Agency
EU	The European Union Economic Area
FEM	Finite Element Method
FVM	Finite Volume Method
H ₂	Hydrogen
H ₂ O	Water
HC	Hydrocarbon
HE	Heat exchanger
IHE	Intercooler heat exchanger
IPCC	Intergovernmental Panel on Climate Change
MAE	Mean Absolute Error
PM	Particulate matter
R ²	Coefficient of Determination

UPM Universiti Putra Malaysia
VCRC Vapor compression refrigeration cycle
VCRC vapour compression refrigeration cycle



LIST OF NOMENCLATURES

A	Area (mm ²)
a	Acceleration
Ref. in	Refrigeration inlet
Ref. out	Refrigeration outlet
Air in	Air inlet
Air out	Air outlet
σ_{sensor}	Error in the measuring sensor
$\sigma_{instrument}$	Error in the measuring instrument
α	Helix angle or lead angle
η	The efficiency
η_{th}	The thermal efficiency for engine
λ	Lambda
ρ	Fluid density(kg/m ³)
σ_c	The compression stress (N/mm)
Δp	Pressure loss due to friction (Pa)
f_D	Darcy friction factor (unitless)
L_{tube}	Tube length (m)
D	Hydraulic diameter of the pipe D (m)
V	Fluid flow average velocity (m/s)
A_{tube}	the cross-section of the EIHE fitting cover (m ²)
ρ	the density
U	the time-average velocity in the x-direction

$T_{\text{air in}}$	Air inlet temperature
$T_{\text{air out}}$	Air outlet temperature
$T_{\text{ref.}}$	Refrigerant temperature
W	the time-average velocity in the Z-direction
μ_{eff}	the effective viscosity, laminar and turbulent stresses
Γ_{eff}	the effective exchange coefficient for heat
C_v	the specific heat at a constant volume
R	the universal gas constant
v_{air}	the air velocity (m/s)

CHAPTER 1

INTRODUCTION

1.1 Background

Environment and greenhouse effects presented a global issue of pollution, as gases are released into the atmosphere, leading to global climate change and global warming (N. Sharma et al. 2018). The increase of ambient temperature and engine emissions recognized as a potential problem globally, which needs serious attention (Sutherland *et al.*, 2019). Global warming and greenhouse with climate change and desertification all lead to environmental pollutions and increasing the atmospheric temperature, unstable weather, and an increase in ocean levels (Xiang *et al.*, 2019). Most countries suffering from weather temperature increasing are Middle East countries, where a high ambient temperature recorded in summertime (Salimi and Al-Ghamdi, 2020).

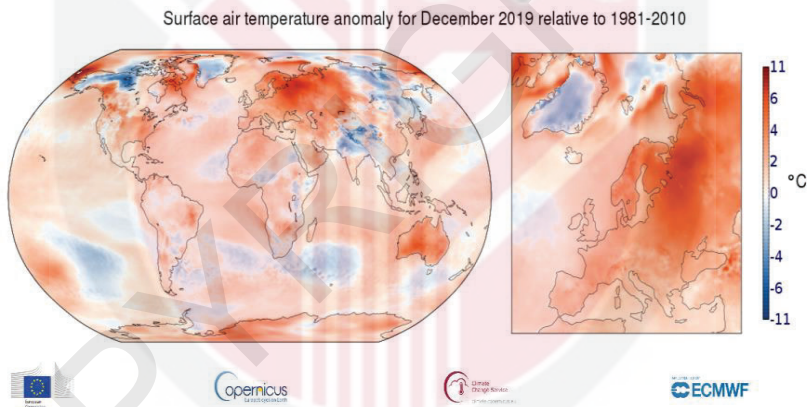


Figure 1.1 : Surface air temperature anomaly for December 2019 relative to the December average for the period 1981-2010 (Copernicus and ECMWF, 2019)

The European Centre for Medium-Range Weather Forecasts (ECMWF), Simulated of the earth's surface global warming status of air temperature increasing shown in Figure 1.1 Furthermore, NOAA's National Centers for Environmental Information (NCEI) provides public access to global climate observation and historical weather data and information reported in 2019 (Allegra et al. 2019). Data illustrated in Figure 1.2 shows ambient temperature in most of the countries increased above the average temperature between 5°C to 6°C.

Land & Ocean Temperature Percentiles Jun 2020
NOAA's National Centers for Environmental Information
Data Source: NOAAGlobalTemp v5.0.0-20200707

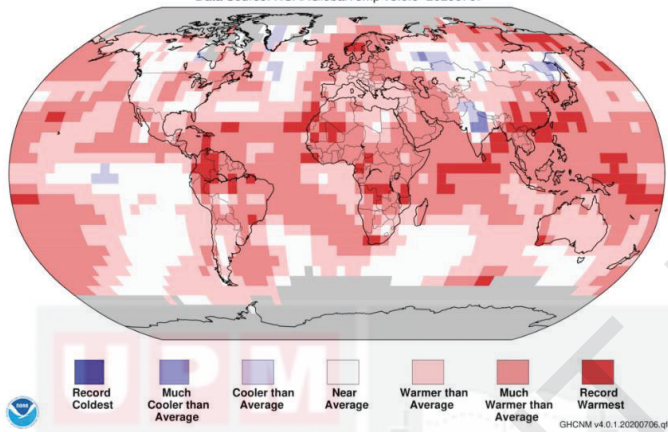


Figure 1.2 : Global climate report -June 2020 blended land and sea surface temperature percentiles (Climate, 2020)

The Engine intake charge air (EICA) systems significantly introduced an enhancement of engine pollution reduction. However, this technique was successfully adopted but still there is need for better heat exchanger designs with flexibility in size and shapes with better cooling performance with reasonable cost manufacturing. Most of conventional IHE in the market couldn't reach the required design performance for optimum engine pollution reduction and economically are very expensive to purchased.

1.2 Problem Statement

Few studies in EICA thermal management technology were conducted to enhance the air property of engine combustion by improving its temperature significantly for a better air density (Di Battista et al. 2018; Krishnamoorthi et al. 2019; Farzam et al. 2020). The most practical method of the EICA cooling technique without engine modification is by external parameter enhancement and add-on installation components (Zhuang, W et al. 2020). However, there is a need to evaluate and investigate the EICA lower temperature variation effect on the engine performance in the absence of the compression system supercharger and turbocharger. Furthermore, the new Evaporative intercooler heat exchanger (EIHE) classified as a new technology method for hyper cooling EICAC were founded from previous studies it was conducted on diesel engine power and emission enhancement by (Grönman et al. 2016) using compressed air turbine expansion technique design, which faces the issue of large size and low cooling capacity compared to its scale. And some of the studies mainly completed in design stages only, or with the simulation, used to protect the idea.

Available IHE in the market technically face the issue of large size, non-flexible of use with other engines, and showed low performance at low engine speed, maintenance and utility problems, and there is a need to contribute new design technique of IHE. Furthermore, there were incomplete or failed attempts to integrate the IHE directly with the vehicle air-conditioning system. But due to unavailable suitable facility and technology at that time, it was abandoned or failed, and most of the designers investigated the EICA cooling influence in laboratories with an external refrigerant system source (Cipollone et al. 2017). Commercially, the conventional IHE's available in the market have disadvantages in operation, low thermal capacity, size challenge, high cost, and leaking. A new higher performance IHE will help to improve the vehicle performance and reduce the emissions, especially present century recorded a significant increase in vehicles produced in the world to fulfill the market demand. The amount of vehicles globally shows a massive number of personal ownership of vehicles on the road (N. Menon et al. 2019). The increase of ambient temperature variation affects the SI-engine performance (Gong et al., 2019), cause the engines to consume extra fuel due to incomplete combustion (Pugh et al., 2019), and this leads to a higher exhaust emission (Nanthagopal et al. 2019).

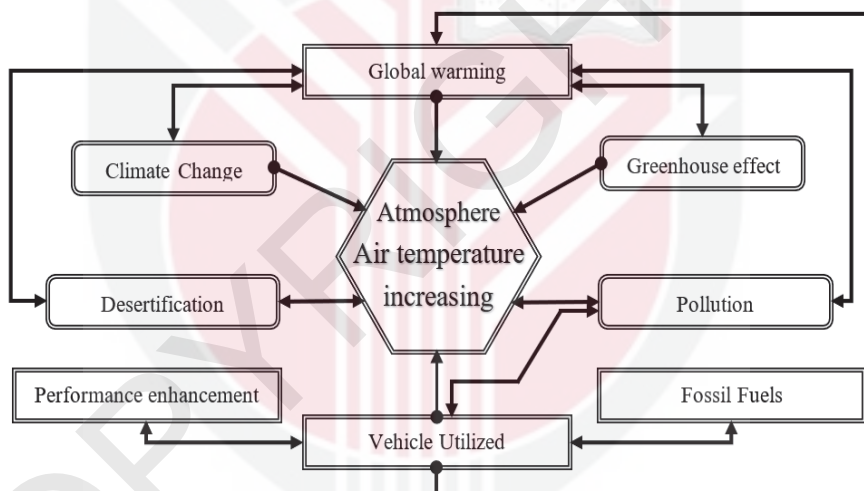


Figure 1.3 : Parameters influence the atmosphere air temperature increasing

Figure 1.3 demonstrated that most characterized parameters influence the atmospheric temperature increase. The engine intake charge air EICA cooling technology using the IHE used to improve the engines for better performance and emissions levels.

1.3 Objective

The main objective of this study is to design a developed EIHE that can be utilized by vehicles with SI engines in order to improve their performance. The specific objectives are:

1. To design an improved EIHE utilizing new coolant type as a vehicle EICAC device.
2. To analyze the performance of a newly designed EIHE device by using computational fluid dynamics (CFD) and experimentally.
3. To validate the new EIHE and evaluate the cooled air influence on the engine performance based on laboratory test and real-world tests based on a chassis dynamometer and vehicle static stand-still tests.

1.4 Scope of the Study

1. The constructed EIHE designed to be operational in all vehicle status operations, a challenge of cooling performance while the vehicle is in a static standstill operation.
2. The constructed EIHE design was designed to utilized in vehicles with SI-engines. The IHE intended for the vehicle sample of the Proton Wira 1.5L four-cylinder SI-engine 2004 model. The device integrated into the manifold inlet charge air of the engine.
3. The selected sample vehicle is non-turbo or supercharger. The study focuses on temperature parameter influence on vehicle performance in the absence of the pressurized system.
4. The constructed EIHE developed to be used as an EICAC device to study the influence of lower intake charge air temperature within 50% on vehicle engine performance.
5. The constructed EIHE Scale is dependent on minimum charge air pressure drop of 5%.
6. Shared the refrigerant coolant with the vehicle air-conditioning system utilizing the same system component, operate as the second evaporator.
7. The EIHE designed to be operational in various vehicle engine speed of 0 to 100 km/h, and functional at different environmental temperature status.
8. Evaluate the vehicle EICAC performance by conducting the real-world driving test

1.5 Thesis Layout

This thesis consists of five chapters. The thesis first chapter starts with the introduction, including the problem statement, objectives, and scope of this work, the significance of the research, and thesis layout.

The second chapter includes the literature review search of subjects pertinent to the work. An overview of vehicle combustion performance in spark ignition engines, introducing the influence of ambient air temperature property on engine combustion performance, utilizing intercooler heat exchanger and introduction to its types, introduction to vehicle air-conditioning system, the process of EIHE developing and selection. In this chapter, Computational Fluid Dynamic (CFD) presented with EIHE optimization. Laboratory and real-world test investigation introduced for design validating and performance evaluation.

The third chapter describes the methodology outline of this research. Firstly, a comparison analysis for existing IHE. Secondly, theoretical analysis and designing of the selected EIHE. Thirdly, the CFD numerical analysis elaborating for the modeling process of the current and new design IHE models using the ANSYS Platform. Fourthly, experimental laboratory validation of the newly designed EIHE and engine charge air measuring flowrate experimentally. The fifth, experimental tests of EIHE evaluation and cooling performance analysis. The experiments conducted with the continuation of the process to evaluate the EICAC influence engine performance in the laboratory and applied real-world tests conducted using a chassis dynamometer for the investigation. Real-world on-road drive test conducted to make sure and present actual realistic data of EICAC technology on the vehicle during the performance investigation. The eyewitness of driving observation by the author evaluating through observation of the vehicle while conducting the tests.

Chapter four presents the results achieved from numerical and CFD simulation, comparison analysis of designs, evaluation results of EIHE experimental tests. The investigation results of the engine performance influenced by the EICAC temperature variation and driving method. The results presented in visual graphical forms, tables, and statistical analyses.

Chapter five presents the conclusions derived results from this research, future recommendations of the research presented.

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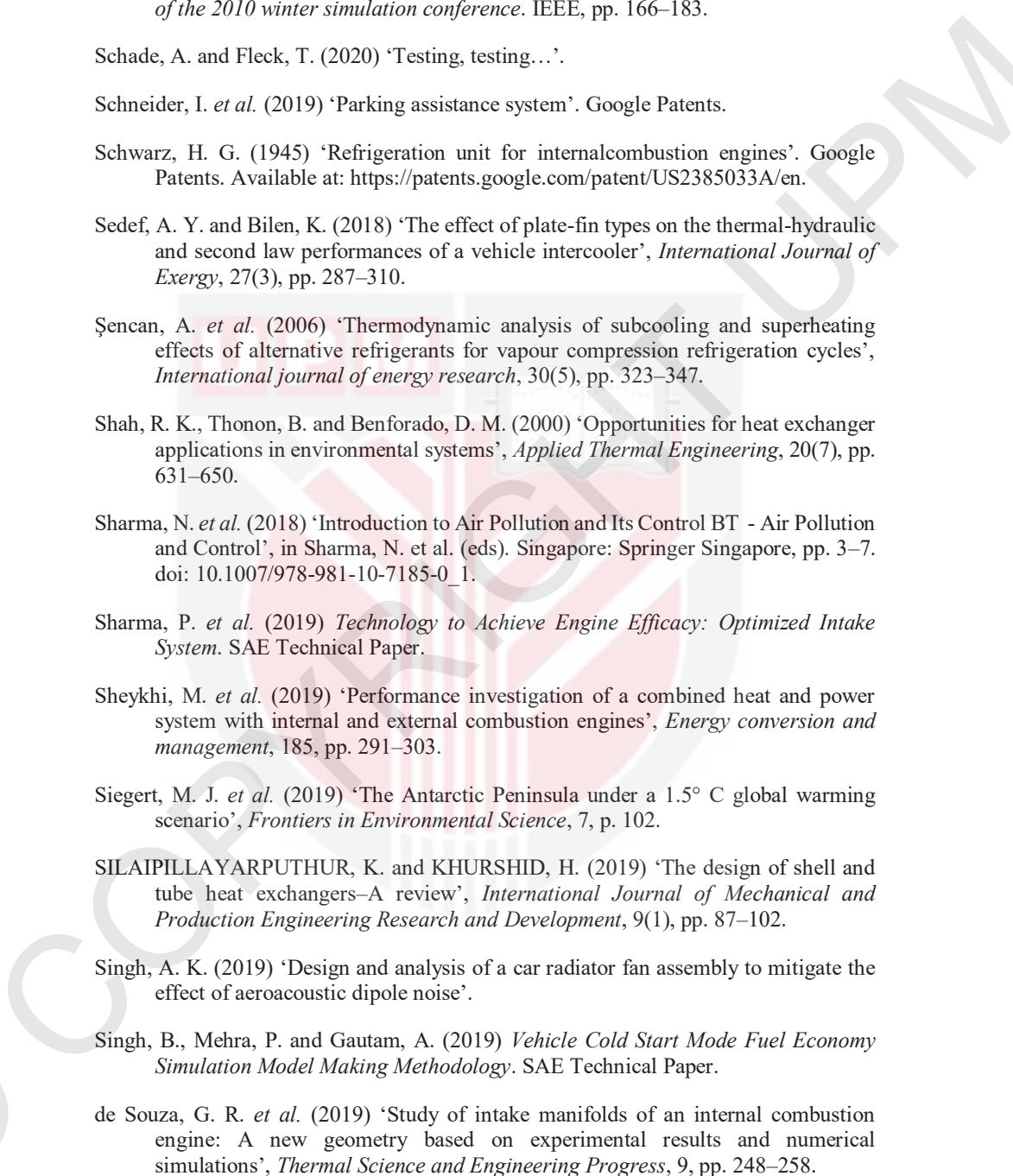
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LIST OF PUBLICATIONS

Publication

Sharif, P. M., Hairuddin, A. A., As'ary, A., Rezali, K. A. M., Noor, M. M., & Shareef, S. M. (2019). Development of evaporative intercooler heat exchanger for vehicle charge air enhancement using CFD simulation. *Journal of Mechanical Engineering and Sciences*, 13(4), 6195-6217.

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