

HERON Cycle Simulation Program

H C S

For Turbo Charged Combustion Engines

HERON – Cycle Simulation Program H C S

MOTIVATION

Gas dynamic pressure activities during the gas exchange process are negligible for turbo charged engines, especially in compactly designed DIESEL engines. It is therefore possible to calculate the complete thermodynamic process of the entire engine by means of the so-called “filling and emptying method”.

If all the relevant equations and required solving algorithms are successfully implemented into a prevalent data acquisition system, it is possible to quickly and easily solve all thermodynamic questions for a complete cycle period. This allows parameter studies of all important engine dimensions, such as valve size and timing, matching of the turbo charger sizes and cooler layout for TC and TCI engines. The most important engine dimensions can be defined, and predictions about the expected power/torque output and the fuel consumption can be made.

Time and cost intensive modelling of the engine model will thus be unnecessary. As a fast and simple tool, HCS can support the engine designer and development engineer.

NB:

HERON provides engine models which are adapted to the needs of the user (ready to be applied).

HERON – Cycle Simulation Program H C S

STRATEGY

Defining a modular based engine simulation tool, including the arrangement and control of all applied components in the inlet and exhaust, as well as being solved in a common program environment.

The code used for solving the equations was Visual Basic (VB) – the data acquisition platform used was Microsoft EXCEL®.

This decision has several advantages:

Straightforward to use, very little introduction required. Furthermore, it is possible to combine (link) this program with other data sources for comparison (e.g. dyno data) or other EXCEL® based data systems.

In the initial stage, the program was written for simulating and studying various engine parameters with the focus on a simple-to-use input data sheet and a free adaptable post processing tool. In the next stage, the focus is on series calculation of entire full- or part-load curves.

In the long term, a simulation of complete pre-defined cycle periods as required for the prediction of the fuel consumption and emission output is intended.

HCS - MODULES (Status Jan. 10)

- **CYLINDER**

USER-Input: Bore, stroke, con rod length, compression ratio, piston pin offset
Area size and individual wall temperatures (liner-, piston- and cylinder surface values)
Calculation of the heat transfer coefficients according to WOSCHNI, including the swirl number and DI or IDI
Combustion modelling according to VIBE or measured values from pressure indication
Fuel injection mass or LAMBDA, lower calorific heating value, calculation of gas properties according to ZACHARIAS
Valve lift curves for intake and exhaust, flow coefficients (MYSIGMA or ALFA-K)
Valve size and clearance, port surfaces and individual wall temperatures

Additional feature: Simple data import for valve lift curves and valve shifting for timing investigations, “.ASCII” data interface

- **VOLUME**

USER-Input: Volume size, surface area, wall temperature, flow coefficients

- **TURBO CHARGER**

USER-Input: Turbine size, compressor- and turbine efficiency, compressor pressure ratio
Simulation modus: A: Boost pressure calculation B: Turbine size layout C: Wastegate simulation

- **INTERCOOLER**

USER-Input: Volume size, surface area, wall temperature

- **AIR FILTER**

USER-Input: Pressure loss

- **AMBIENT**

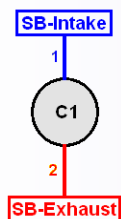
USER-Input: Pressure and temperature

- **PROGRAM CONTROL**

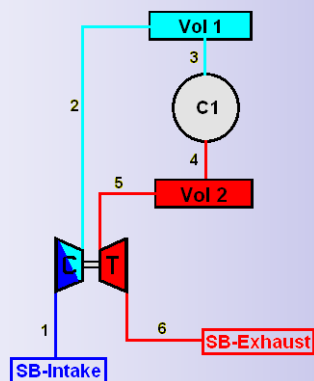
USER-Input: Engine speed, number of cycles & time step interval -> 2 convergence criteria for error control

HCS - Models (Examples)

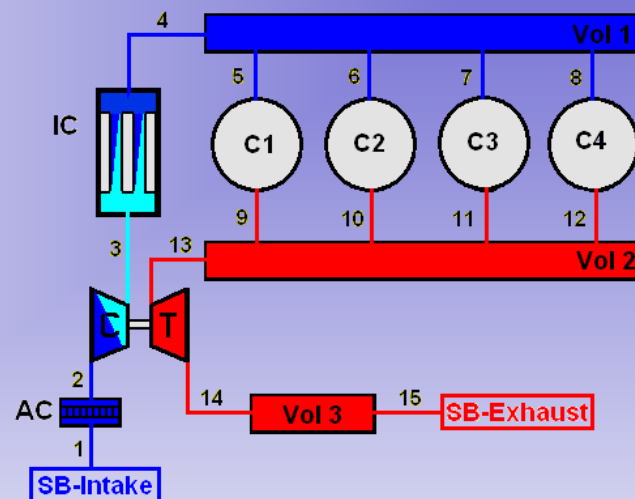
1C NA-Model



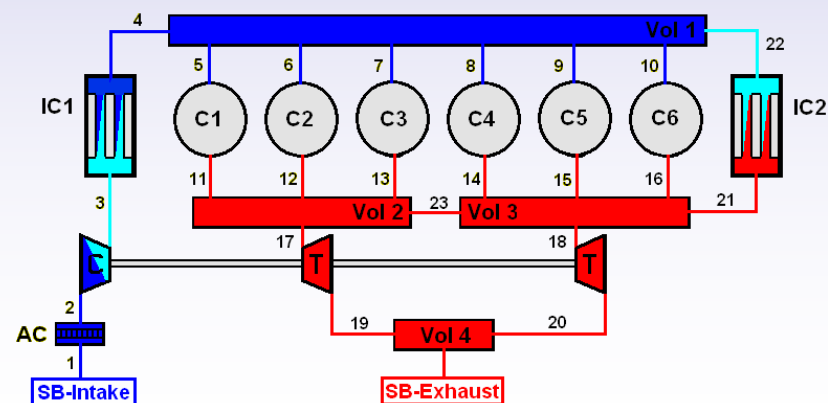
1C-TC Model



4C-TCI DIESEL Engine Model



6C-TCI Diesel Engine with externally cooled EGR



HERON delivers the individual

engine models -

The costumer only changes the

required input data

HCS - Input sheet (Example)

Program: HCS_4C_TCI_v1.15
 Created by: HERON TECHNIK
 Project ID: 4C - 5.1L (Example VE)

Engine Speed: 2200 rpm
 Timestep: 1 deg
 Number of Cycles: 12
 Number of Cylinders: 4

FUEL DATA
 Stoichiometric A/F: 14.7 kg/kg
 Net Calorific Value: 42700 kJ/kg
 Friction Loss FMEP: 1.65 bar

INPUT DATA
 BORE: 110 mm
 STROKE: 135 mm
 CONROD LENGTH: 221 mm
 Crankshaft-Offset: 0 mm
 COMPRESSION RATIO: 17.5
 Total Displacement: 5.132 L

SB1 - INTAKE Po1: 1 bar
 Ambient Conditions To1: 25 °C
 = Ref. Condition Pur1: 1
SB2 - EXHAUST Po2: 1 bar
 Ambient Conditions To2: 550 °C
 Pur2: 0.1

Fuelling Mass: 125 mg
Combustion Vibe: Load ROHR
 CombStart: -12 deg.CRA
 CombDuration: 64 deg.CRA
 Vibe m: 1.9
 Vibe a: 6.9

Heat Transfer Woschni
 Head to Bore Area: 1.03
 Piston to Bore Area: 1.4
 Piston to Head Distance: 1 mm

Air Cleaner AC
 Pressure loss: 27 mbar

CALCULATION		Save last results
Summary		
SPEED	2200 rpm	2200
IMEP	18.37 bar	18.78
BMEP	16.72 bar	17.13
Power	157.3 kW	161.2
Torque	683.0 Nm	699.5
BSFC	209.7 g/kWh	204.8
LAMBDA	1.75	1.75
Fuelling	125.00 mg	125.00
RGC	3.90 %	4.01
P F P	163 bar	172
PFP Position	7.0 deg	11.0
Compr. Eff.	-0.2 deg	-0.2
MFB 50%	17.0 deg	13.9
MFB 90%	31.8 deg	27.2
PMEP	-1.32 bar	-1.33
PMEP Intake	2.25 bar	2.25
PMEP Exhaust	-3.57 bar	-3.58
ADR_SB1	214.4 %	214.2
ADR_Vol2	85.4 %	85.4
ETA_vol	82.1 %	81.9
Air mass flow	850 kg/h	849
Fuel mass flow	33.0 kg/h	33.0
Exhaust flow	883 kg/h	882
Piston Heat Flow	5.68 kW	6.07
Head Heat Flow	4.43 kW	4.73
Liner Heat Flow	4.64 kW	4.50
P_Vol2	2.680 bar	2.680
T_Vol2	45 °C	45
P_Vol3	3.333 bar	3.346
T_Vol3	624 °C	607
P_Vol4	1.150 bar	1.146
W.G. Flow Rate	18.8 %	17.6
M-Balance error	0.0 %	0.0
TC-Balance error	0.1 %	0.1

INTAKE Timings orig. shift new
 IVO: 355.0 deg
 max. Lift: 459.4
 IVC: 571.3

EXHAUST Timings orig. shift new
 EVO: 142.4 deg
 max. Lift: 254.4
 EVC: 372.0

Head Temperature 291 °C
Piston Temperature 320 °C
Liner Temperature 230 °C
 cu/cm: 2
 DI/IDI: DI

	AREA	TEMP.
INLET Port	13075 mm²	80 °C
EXHAUST Port	9548 mm²	220 °C

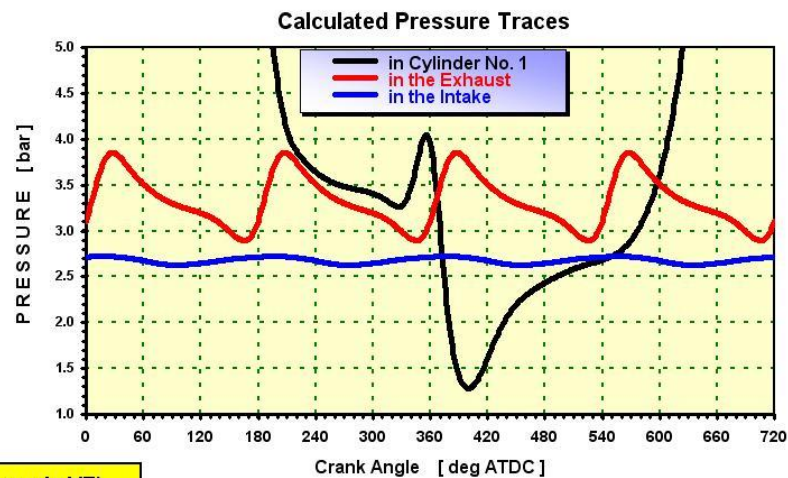
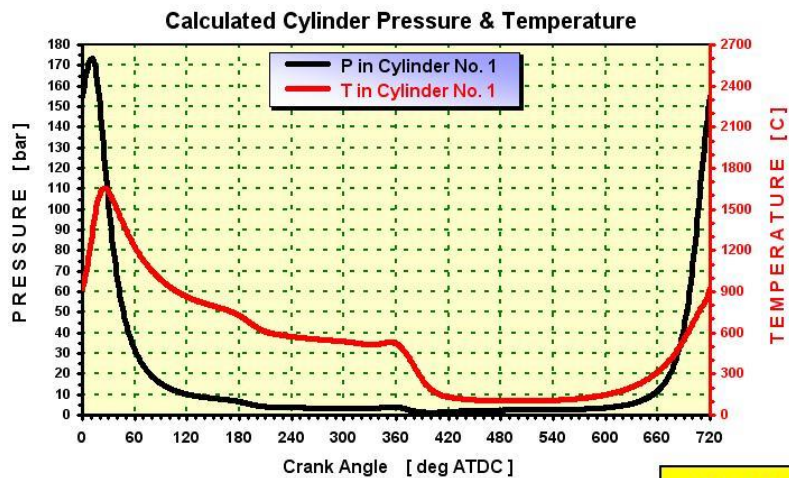
	I C	Vol 2	Vol 3	Vol 4	
Volume	L	3	3.5	2	10
Surface	m²	5	0	0	0
Wall Temperature	°C	25	25	680	340
Diameter DIA	mm	40	90	80	100
ALFA IN	-	0.91	0.92	0.93	0.75
ALFA OUT	-	0.915	0.925	0.935	0.75

INLET Flow Coeff.		EXH. Flow Coeff.	
Lift	forward	Lift	forward
0	0	0	0
0.04	0.084	0.04	0.097
0.08	0.151	0.08	0.231
0.12	0.229	0.12	0.399
0.16	0.324	0.16	0.516
0.20	0.415	0.20	0.578
0.24	0.502	0.24	0.615
0.28	0.575	0.28	0.643
0.32	0.629	0.32	0.659
0.36	0.665	0.36	0.673
0.40	0.690	0.40	0.681

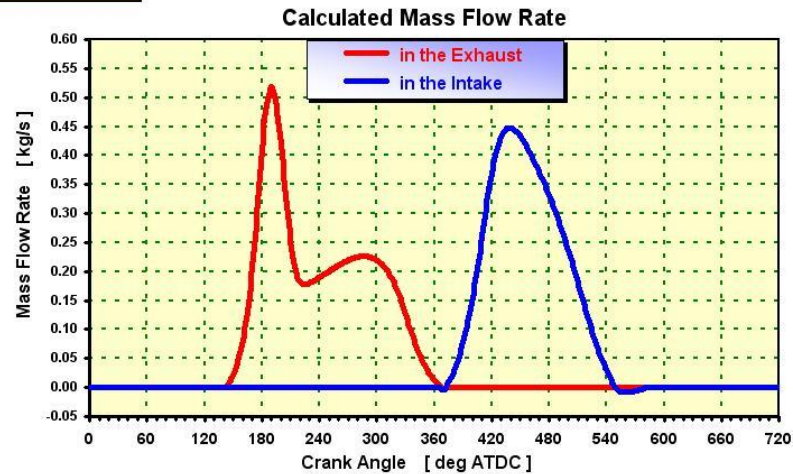
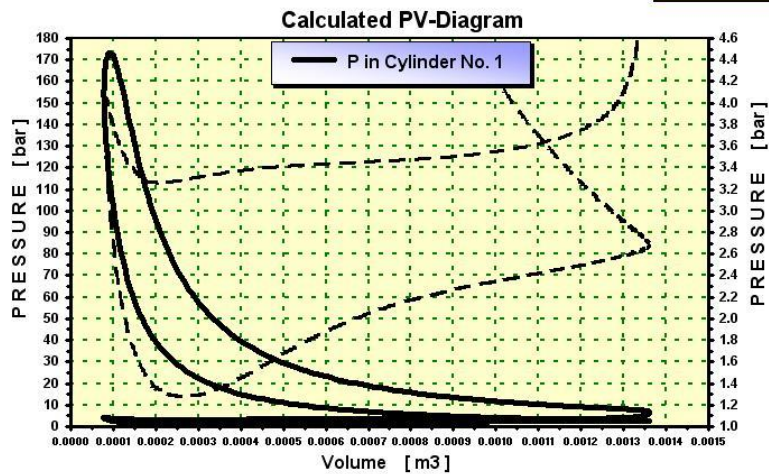
Program Version: v1.15
 Licensed for: HERON_02
 Code: 0851-DAC1
 Status: 44
 Error: -
 Expire Date: 30.05.2011
 User INPUT data
 Calculation RESULTS

Input sheet (Example)

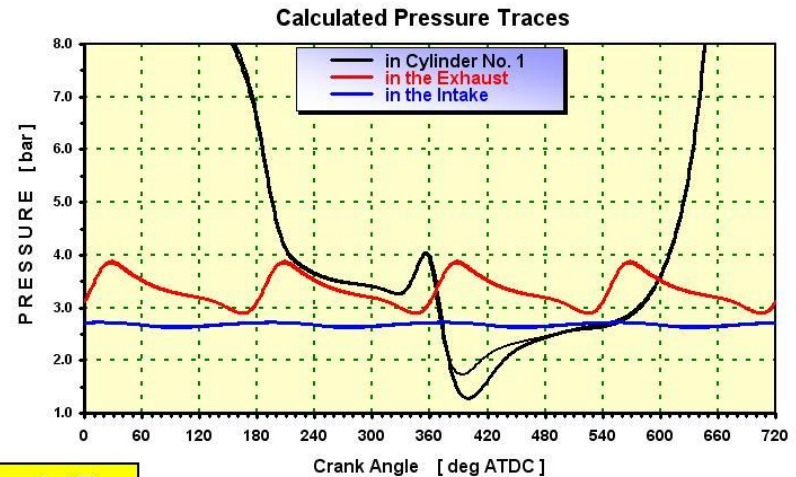
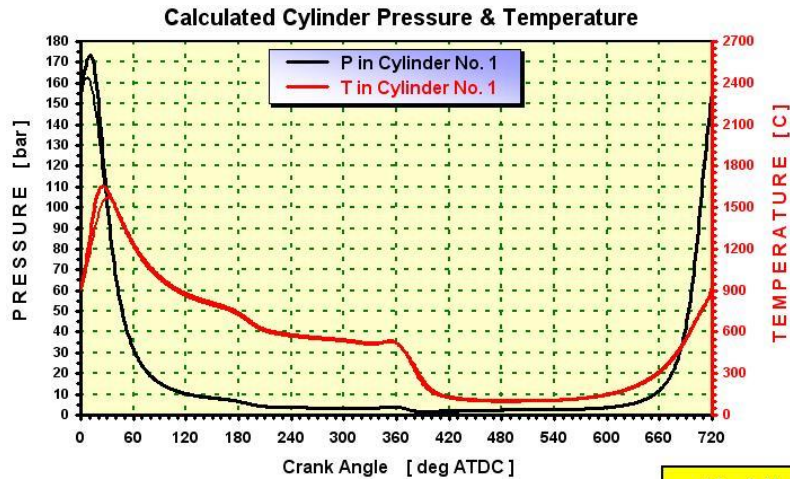
HCS - Output sheet (Example)



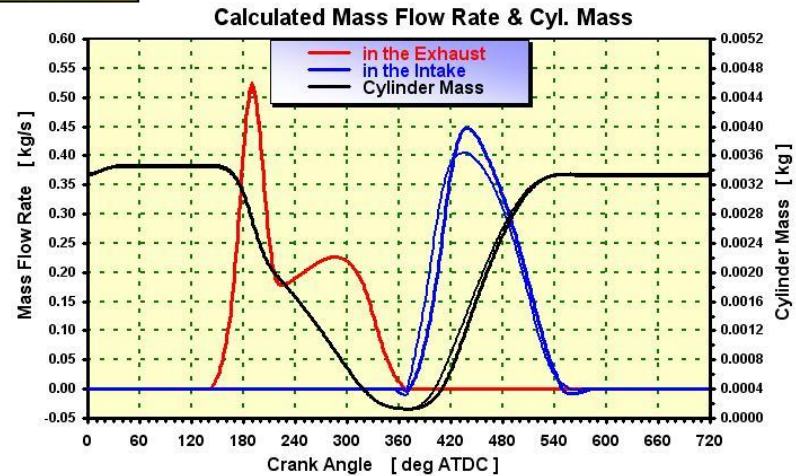
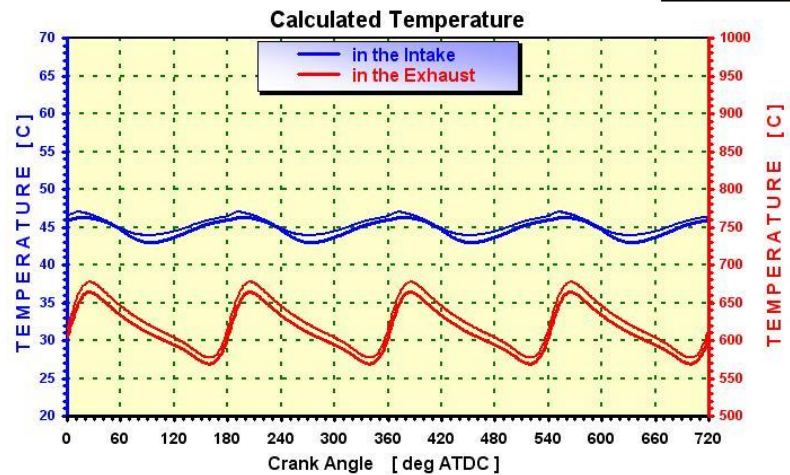
4C - 5.1L (Example VE)



HCS - Output sheet (Example)

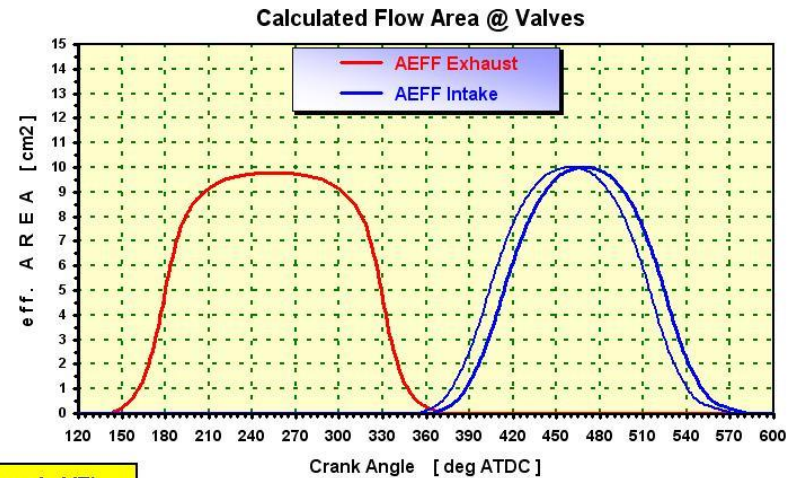
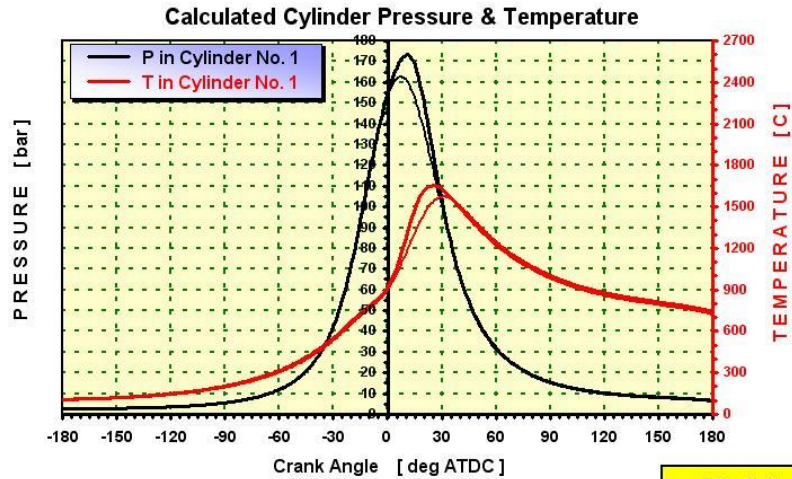


4C - 5.1L (Example VE)

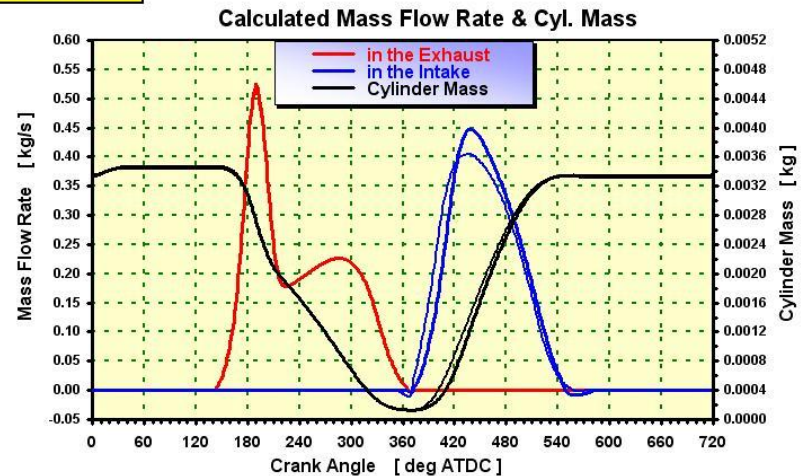
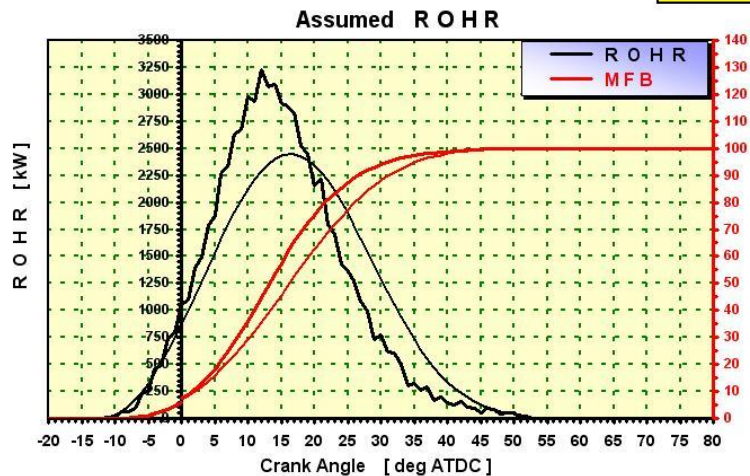


Modified input:
Intake cam 10 Deg retarded
and ROHR instead of VIBE combustion

HCS - Output sheet (Example)



4C - 5.1L (Example VE)



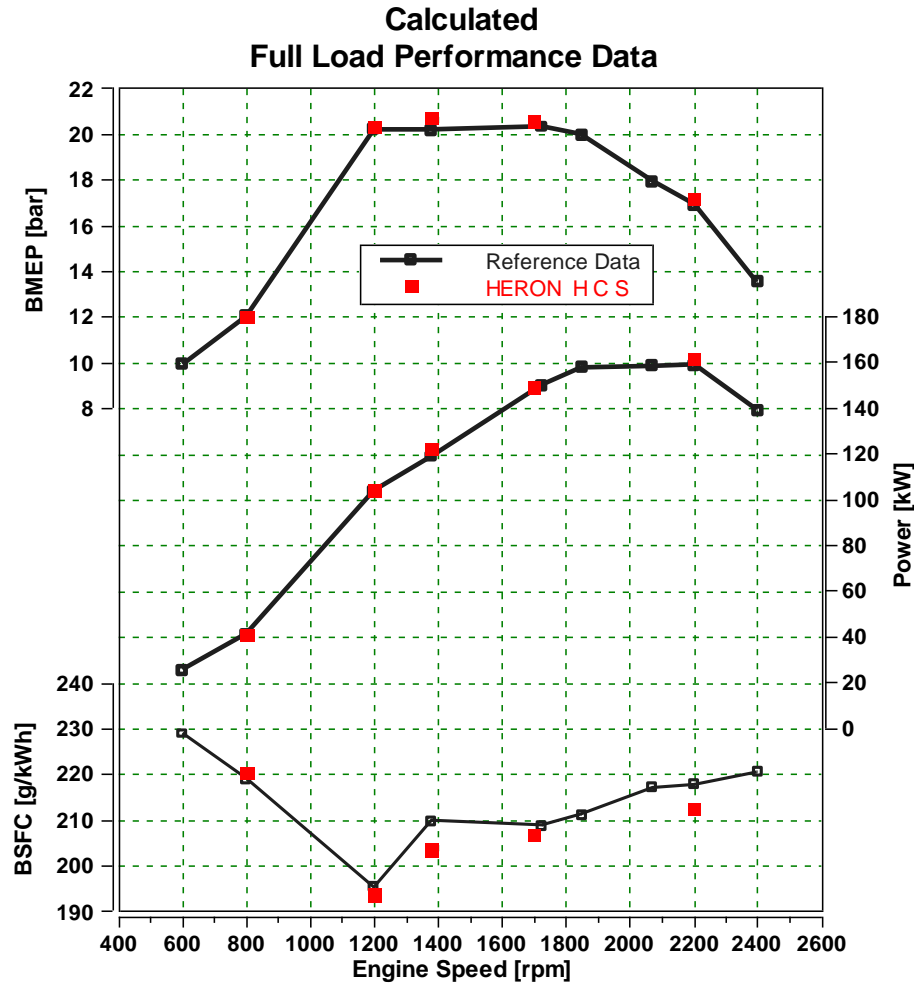
Modified input:
Intake cam 10 Deg retarded
and ROHR instead of VIBE combustion

H C S - Results (Example)

All crank angle based simulation length from the last cycle are available for further processing

Table with 48 columns (A-Z, AA-AH) and 90 rows. Columns include Crank Angle, Cylind 1 Pressure, and various Volume 1-4 parameters (Pressure, Temperature, Air/Fuel, Mass, Volume, Heat Transfer, Heat Flow, WmTmK, kW). Rows 1-90 show simulation data for crank angles from 0 to 360 degrees.

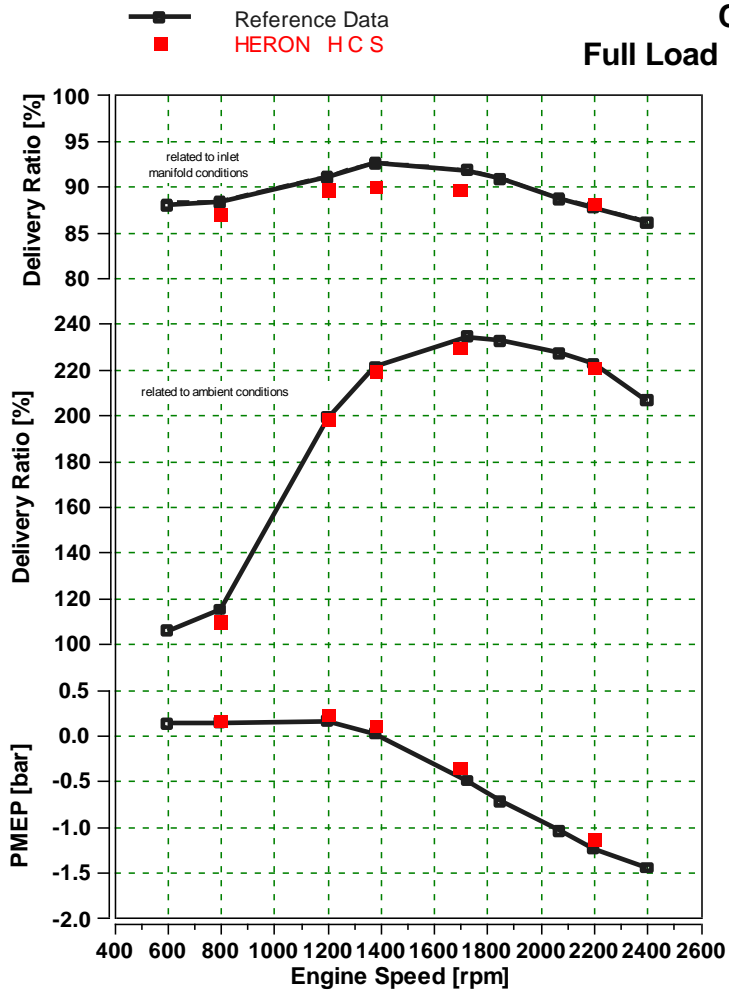
HCS - Example & Comparison



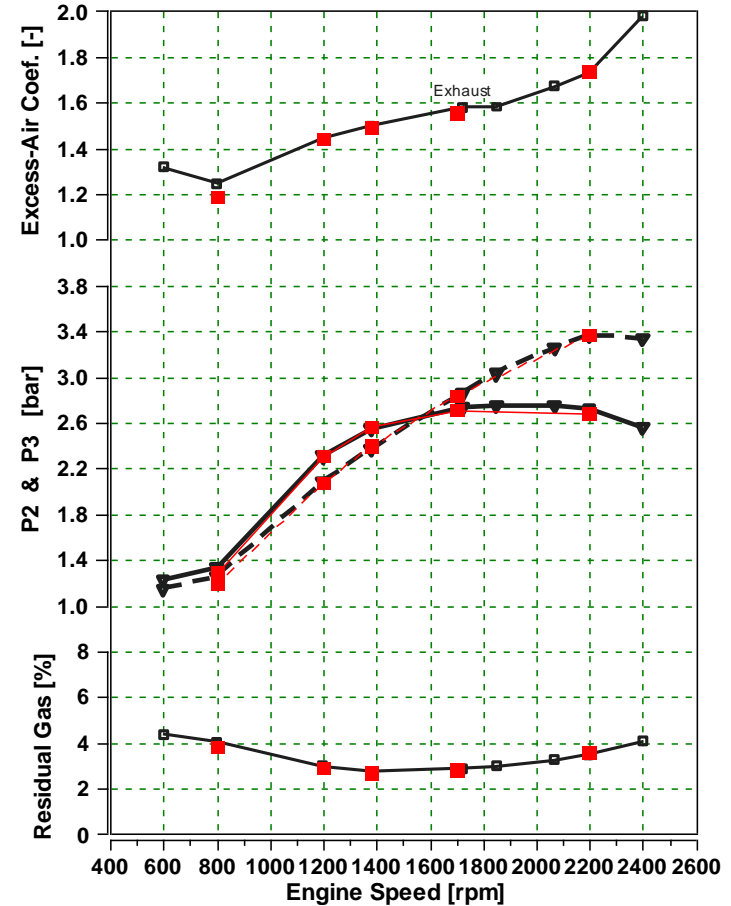
Lower Heating Value: 42700 kJ/kg
 Stoich. A/F-Ratio: 14.70 kg/kg

Ambient Conditions:
 p = 1.000 bar
 T = 25.0 °C

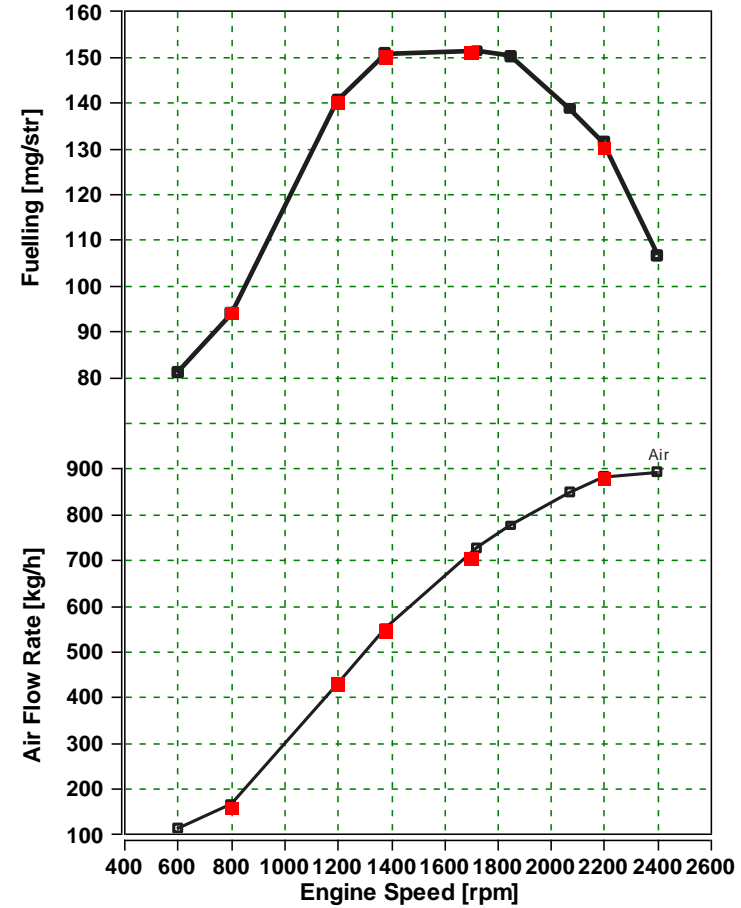
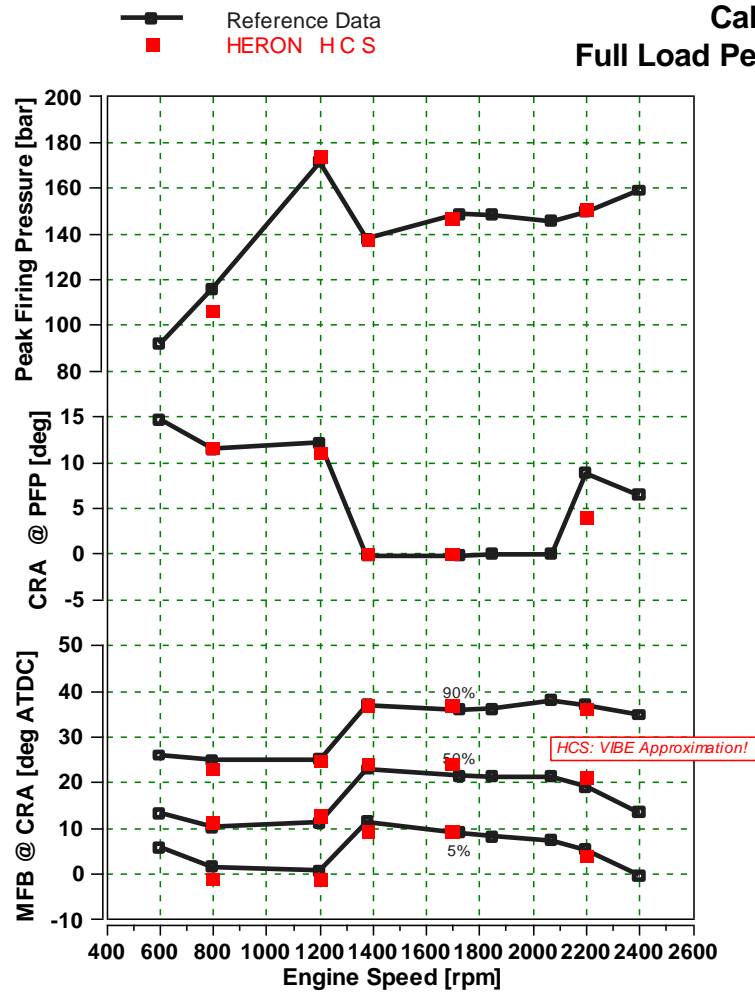
HCS - Example & Comparison



Calculated Full Load Performance Data



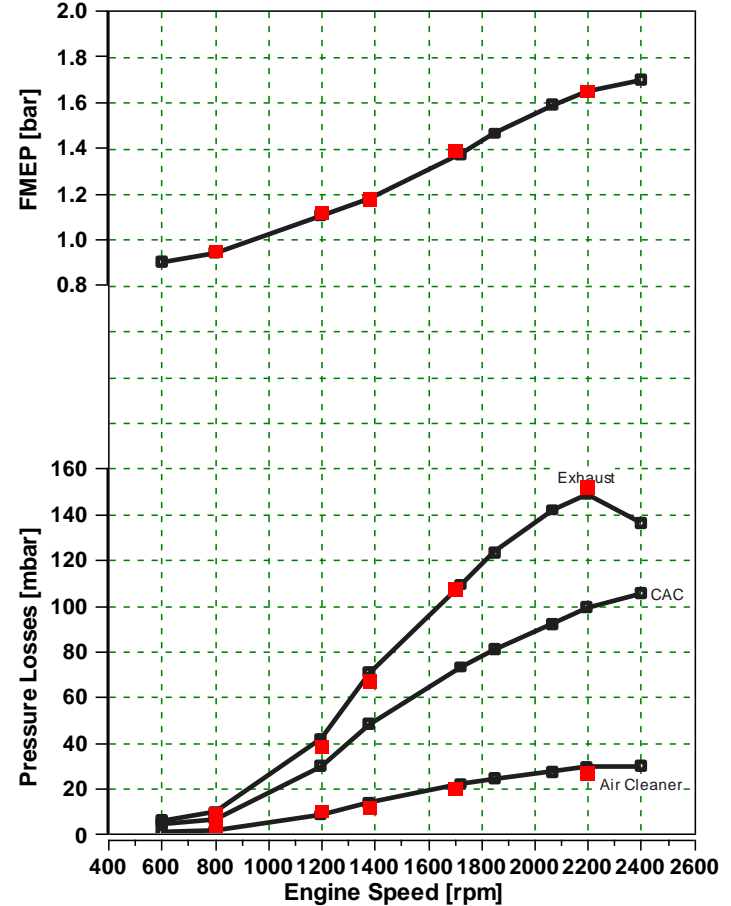
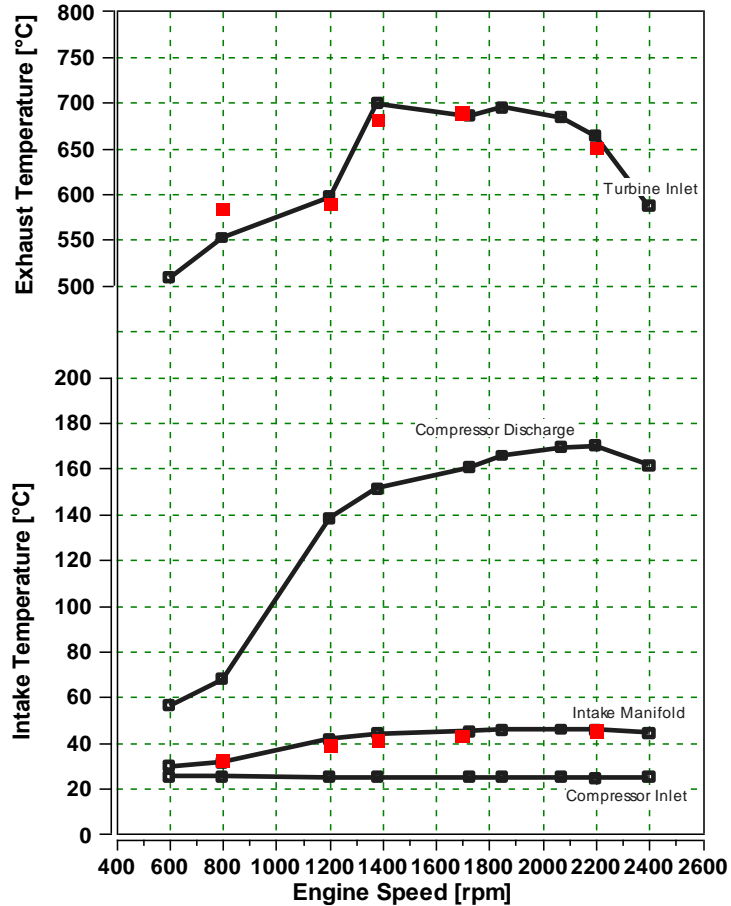
HCS - Example & Comparison



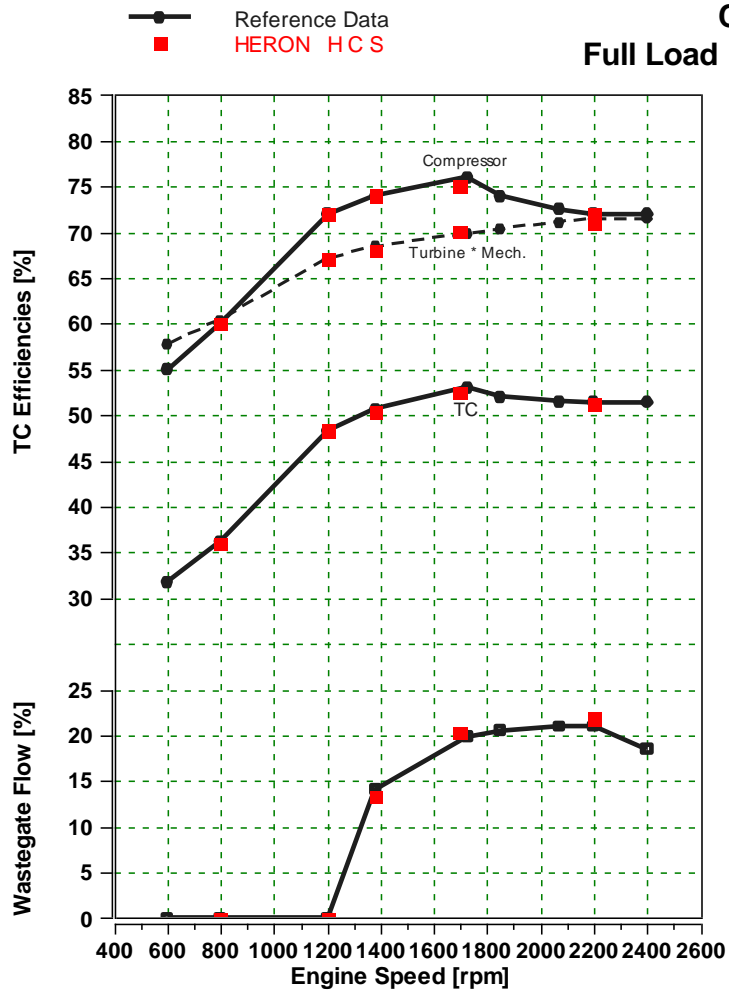
HCS - Example & Comparison

■ Reference Data
■ HERON HCS

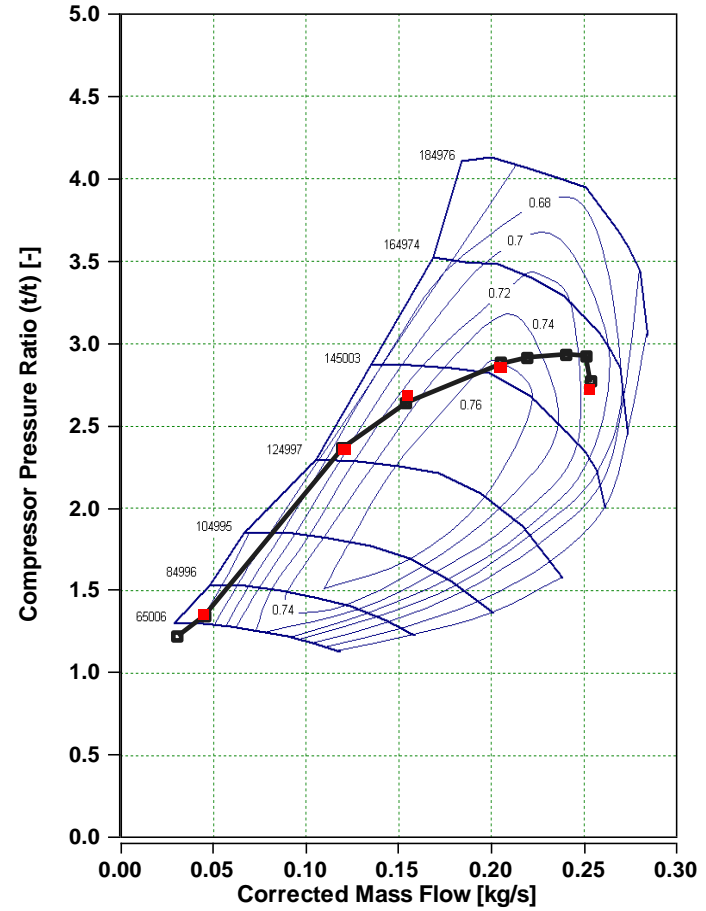
Calculated Full Load Performance Data



HCS - Example & Comparison

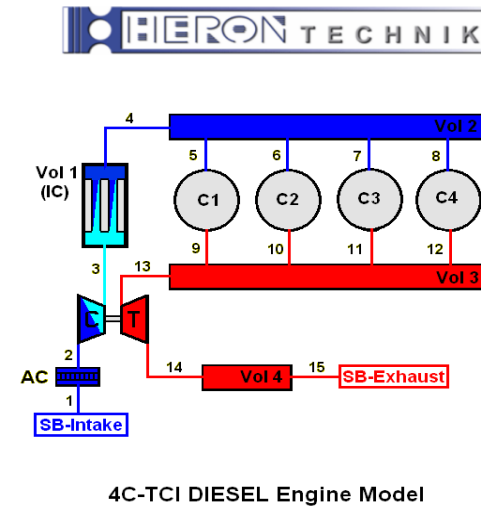
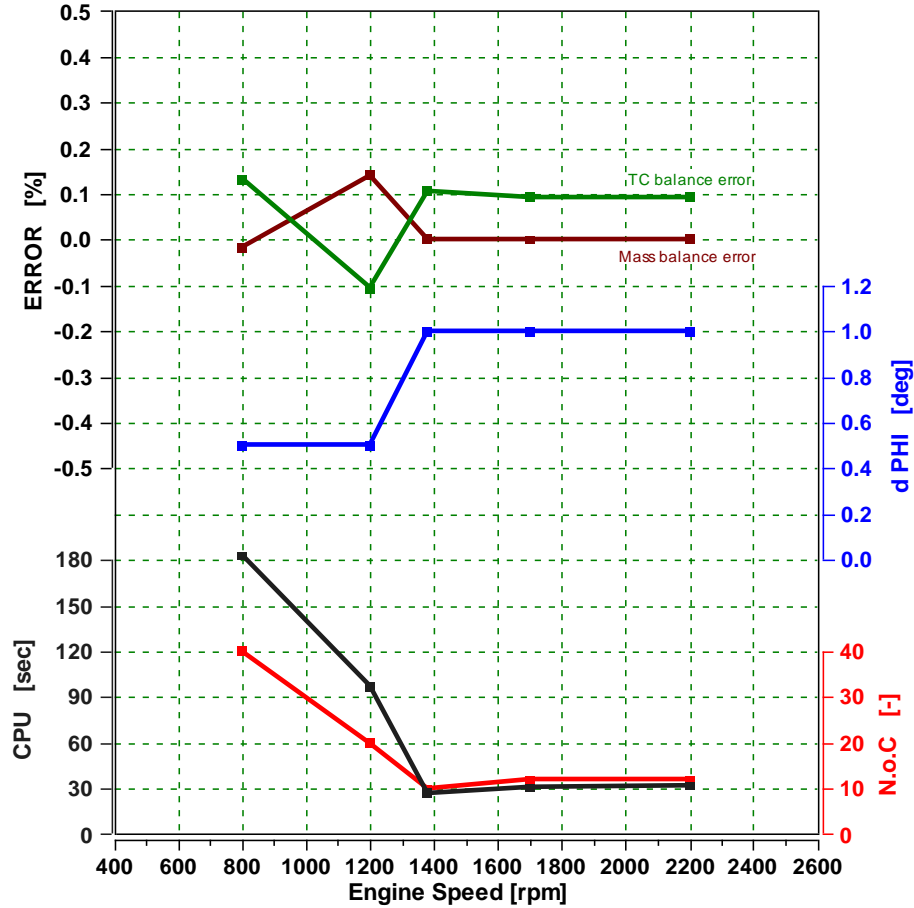


Calculated Full Load Performance Data



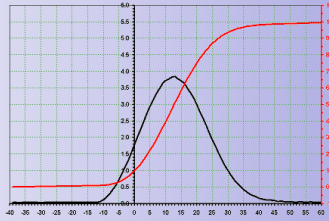
HCS - Example & Comparison

HCS : General Information



- d PHI Calculation Step [deg CRA]
- N.o.C Number of Cycles [-]
- CPU Calculation Time [sec]
- MBE_c Mass Balance Error [%]
- TCE_c T C Balance Error [%]

Applied Program Version: V_1.14 (March-2011)



Cycle Pressure Trace Analysis

C P T A

For Combustion Data Evaluation

Dr. Hans Alten - CEO
Graz, March 2011

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Web : www.heron.co.at

HERON – Cylinder Pressure Trace Analysis CPTA

MOTIVATION

First feedback from customers for a tool to evaluate the input data for the combustion simulation similar to the “real engine”.

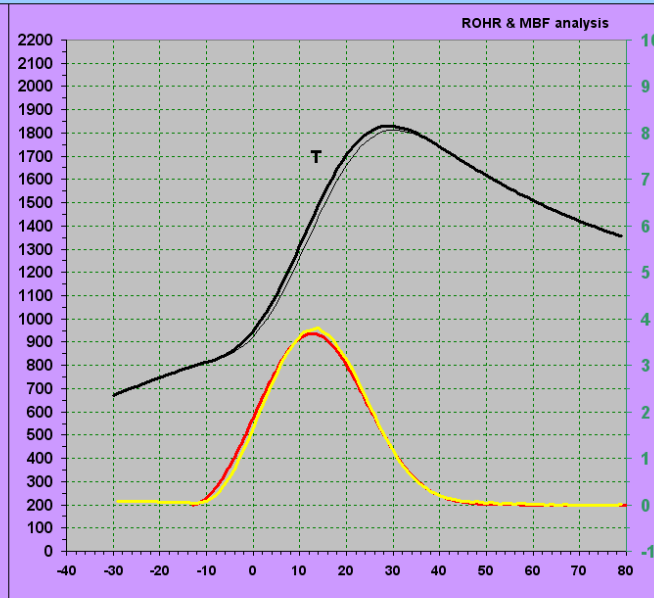
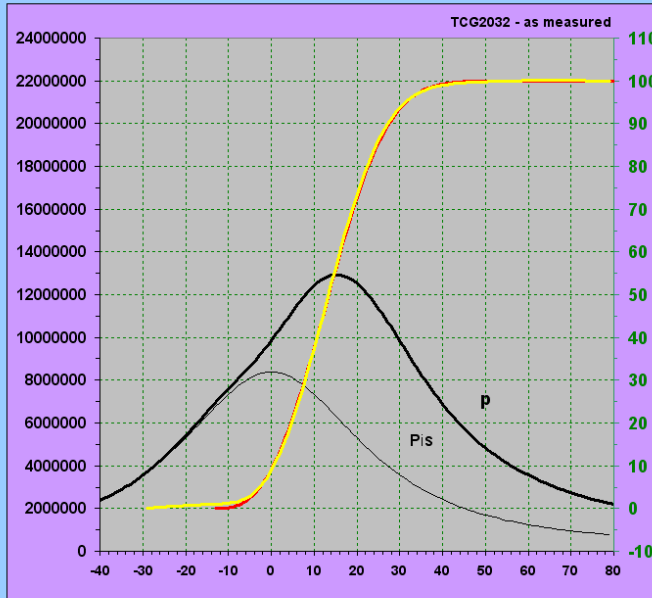
Therefore, a supplement to the HERON cycle simulation program HCS is under development to evaluate the ROHR data and a VIBE approximation from measured in-cylinder pressure traces.

DEVELOPMENT

- Stage 1: Simplified calculation in EXCEL - finished
- Stage 2: Advanced calculation in FORTRAN - finished
- Stage 3: Implementation in HCS (VBA) - in progress

COMBcalc

	DATA File Name	COMMENT 1	COMMENT 2	BORE [mm]	STROKE [mm]	C.R.L. [mm]	VH [L]	IMEP [bar]	EPS	ETA	Corr1	Corr2	SOC	DUR	m
Open File (1)	TCG2032_as_measured.txt	TCG2032 - as measured	ROHR & MBF analysis	260	320	560	16.990	21.85	12.00	2.50	1	1	-13	60	1.8
Open File (2)															
Open File (3)															
Open File (4)															
Open File (5)															

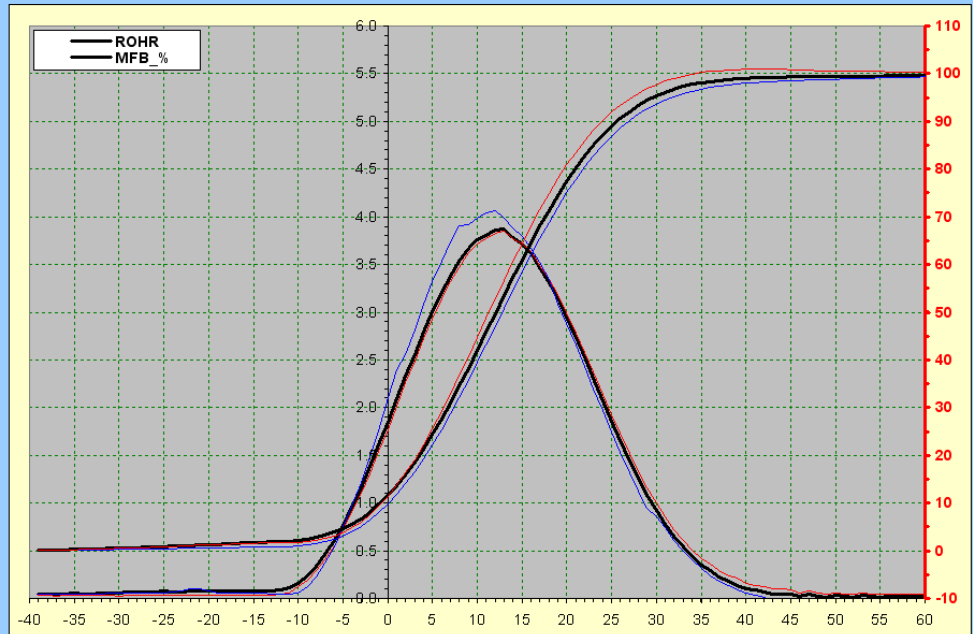
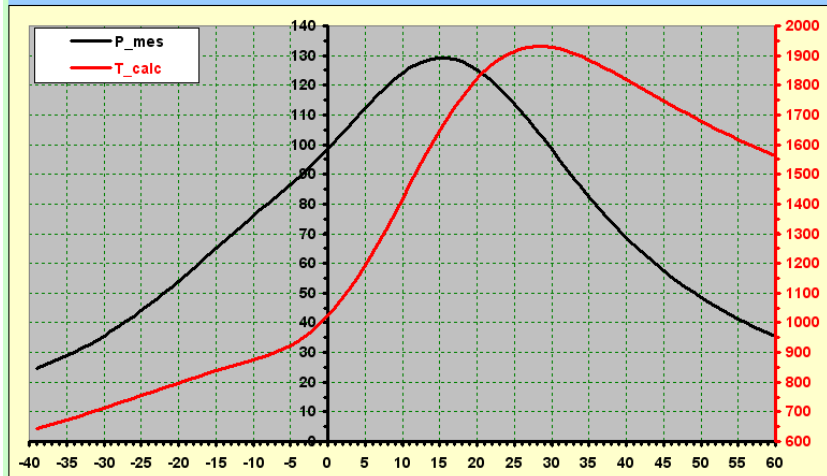


Last path : C:\HERON-Technik _P39

Stage 1: Simple EXCEL Sheet with fixed gas properties and without heat transfer

COMBO

	DATA File Name	COMMENT 1
Open File (1)	CURRENT.res	as measured EPS = 12.0
Open File (2)	CURRENT.res	as measured EPS = 12.4
Open File (3)	CURRENT.res	as calculated EPS = 12.0



```

# Comment Line 1
# Comment Line 2 ===== COMB_o V5.2 =====
# Comment Line 3
C:\HEF
C:\HEF
As cal
# reser
BORE
STROI
Conrol
EPS : 12
SPEED : 1000
# reserved
# reserved
    
```

confidential

```

A_pist : -1.15
A_cyl : -1.05
X_line : 5.6
T_pist : 520
T_cyl : 520
T_line : 458
ASPL : 720
I_stoff = 1
# reserved
ALFA_cor: 1
# reserved
    
```

```

Hu = 45700
Lmin = 15.98
Lambda = 0.82
PUR = 3.3
PHI0 : -40
PHIE : 82
M0[mg] : 52933
# reserved
# reserved
# reserved
    
```

```

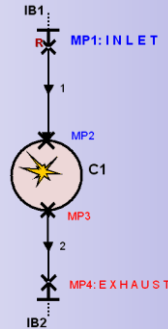
DPHLM : 0
DPRES_M : 0
P_amb = 1
T_amb = 20
# reserved
# reserved
    
```

```

No_glt = 0
Ns_glt = 0
No.Cyl : 1
Cyl No : 1
# reserved
# reserved
    
```

Last path : C:\HERON-Technik\COMBO\

Stage 2: Advanced FORTRAN program, including all key functionalities (EXCEL Pre- & Postprocessing)



Cycle Pressure Trace Analysis

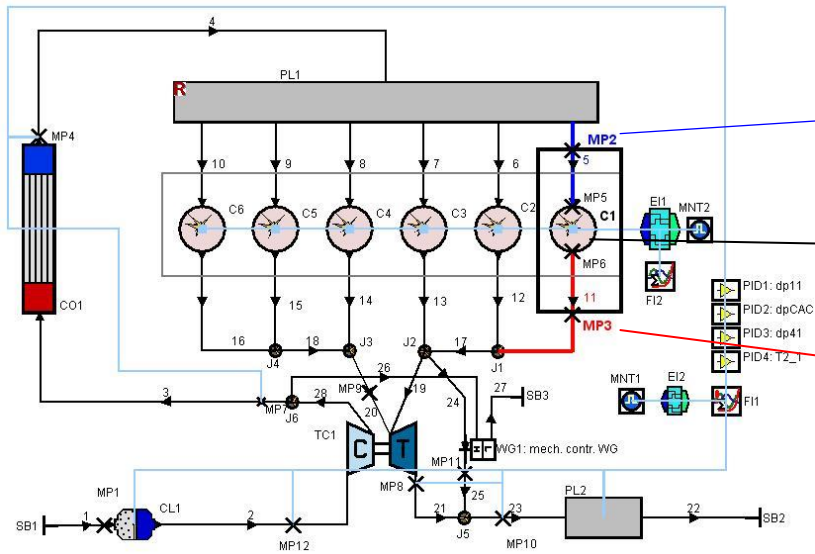
C P T A _ 1 C

For Combustion Data Evaluation
and Gas Exchange Analysis

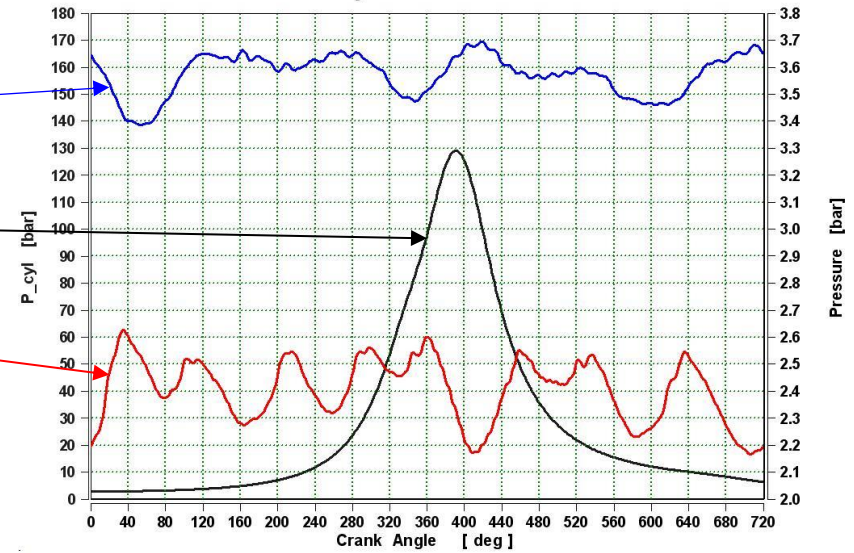
Step No. 1:

High- and low pressure measurements

Test bed installation

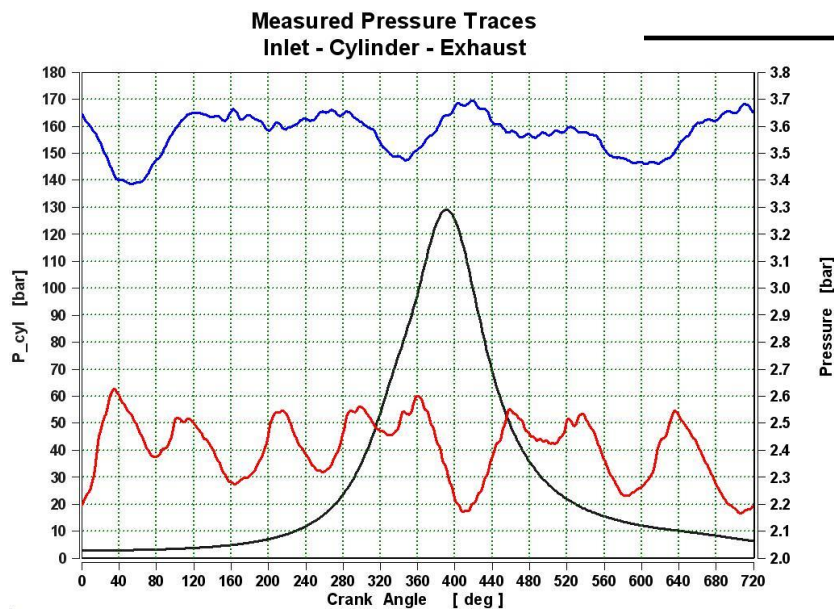


Measured Pressure Traces Inlet - Cylinder - Exhaust

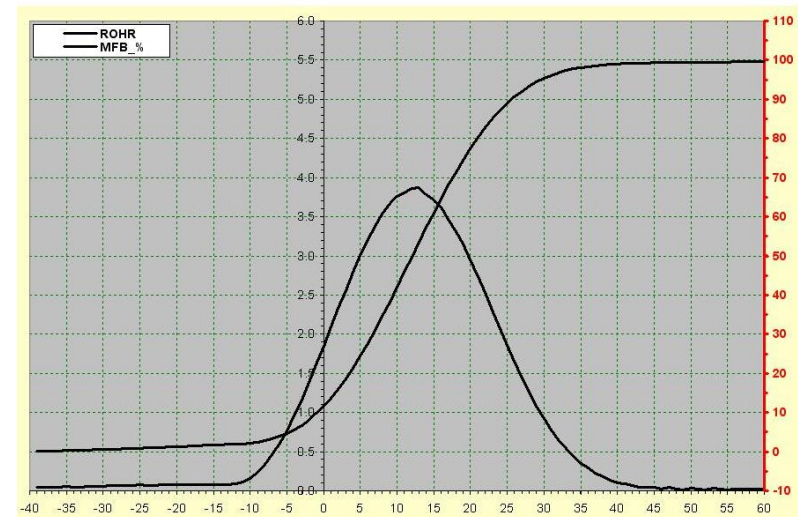


Step No. 2:

Combustion data analysis from measure cylinder pressure signal by applying CPTA_1C

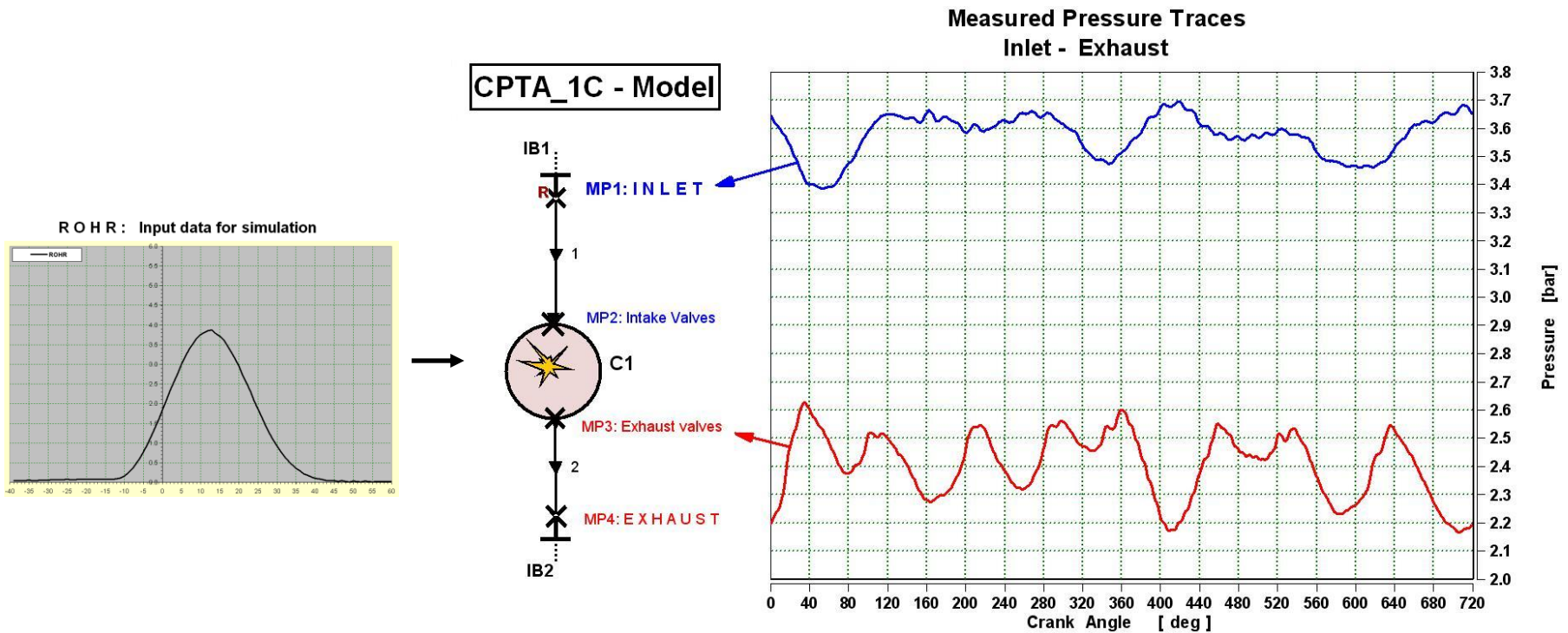


ROHR & MFB Analysis from measured P_cyl



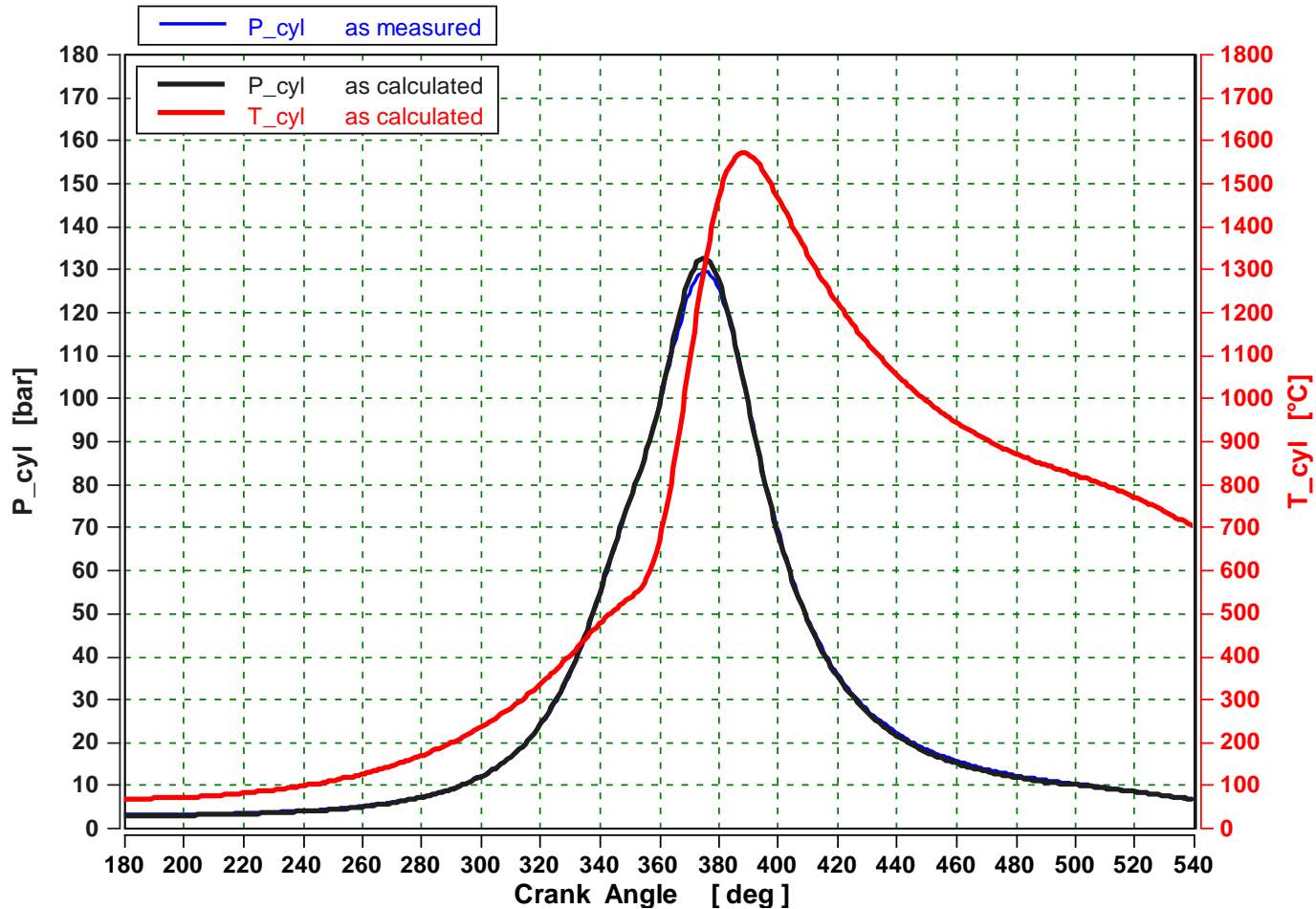
Step No. 3:

Gas exchange analysis with CPTA_1C and the measured data



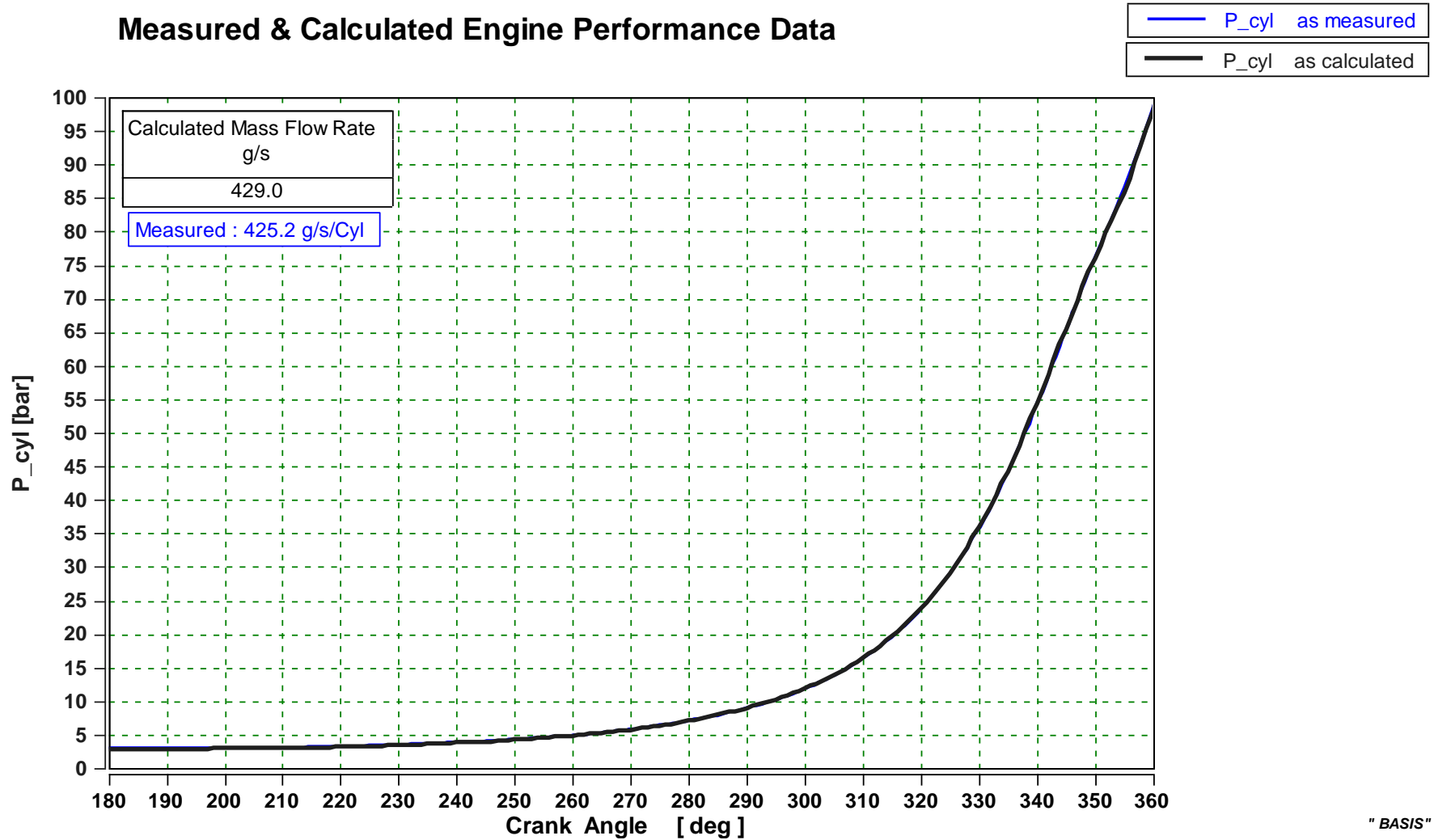
Results

Measured & Calculated Engine Performance Data



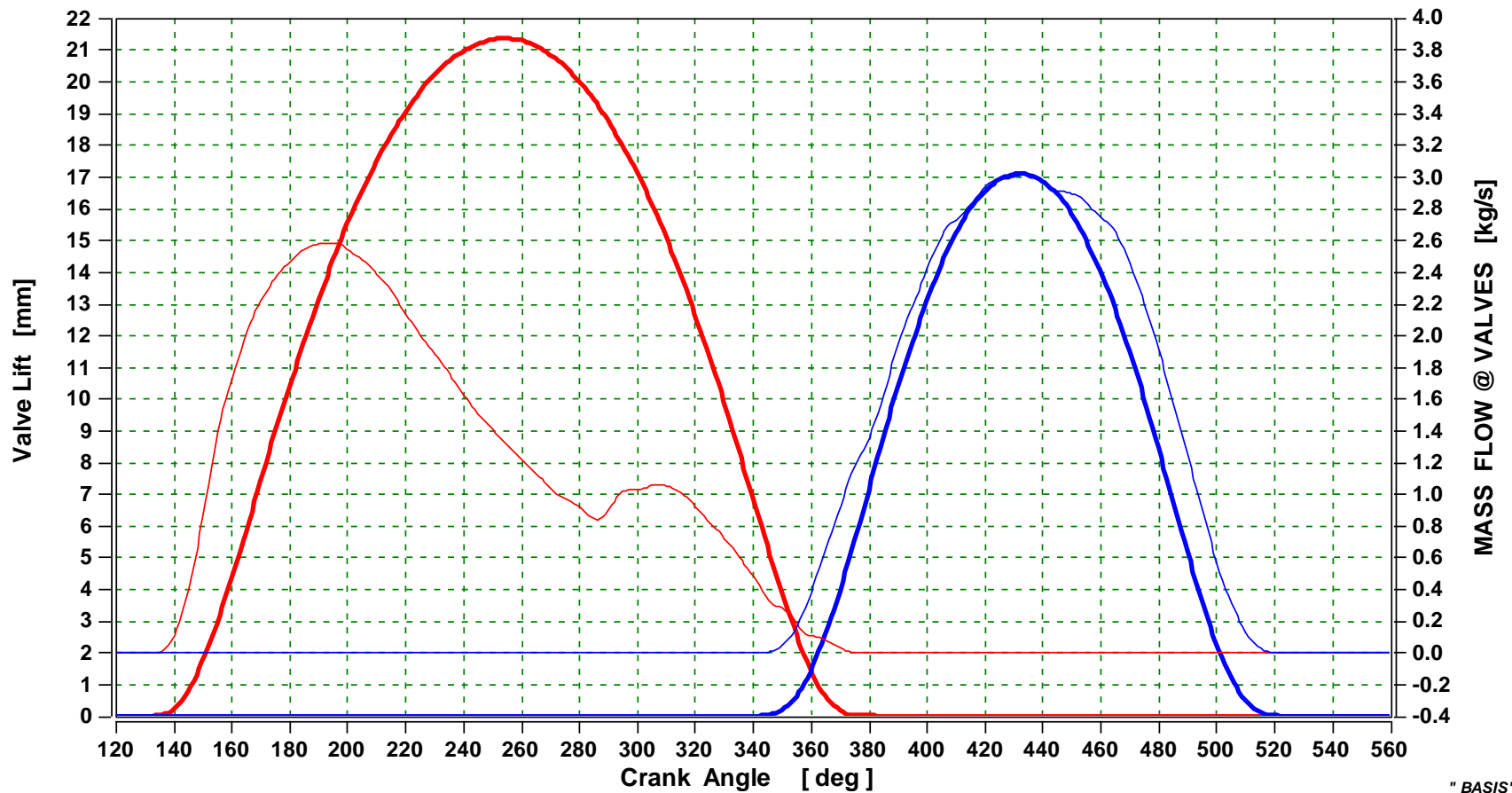
Results

Measured & Calculated Engine Performance Data



Results

Valve Lift Data & Mass Flow Rates



"BASIS"

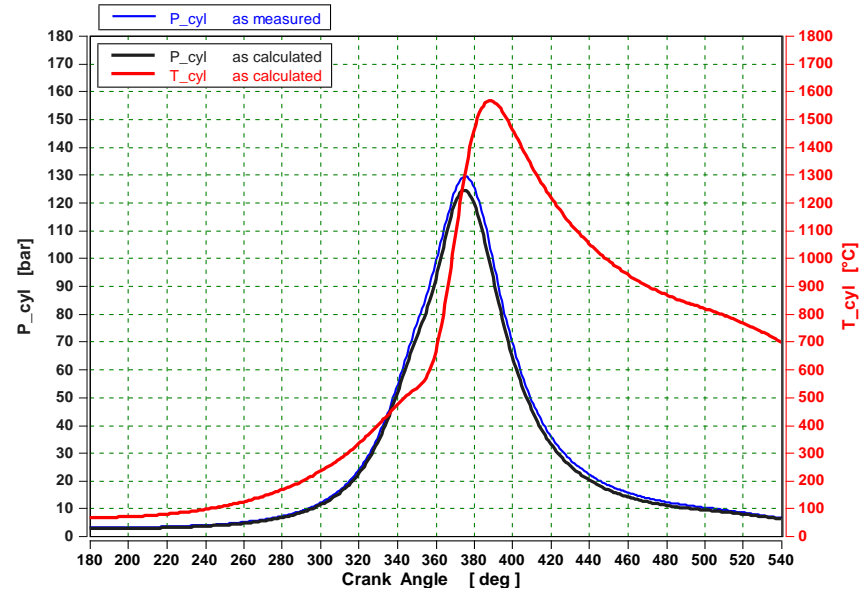
Results

Parameter investigation:

Influence of reduced inlet port flow capacity

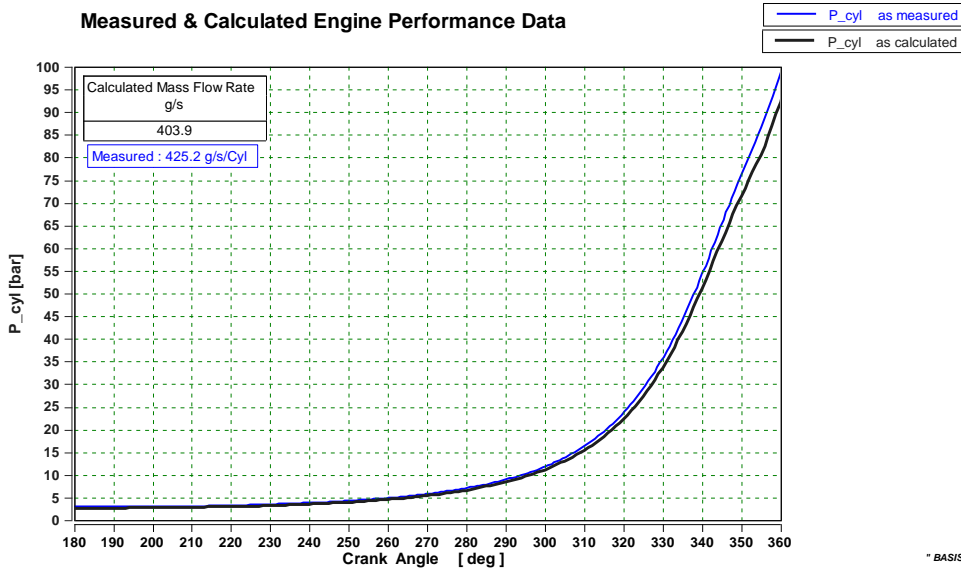
Assumption: -10% reduction

Measured & Calculated Engine Performance Data



"BASIS"

Measured & Calculated Engine Performance Data



"BASIS"