



**COMPUTATIONAL SIMULATION OF GASOLINE BEHAVIOR (SWIRL)
INSIDE COMBUSTION CHAMBER DURING INTAKE-STROKE USING
FLUENT**

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TABLE OF CONTENTS	PAGE
Acknowledgement	II
Abstract	III
List of abbreviations	IV
List of tables	V
List of figures	VI
CHAPTER I PRELIMINARY WORKS	
1.0 Introduction	1
1.1 objectives	2
1.2 Methodology	2
1.3 Project methodology chart	3
CHAPTER II THEORY AND PRINCIPLES OF GASOLINE BEHAVIOR (SWIRL)	
2.0 Introduction	4
2.1 Swirl measurement	5
2.1.1 Swirl ratio	7
2.1.2 Swirl coefficient	8
2.2 Factor that effect the gasoline behavior (swirl)	9
2.2.1 Engine performance	9
2.2.1.1 Volumetric efficiency	11
2.2.2.2 Heat transfer	13
2.2.2.3 Valve timing	14
2.2.2 Air-flow phenomena	15
2.2.3 The fluid transporter (carburetor)	18
2.2.3.1 Flow through the venture	20
2.2.3.2 Flow through the fuel orifice	21
2.2.3.3 Carburetor performance	22

2.2.3.4 Flow of fuel	23
2.2.4 Turbulence characteristics	24
2.2.5 Intake jet Flow	26

**CHAPTER III EXPERIMENT OF SMALL ENGINE DYNAMOMETER
(GASOLINE)**

MEASUREMENT OF AIR AND GASOLINE CONSUMPTION

3.1 Measurement of Air Consumption	27
3.1.1 Measurement of pressure with the manometer	27
3.1.2 Calculation of air consumption	29
3.2 Measurement of gasoline consumption	31
3.2.1 Petrol measurement system	31
3.2.2 Calculation of gasoline consumption	33
3.3 Experiment of Air Consumption	33
3.3.1 Introduction	34
3.3.2 Procedures	35
3.3.3 Air consumption data sheet	36
3.3.3.1 Sample calculations	38
3.4 Experiment of gasoline Consumption	40
3.4.1 Introduction	40
3.4.2 Procedures	41
3.4.3 gasoline consumption data sheet	43
3.4.3.1 Sample calculations	44
3.5 Experiment of Air-gasoline Ratio	46
3.5.1 Introduction	46
3.5.2 Procedures	47
3.5.3 Air gasoline ratio data sheet	48
3.5.3.1 Sample calculations	51
3.6 Data of Temperatures Collected From the Experiment	52

ABSTRACT

This thesis is presenting the development of computational simulation of gasoline behavior inside combustion chamber during the intake-stroke by using fluent. The validation has been conducted using experimental analysis. The data that had been simulated are collected from the experiment done in laboratory. The validation of the result from simulation had been done by comparing with theoretical that stated in the book. The results analyses are base on the difference speed of engine. The swirl phenomenon is proportional to the velocity of fuel that applies to the intake manifold. The higher the velocity of fuel flow into the combustion chamber the more swirl phenomena occur inside combustion chamber.

CHAPTER I

PRELIMINARY WORKS

1.0 Introduction

Automobiles afford such a convenient means of transportation that they will continue to be demanded by our mobile society. As a result, the requirement to meet the challenge of producing cleaner and more efficient power plants will intensify further over the next few years. This challenge requires an increased commitment to research by the transportation industry. The industry has already improved engine performance significantly through the use of new technologies such as ultra-high injection pressure fuel sprays (e.g. to reduce pollutant emission levels) and the use of advanced materials (e.g. Ceramics to influence engine heat transfer losses). More recently, advanced computer models are finding increased use in the industry as a tool to increase the pace of change.

The internal combustion engine represents one of the more challenging fluid mechanics problems to model because the flow is compressible with large density variations, low Mach number (typically < 0.4), turbulent, unsteady, cyclic, and non-stationary, both spatially and temporally [1]. The combustion characteristics are greatly influenced by the details of the fuel preparation process and the distribution of fuel in the engine which is, in turn, controlled by the in-cylinder fluid mechanics.