



Faculty of Engineering
University of Kragujevac



Ministry of Science, Technological
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10th International Congress
Motor Vehicles & Motors 2024
ECOLOGY -
VEHICLE AND ROAD SAFETY
- EFFICIENCY
Proceedings



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PREGOVOR

U oktobru se na Fakultetu inženjerskih nauka Univerziteta u Kragujevcu tradicionalno održava skup istraživača i naučnika koji se bave proučavanjem motornih vozila, motora i drumskog saobraćaja. Od 1979. do 2004. godine održano je trinaest bienalnih MVM simpozijuma koji su 2006. prerasli u Međunarodni kongres MVM. Od tada je održano devet MVM kongresa, a oktobra 2024. godine Fakultet inženjerskih nauka je organizovao deseti međunarodni kongres MVM od 10. do 11. oktobra 2024. godine.

Na deseti kongres Motorna vozila i motori, MVM2024 dostavljen je veliki broj naučnih radova iz Srbije i inostranstva. Kongres tradicionalno podržavaju Ministarstvo za nauku, tehnološki razvoj i inovacije Republike Srbije, Univerzitet u Kragujevcu, Fakultet inženjerskih nauka i međunarodni časopis „Mobility and Vehicle Mechanics“.

Tema Kongresa MVM 2024 bila je „Ekologija – Bezbednost vozila i na putevima – Efikasnost“. Tokom ovog istraživačkog putovanja, učesnici su puno naučili kroz rad na različitim sekcijama, koje su pokrivale širok spektar tema u vezi sa inženjerstvom u automobilske industriji, od fundamentalnih istraživanja do industrijskih primena, naglašavaju interakciju između vozača, vozila i životne sredine i stimulišući naučnu interakciju i saradnju.

Međunarodni naučni odbor u saradnji sa organizacionim odborom izradio je podsticajan naučni program. Program je ponudio preko 54 prezentacije radova, uključujući predavanja po pozivu i radove u sekcijama. Prezentacije na ovom kongresu obuhvatile su aktuelna istraživanja u oblasti motornih vozila i motora sprovedena u 12 zemalja iz celog sveta.

Zadovoljstvo nam je bilo što su nam uvodničari bili profesor Emrulah Hakan Kaleli (sa Tehničkog univerziteta Yıldız, Turska), profesor Ralph Putz (sa Univerziteta Landshut UAS, Nemačka) i profesori Nenad Miljić i Slobodan Popović (sa Univerziteta u Beogradu, Srbija). Izazovi i rešenja u korišćenju vodonika kao goriva za motore sa unutrašnjim sagorevanjem, korišćenje aditiva nanoborne kiseline dodatog u motorno ulje, kao i evropska politika o budućoj mobilnosti na putevima su bile teme uvodnih predavanja.

Sigurni smo da je ovaj program pokrenuo živu diskusiju i podstakao istraživače na nova dostignuća.

10. Kongres MVM 2024. finansijski je podržalo Ministarstvo za nauku, tehnološki razvoj i inovacije Republike Srbije.

Zahvaljujemo se iskusnim i mladim istraživačima koji su prisustvovali i prezentovali svoju stručnost i inovativne ideje na našem kongresu.

Posebnu zahvalnost dugujemo članovima međunarodnog naučnog odbora i svim recenzentima za njihov značajan doprinos visokom nivou kongresa.

Naučni i organizacioni komitet Kongresa MVM2024

FOREWARD

In October, the Faculty of Engineering University of Kragujevac traditionally holds gatherings of researchers and academics who study motor vehicles, engines and road traffic. From 1979 to 2004, thirteen, biennial MVM Symposiums have been held and they grew into an International Congress MVM in 2006. Since then, ninth MVM Congresses have been held, and in October 2024, the Faculty of Engineering organized the tenth International Congress MVM from 10th to 11th October 2024.

A large number of scientific papers from the Serbia and abroad were submitted to the tenth Congress "MVM2024". Congress is traditionally supported by the Ministry of Science, Technological Development and Innovation of the Republic of Serbia, University of Kragujevac, Faculty of Engineering and the International Journal "Mobility and Vehicle Mechanics".

The theme of the Congress MVM 2024 was "Ecology - Vehicle and Road Safety - Efficiency". Along this journey we learned from the various sessions, which broadly cover a wide range of topics related to automotive engineering from fundamental research to industrial applications, highlight the interaction between the driver, vehicle and environment and stimulate scientific interactions and collaborations.

The International Scientific Committee in collaboration with the Organising Committee built up a stimulating scientific program. The program offered over 54 presentations, including key-note speakers and paper sessions. The presentations to this conference covered current research in motor vehicle and motors conducted in 12 countries from all over the world.

We were pleased to have professor Emrullah Hakan Kaleli (from Yıldız Technical University, Türkiye), professor Ralph Pütz (from Landshut University UAS, Germany) and professors Nenad Miljić and Slobodan Popović (from University of Belgrade, Serbia) as the keynote speakers, addressing Challenges and solutions in using hydrogen as a fuel for internal combustion engines, using nanoboric acid (nBA) additive added in engine oil, as well as European policy on future road mobility.

We are sure this program will trigger lively discussion and will project researchers to new developments.

The 10th Congress MVM 2024 was financially supported by the Ministry of Science, Technological Development and Innovation of the Republic of Serbia.

We would like to thank experienced and young researchers, for attending and bringing their expertise and innovative ideas to our conference.

Special thanks are due to the International Scientific Board Members and all reviewers for their significant contribution in the high level of the conference.

Scientific and Organizational committee of Congress MVM2024

CONTENT

INTRODUCTORY LECTURES

MVM2024-IL1	Ralph Pütz	EU ENERGY AND PROPULSION TRANSITIONS IN THE MOBILITY SECTOR OF GERMANY – A REALIZABLE STRATEGY OR EVEN RATHER IDEOLOGICAL ASTRAY?	3
MVM2024-IL2	Nenad Miljić Slobodan Popović	HYDROGEN AND INTERNAL COMBUSTION ENGINES – STATUS, PERSPECTIVES AND CHALLENGES IN PROVIDING HIGH EFFICIENCY AND CO2 FREE POWERTRAIN FOR FUTURE	13
MVM2024-IL3	Hakan Kaleli Selman Demirtaş Veli Uysal	NANOSCALE TRIBOLOGICAL INFLUENCE OF NBA ADDED IN ENGINE OIL FOR FRICTION AND WEAR BEHAVIOUR IN DIESEL ENGINE CYLINDER LINER SURFACE RUBBED UNDER 1ST AND 2ND PISTON RINGS	35

SECTION A

Power Train Technology

MVM2024-008	Vanja Šušteršič Vladimir Vukašinić Dušan Gordić Mladen Josijević	APPLICATION OF HYDROSTATIC TRANSMISSION IN MOBILE MACHINE	55
MVM2024-010	Miloš Maljković Ivan Blagojević Branko Miličić Dragan Stamenković	TOWARDS AN ENERGY EFFICIENT OPERATION OF A SUPERCAPACITOR ELECTRIC BUS	65
MVM2024-013	Zoran Masoničić Siniša Dragutinović Aleksandar Davinić Slobodan Savić Radivoje Pešić	SOME ASPECTS OF COMBUSTION MODEL VARIATION ONTO FLAME PROPAGATION AND EXHAUST EMISSIONS OF IC ENGINES	75
MVM2024-016	Predrag Mrđa Marko Kitanović Slobodan Popović Nenad Miljić Nemanja Bukušić	MATHEMATICAL MODELING OF AN ELECTRONIC THROTTLE VALVE USING NARX NEURAL NETWORKS	83
MVM2024-018	Nemanja Bukušić Predrag Mrđa Marko Kitanović Nenad Miljić Slobodan Popović	GASOLINE DIRECT INJECTION STRATEGY ANALYSIS FOR IMPROVED COMBUSTION	93
MVM2024-020	Nenad Miljić Predrag Mrđa Mihailo Olda Slobodan J. Popović Marko Kitanović	THE METHOD AND INSTRUMENTATION FOR ENGINE POSITIONING ON A TESTBED WITH FAST SHAFT ALIGNMENT	103

MVM2024-026	Minja Velemir Radović Danijela Nikolić Nebojša Jurišević Saša Jovanović	APPLICATION OF WASTE PLASTIC OIL IN THE MODERN AUTOMOTIVE INDUSTRY	111
MVM2024-031	Miroljub Tomić Dragan Knežević Miloljub Štavljanin	CYLINDER DEACTIVATION IN IC ENGINES IN CYLINDER PROCESS SIMULATION	123
MVM2024-037	Marko Nenadović Dragan Knežević Željko Bulatović	CHARACTERISTICS OF TORSIONAL OSCILLATIONS OF PERKINS 1104 ENGINE CRANKSHAFT	131
MVM2024-038	Marko Nenadović Dragan Knežević Željko Bulatović	ANALYSIS OF CRANKSHAFT TORSIONAL OSCILLATION DUMPER FOR ENGINE V-46-6	141
MVM2024-047	Attila Kiss Bálint Szabó Zoltán Weltsch	THE SAFETY ISSUES OF HYDROGEN-GASOLINE DUAL-FUEL INJECTION IN NATURAL ASPIRATED INTERNAL COMBUSTION ENGINES	153
MVM2024-049	Ivan Grujic Aleksandar Davinic Nadica Stojanovic Zeljko Djuric Marko Lucic Radivoje Pesic	THE NUMERICAL INVESTIGATION OF THE WORKING CYCLE OF DUAL FUEL IC ENGINE	163

SECTION B Vehicle Design and Manufacturing

MVM2024-005	Gordana Bogdanović Dragan Čukanović Aleksandar Radaković Milan T. Đorđević Petar Knežević	FUNCTIONALLY GRADED MATERIALS IN AUTOMOTIVE INDUSTRY-MODELLING AND ANALYSIS OF FG PLATE ON ELASTIC FOUNDATION	171
MVM2024-006	Dušan Arsić Djordje Ivković Dragan Adamović Vesna Mandić Marko Delić Andjela Mitrović Nada Ratković	APPLICATION OF HIGH STRENGTH STEELS IN AUTOMOTIVE INDUSTRY	179
MVM2024-011	Saša Vasiljević Jasna Glišović Marko Maslač Milan Đorđević Sonja Kostić Dobrivoje Čatić	TIRE WEAR: VEHICLE SAFETY AND ENVIRONMENTAL PROBLEM	187
MVM2024-012	Zorica Đorđević Sonja Kostić Saša Jovanović Danijela Nikolić	THE INFLUENCE OF FIBER ORIENTATION ANGLE ON THE STABILITY OF A COMPOSITE DRIVE SHAFT	199
MVM2024-014	Vojislav Filipovic Milan Matijevic Dragan Kostic	DIGITAL PREVIEW CONTROLLER DESIGN USING REINFORCEMENT LEARNING	205
MVM2024-015	Milan Matijevic Vojislav Filipovic Dragan Kostic	ITERATIVE LEARNING (ILC) IN MANUFACTURING SYSTEMS: DESIGN OF ILC ALGORITHMS AND OVERVIEW OF MODEL INVERSION TECHNIQUES FOR ILC SYNTHESIS	213

MVM2024-017	Marko Delić Vesna Mandić Dragan Adamović Dušan Arsić Đorđe Ivković Nada Ratković	ANALYSIS OF PHOTOGRAMMETRY APPLICATION POSSIBILITIES FOR REVERSE ENGINEERING OF COMPONENTS IN THE AUTO INDUSTRY	229
MVM2024-023	Dániel Kecskés László Tóth István Péter Szabó	STRENGTH TESTING OF 3D PRINTED SPECIMENS	235
MVM2024-027	Milan Stanojević Milan Bukvić Saša Vasiljević Lozica Ivanović Blaža Stojanović	RESEARCH METHODS IN THE DESIGN PROCESS OF HYDRAULIC SYSTEMS WITH CYCLOID TEETH	247
MVM2024-028	Dragan Adamovic Vesna Mandic Nada Ratkovic Dusan Arsic Djordje Ivkovic Marko Delic Marko Topalovic	MODERN MATERIALS IN AUTOMOTIVE INDUSTRY - REVIEW	255
MVM2024-029	Dragan Adamović Fatima Živić Nikola Kotorčević Nenad Grujović	REVIEW OF THE USE OF NANOTECHNOLOGIES AND NANOMATERIALS IN THE AUTOMOTIVE INDUSTRY: DEVELOPMENT, APPLICATIONS AND FUTURE DIRECTIONS	269
MVM2024-032	Nada Ratković Dragan Adamović Srbislav Aleksandrović Vesna Mandić Dušan Arsić Marko Delić Živana Jovanović Pešić	ADVANCED WELDING TECHNOLOGIES: FSW IN AUTOMOTIVE MANUFACTURING	281
MVM2024-035	Milan Bukvić Sandra Gajević Slavica Miladinović Saša Milojević Momčilo Đorđević Blaža Stojanović	CHARACTERISTICS AND APPLICATION OF POLYMER COMPOSITES IN THE AUTOMOTIVE INDUSTRY	289
MVM2024-036	Gordana Bogdanović Aleksandar Radaković Dragan Čukanović Nikola Velimirović Petar Knežević	SHAPE FUNCTION OPTIMIZATION FOR STATIC ANALYSIS OF COMPOSITE MATERIALS USED IN AUTOMOTIVE INDUSTRY	295
MVM2024-039	Igor Saveljić Slavica Mačužić Saveljić Nenad Filipović	THE MODERN APPROACH TO PROBLEM- SOLVING IN MECHANICAL ENGINEERING - APPLICATION OF ARTIFICIAL INTELLIGENCE	303
MVM2024-040	Slavica Mačužić Saveljić Igor Saveljić Jovanka Lukić	DETERMINATION OF THE SEAT-TO-HEAD TRANSFER FUNCTION AND INFLUENCING FACTORS ON COMFORT UNDER VERTICAL RANDOM VIBRATIONS	309
MVM2024-041	Dobrivoje Čatić Saša Vasiljević Živana Jovanović Pešić Vladimir Čatić	DISC BRAKE FAILURE ANALYSIS OF THE MOTOR VEHICLE BRAKING SYSTEM	315

MVM2024-048	Isak Karabegović Ermin Husak Edina Karabegović Mehmed Mahmić	DEVELOPMENT AND IMPLEMENTATION OF ADVANCED ROBOTICS IN THE AUTOMOTIVE AND ELECTRO-ELECTRONIC INDUSTRY OF CHINA	321
MVM2024-051	Jasna Glišović Saša Vasiljević Jovanka Lukić Danijela Miloradović	SUBSYSTEM AND SYSTEM ANALYSIS OF BRAKE WEAR PARTICLES FOR PREDICTION AND CONTROL OF THE TRAFFIC NON- EXHAUST EMISSION	331
MVM2024-052	Dobrivoje Čatić Vladimir Čatić	DETERMINING THE RELIABILITY OF BRAKE BOOSTERS IN LIGHT COMMERCIAL VEHICLES	343
MVM2024-053	Nikola Komatina Danijela Tadić Marko Džapan	QUANTITATIVE ANALYSIS OF NONCONFORMING PRODUCTS: A CASE STUDY IN THE AUTOMOTIVE INDUSTRY	349
MVM2024-054	Danijela Miloradović Jasna Glišović Jovanka Lukić Nenad Miloradović	SUSPENSION RATIOS OF MACPHERSON STRUT SUSPENSION	357
MVM2024-056	Nenad Miloradović Rodoljub Vujanac	INFLUENCE OF SELECTION OF MATERIAL HANDLING DEVICES ON SOLUTION FOR WAREHOUSE SYSTEM IN AUTOMOTIVE INDUSTRY	369
MVM2024-057	Nenad Petrović Strahinja Milenković Živana Jovanović Pešić Nenad Kostić Nenad Marijanović	DETERMINING 3D PRINTED HOUSING DIAMETERS FOR PRESS-FITTING STANDARD BALL BEARINGS	379

SECTION C

Vehicle Dynamics and Intelligent Control Systems

MVM2024-002	Mihai Blaga	VOLVO FH POWERTRAIN, VEHICLE ENGINE DIAGNOSTICS	387
MVM2024-007	Abdeselem Benmeddah Momir Drakulić Aleksandar Đurić Sreten Perić	MODELING AND VALIDATION OF TRUCK SUSPENSION SYSTEMS USING ADAMS SOFTWARE	401
MVM2024-030	Vesna Ranković Andrija Đonić Tijana Geroski	ROAD TRAFFIC ACCIDENTS PREDICTION USING MACHINE LEARNING METHODS	409
MVM2024-034	Vasko Changoski Igor Gjurkov Vase Janushevska	HANDLING AND STABILITY ANALYSIS OF AN AUTOMATED VEHICLE WITH INTEGRATED FOUR-WHEEL INDEPENDENT STEERING (4WIS)	417
MVM2024-042	Bojana Bošković Nadica Stojanović Ivan Grujić Saša Babić Branimir Milosavljević	THE INFLUENCE OF THERMAL STRESS OF DISC BRAKES ON VEHICLE DECELERATION	431
MVM2024-046	Andjela Mitrović Vladimir Milovanović Nebojša Hristov Damir Jerković Mladen Josijević Djordje Ivković	ANALYSIS OF PLACING ADDITIONAL SUPPORTS OF THE INTEGRATED ARTILLERY SYSTEM CALIBER 130 mm	439

SECTION D
Driver/Vehicle Interface, Information and Assistance Systems

MVM2024-001	Miroslav Demić Mikhail P. Malinovsky	INVESTIGATION OF TORSIONAL VIBRATIONS OF THE STEERING SHAFT FROM THE ASPECT OF MINIMAL DRIVER-HAND FATIGUE IN HEAVY MOTOR VEHICLES	451
MVM2024-009	Mikhail P. Malinovsky Miroslav Demić Evgeny S. Smolko	TECHNICAL SOLUTIONS FOR CATASTROPHIC EXTENT OF THE HUMAN FACTOR IN DRIVERS TRAINING AND STRUCTURAL SAFETY OF BUSES AND HEAVY VEHICLES	459
MVM2024-050	Jovanka Lukić Danijela Miloradović Jasna Glišović	MASKING EFFECTS UNDER DUAL AXIS WHOLE BODY VIBRATION	477

SECTION E
Transport Challenges in Emerging Economies

MVM2024-004	Slobodan Mišanović	PERFORMANCES OF FAST CHARGERS FOR ELECTRIC BUSES IN BELGRADE ON THE EKO2 LINE	485
MVM2024-019	Siniša Dragutinović Zoran Masonic Aleksandar Davinić Slobodan Savić Radivoje Pešić	APPLICATION OF THE AHP METHOD FOR THE ASSESMENT OF INFLUENTIAL CRITERIA IN RISK ANALYSIS OF ROAD TRANSPORT OF DANGEROUS GOODS	493
MVM2024-021	Željko Đurić Snežana Petković Valentina Golubović Bugarski Nataša Kostić	METHODS FOR CATEGORIZING ROAD TUNNELS ACCORDING TO DANGEROUS GOODS REGULATIONS	501
MVM2024-025	Franci Pušavec Janez Kopač	TRAFFIC HAZARD DUE TO HIGH CENTRE OF GRAVITY	511
MVM2024-043	Alexander Koudrin Sergey Shadrin	DEVELOPMENT OF AN ENERGY-EFFICIENT CONTROL SYSTEM FOR CONNECTED, HIGHLY AUTOMATED VEHICLES	517
MVM2024-055	Marko Miletić Ivan Miletić Robert Ulewich Ružica Nikolić	EV CHARGING STATIONS: CURRENT SITUATION AND FUTURE PERSPECTIVES	527



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THE NUMERICAL INVESTIGATION OF THE WORKING CYCLE OF DUAL FUEL IC ENGINE

ABSTRACT: The numerical investigations have become the indispensable part of the development of new products, as well as, the part of modification of the existing products. For the numerical investigation of the IC engine working cycle, usually are using three-dimensional analysis, by application of computational fluid dynamics. In the paper it was investigated the working cycle of the turbocharged dual fuel IC engine. It was created a 3D model of one cylinder engine, with the displacement of 499 cm³, and with the compression ratio 7.3:1. The analysis was conducted for the case of two fuels, with different injections type (gasoline injection into the intake port and methanol direct injection), as well as for the turbocharged IC engine, with 1.8 bar pressure at its inlet, at the engine speed of 6500 rpm. The obtained indicating power at the defined boundary conditions is 52 kW, with indicating efficiency of 0.3.

KEYWORDS: numerical investigations, IC engine, turbocharged, dual fuel, gasoline and methanol.

INTRODUCTION

Today, in the modern engineering, it is unthinkable to work on the development of new product, or even on the modification of existing one, without the application of numerical analysis. In the case of the IC engine, all output parameters depend from the working cycle of the engine. The working cycle of IC engine is reflected by many physical-chemical reactions from which depend the output parameters. So, the ideal type of the analysis in the case of IC engine working cycle simulation, are so-called Computational Fluid Dynamics (CFD).

In order to conduct the successful CFD analysis of the IC engine working cycle, it is necessary to include in the engine geometry all parts which influence on the engine working cycle, such is the combustion chamber, the intake and exhaust ports, as well as the intake and exhaust valves [1]. It exists several types of IC engine CFD analyses. The most complicated is the analysis of the entire working cycle. However, in the case of the analysis, and the optimization of combustion chamber, usually are using so-called cold-flow analyses. The purpose of these analyses is to see how the shape of the combustion chamber influences on the air/fuel mixing, turbulences etc [2]. The great advantage of the use of CFD analyses, over the experimental work, is the possibility to visualize the entire simulated process. So, the use of CFD analyses provides the visualization of all five events in four stroke engine and that:

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intake, compression, expansion, exhaust and combustion [3]. One more advantage of the CFD analyses is the easy possibility of the implementation of different fuels. For example, in the software can be easy defined fuel such are Natural gas and Hydrogen [4], while the experimental work will demand many modifications in order to apply different fuels on the test engine. At the end it should say, that from the research aspect, the ideal variant is to have the results obtained from CFD as well as from the experimental work [5], and in this way it can compare and to see if the CFD model is appropriate, and did it can be used in future with fully trust.

The main aim of this paper is to create the geometry of engine, that by geometry is not the same as any existing IC engine, and to simulate its working cycle for the case of dual-fuel use. The simulation will be conducted for the maximum power regime. On the basis of these initial results, it can get idea for the future researches.

3D MODEL AND BOUNDARY CONDITIONS

In order to conduct the numerical analysis, the 3D model of the engine was developed. In order to conduct the CFD analysis of the IC engine working cycle, for the analysis it is only necessary to create the working space of the engine. So according to this, it was created the 3D model of the working space with all elements which influence on the working cycle, and this are:

- Shape of the combustion chamber (cylinder, piston head shape, and cylinder head shape).
- Shape of the intake port.
- Shape of the exhaust port.
- Shape of the intake valves.
- Shape of the exhaust valves
- Position of the injector in cylinder.
- Position of the spark plug.

The 3D model of the engine is given on the Figure 1, while the engine characteristics are given in the Table 1.

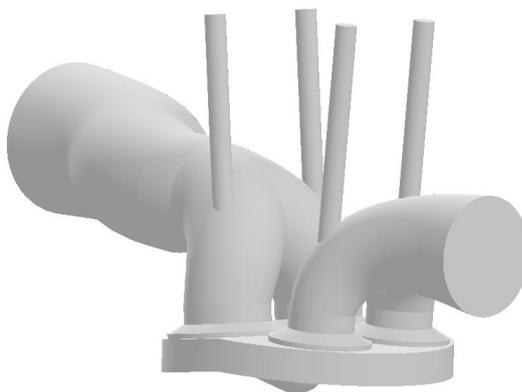


Figure 1 The 3D model of IC engine used in the analysis

Table 1 IC engine characteristics

Parameter name	Value	Unit
Cylinder bore	95	mm
Piston stroke	70	mm
Connecting rod length	80	mm
Displacement	499	cm ³
Compression ratio	7.3:1	-
Number of intake valves	2	-
Number of exhaust valves	2	-

The IC engine model, is the model created by authors, it is not the model of the working space of an existing IC engine. The main ide it was to create the IC engine with approximately 500 cm³ displacement in one cylinder, which will correspond to the 2.0 L four-cylinder engine or to 3.0 L six-cylinder engine, etc.

After the created 3D model of the engine, are defined boundary conditions. Boundary conditions which are defined, are the initial temperatures of engine pars, as well as the initial pressure at intake, in cylinder and at exhaust. The defined boundary conditions are given in Table 2.

Table 2 Boundary conditions

Parameter name	Value	Unit
Piston temperature	180	°C
Cylinder temperature	160	°C
Cylinder head temperature	140	°C
Intake valves temperature	50	°C
Exhaust valves temperature	500	°C
Intake port temperature	32	°C
Exhaust port temperature	650	°C
Intake port pressure	1.8	bar
Cylinder pressure	1.2	bar
Exhaust port pressure	0.97	bar

Besides the boundary conditions from Table 2, also it also necessary to define the valve timing/lift. The valve timing/lift is calculated on the basis of kinematic characteristic of created camshaft, which 3D model, which also was created by authors. Based on the dimensions and shape of the cams, it was determined the valve timing/lift, shown on the Figure 2.

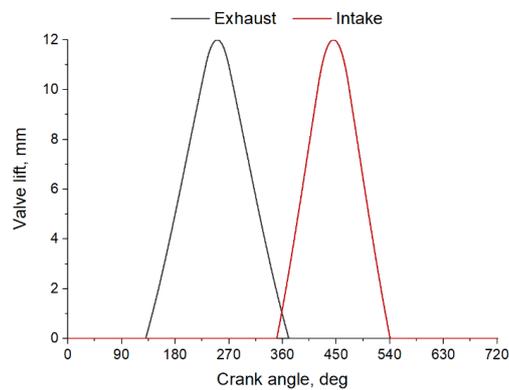


Figure 2 Valve lift

Also, in the analysis it was defined the engine speed, which in this case was 6500 rpm, the air-fuel ratio for the air-gasoline mixture was 1.1, and the injected amount of methanol in cylinder is 0.015 g. After all these conditions were defined, the analysis was conducted in ANSYS software package.

RESULTS AND DISCUSION

The analysis was conducted for the entirely working cycle, that is for the all four strokes of the engine, as well as for the combustion, Figure 3.

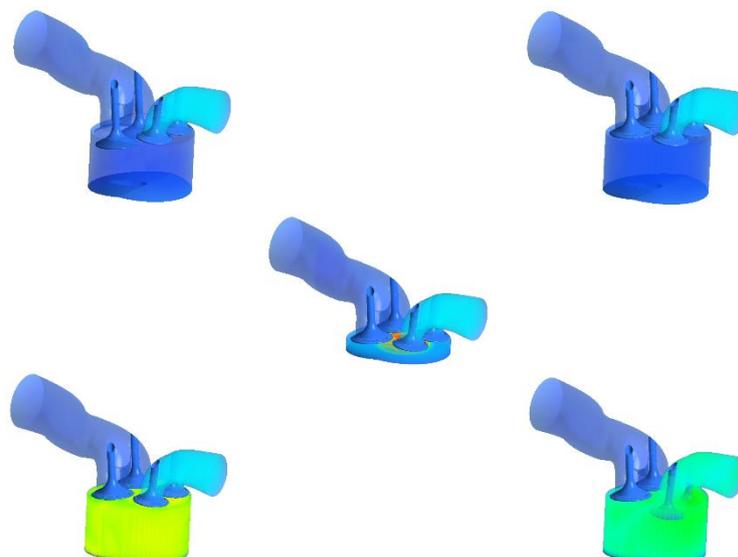


Figure 3 Parts of the simulation, intake stroke (upper left), compression stroke (upper right), combustion (in the middle), expansion stroke (bottom left) and exhaust stroke (bottom right)

The colours from the Figure 3, correspond to the temperature colours, which appeared during the simulated working cycle. That is, as the results are obtained cylinder pressure and temperature, which are and main parameters of the working cycle of the engine. The obtained values for cylinder pressure and temperature are shown on the Figure 4.

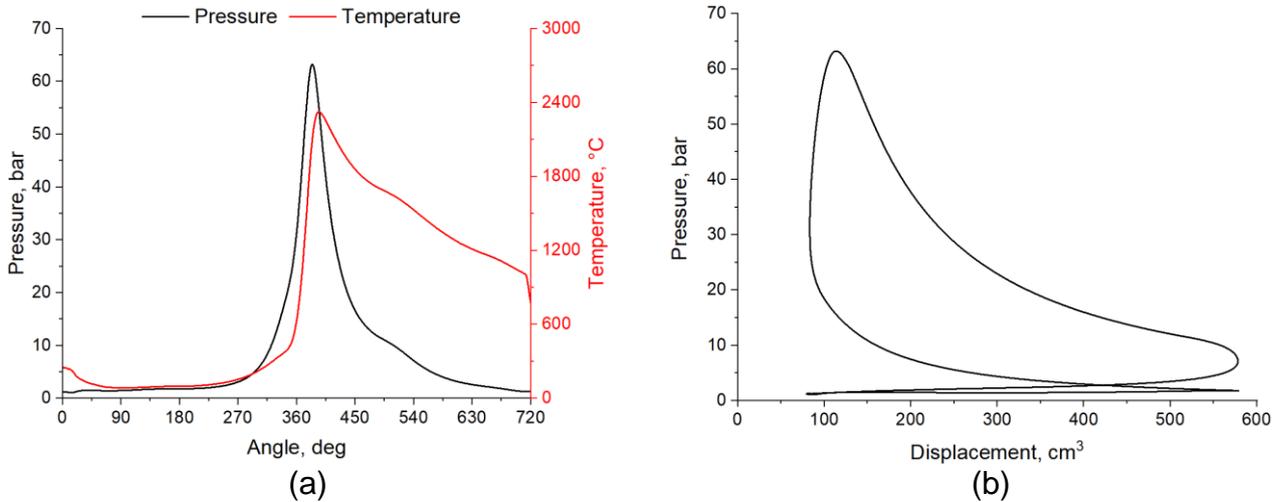


Figure 4 The results of (a) cylinder pressure and temperature and (b) cylinder pressure in p-V diagram

According to the obtained cylinder pressure, firstly is determined the indicating work of the engine, by application of Equation 1.

$$w_i = \frac{1}{V} \int_0^{4V} p dV \quad (1)$$

Where the V is cylinder displacement and p is cylinder pressure. The obtained value for the indicating work is 1940000 J/m³, that is, 1.94 kJ/dm³. On the basis of the indicating work, it can be calculated indicating power, according to the Equation 2.

$$P_i = \frac{n \cdot w_i \cdot V}{120} \quad (2)$$

Where the n is engine speed. On the basis of the Equation 2, the calculated indicating power is 52436 W, that is, approximately 52 kW. The indicating efficiency is calculated according to the Equation 3.

$$\eta_i = \frac{w_i \cdot V}{m_g \cdot H_{lg} + m_m \cdot H_{lm}} \quad (3)$$

Where the m_g is gasoline mass while the H_{lg} is lower calorific value of gasoline, and m_m is methanol mass while the H_{lm} is lower calorific value of methanol. By application of Equation 3, it was obtained the value for indicating efficiency 0.3.

According to the obtained values of indicating parameters, it can be said that are obtained quit high values for the indicating work, as well as for the indicating power. However, the indicating efficiency is a little bit lower, which indicates on greater heat losses. This was happened due to the stretched combustion process, which can be confirmed by the position of maximum cylinder pressure value, which was obtained at 24 degrees after top dead centre (ATDC). This can be regulated by the defining a little bit earlier ignition, especially in the case of high engine speed, as it was in this case. Also, in order to increase the efficiency, a compression ratio should be increased.

CONCLUSIONS

For the research, it was developed a working space of the on cylinder, with the displacement of 499 cm³, and compression ratio 7.3:1. The research it was conducted by application of CFD analysis, and that for the turbocharged, dual fuel engine. The simulation was performed for the regime of maximum power, where it was defined the maximum engine speed of 6500 rpm. The boundary conditions of the simulation are defined according to the earlier experience in engine testing. The parameters which were observed are the indicating parameters of the engine work, that is, indicating work, indicating power and indicating efficiency. The obtained value for the indicating work is 1.94 kJ/dm³,

the value of obtained value for the indicating power is 52 kW and the obtained value for the indicating efficiency is 0.3. A little bit lower indicating efficiency indicates that exist increased heat lose, that is, that are not achieved maximum possible performances. This can be improved by the regulation of ignition timing, which will significantly improve the performances. So, in future researches should seek the optimal value for the ignition timing. Also, it should modify the geometry of the engine working space, in order to increase the compression ratio, which will increase the efficiency and improve the indicating performances.

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